



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Engineering & Construction • Public Transportation & Operations

Metropolitan Planning Organization of Washoe County, Nevada

Reno, Sparks and Washoe County, Nevada

Comprehensive Annual Financial Report

Fiscal Year Ended June 30, 2017



Your RTC. Our Community.



REGIONAL TRANSPORTATION COMMISSION

Reno, Sparks and Washoe County, Nevada

CAFR

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended June 30, 2017

Lee G. Gibson, AICP
Executive Director

PREPARED BY THE FINANCE DEPARTMENT

Stephanie Haddock, CGFM
Director of Finance & CFO

Jelena Williams, CPA
Financial Manager

Nelia Belen
Financial Analyst

Linda Merlin
Financial Analyst

Nancy Mues
Graphics/Web Designer

TABLE OF CONTENTS

INTRODUCTORY SECTION *(unaudited)*

Chief Financial Officer’s Letter of Transmittal	viii
Principal Officials of the Regional Transportation Commission	xv
Organization Chart	xvi
Certificate of Achievement for Excellence in Financial Reporting.....	xvii

FINANCIAL SECTION

Independent Auditor’s Report	2
Management’s Discussion and Analysis.....	5
Basic Financial Statements:	
Government — Wide Financial Statements:	
Statement of Net Position	19
Statement of Activities	20
Fund Financial Statements:	
Governmental Funds:	
- Balance Sheet — Governmental Funds	22
- Reconciliation of the Balance Sheet to the Statement of Net Position — Governmental Funds.....	24
- Statement of Revenues, Expenditures and Changes in Fund Balances — Governmental Funds	25
- Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances to the Statement of Activities — Governmental Funds	27
- Statement of Revenues, Expenditures and Changes in Fund Balance — Budget and Actual — General Fund	28
- Statement of Revenues, Expenditures and Changes in Fund Balance — Budget and Actual — Special Revenue Fund <i>(Regional Road Impact Fee Fund)</i>	29
- Statement of Revenues, Expenditures, and Charges in Fund Balance — Budget and Actual — Special Revenue Fund <i>(Paratransit Services Fund)</i>	30
Proprietary Fund:	
- Statement of Fund Net Position — Proprietary Fund — Enterprise Fund <i>(Public Transit Fund)</i>	31
- Statement of Revenues, Expenses and Changes in Fund Net Position — Proprietary Fund — Enterprise Fund <i>(Public Transit Fund)</i>	32

FINANCIAL SECTION — *Continued:*

Basic Financial Statements — *Continued:*

Proprietary Fund:

Statement of Cash Flows – Proprietary Fund — Enterprise Fund
(*Public Transit Fund*)..... 33

Notes to Financial Statements 35

Required Supplementary Information:

Schedule of Funding Progress – Other Post-employment Benefits 67

Schedule of Proportionate Share of the Net Pension Liability..... 68

Schedule of Regional Transportation Commissions Contributions 68

Individual Fund Statements and Schedules:

Non-major Governmental Fund:

Balance Sheet — Non-major Governmental Funds
(*Metropolitan Planning Organization Fund*) 70

Schedules of Revenues, Expenditures and Changes in Fund Balance —
Budget and Actual:

- Special Revenue Fund
(*Metropolitan Planning Organization Fund*) 71

Capital Assets Used in the Operation of Governmental Funds:

Schedule by Sources 73

Schedule by Function and Activity 74

Schedule of Changes by Function and Activity 75

Other Supplementary Information (*unaudited*):

Schedule of Current Expenditures — Budget and Actual —
General Fund (*Regional Street and Highway Fund*) 77

Schedule of Current Expenditures — Budget and Actual —
Debt Service Fund (*Debt Service Fund*) 78

Schedule of Current Expenditures — Budget and Actual —
Special Revenue Fund (*Regional Road Impact Fee Fund*)..... 79

Schedule of Current Expenditures — Budget and Actual —
Special Revenue Fund (*Paratransit Services Fund*)..... 80

Schedule of Current Expenditures — Budget and Actual —
Special Revenue Fund (*Metropolitan Planning Organization Fund*)..... 81

Schedule of Revenues, Expenditures and Changes in Fund
Balance — Budget and Actual — Debt Service Fund 82

Schedule of Revenues, Expenses and Changes in Net Position —
Budget and Actual — Proprietary Fund (*Public Transit Fund*)..... 83

Schedule of Expenses by Object Classes — Budget and Actual —
Proprietary Fund (*Public Transit Fund*)..... 84

Schedule of Special and Regular Motor Vehicle Fuel Tax

FINANCIAL SECTION — Continued:

Other Supplementary Information (*unaudited*) — *Continued:*

Schedule of Construction Project Expenditures – General Fund (<i>Regional Street and Highway Fund</i>)	87
Schedule of Construction Project Expenditures — Special Revenue Fund (<i>Regional Road Impact Fee Fund</i>).....	88
Schedule of Changes in Reserve for Project Appropriations — General Fund (<i>Regional Street and Highway Fund</i>)	89
Schedule of Changes in Reserve for Project Appropriations — Special Revenue Fund (<i>Regional Road Impact Fee Fund</i>).....	92
Schedule of Cumulative Construction Project Expenditures — General Fund (<i>Regional Street and Highway Fund</i>)	93
Schedule of Cumulative Construction Project Expenditures — Special Revenue Fund (<i>Regional Road Impact Fee Fund</i>).....	100

STATISTICAL SECTION (*unaudited*)

Net Position by Component — Last ten fiscal years.....	103
Changes in Net Position — Last ten fiscal years.....	104
Fund Balances of Governmental Funds — Last ten fiscal years	106
Changes in Fund Balances of Governmental Funds — Last ten fiscal years.....	107
Revenues by Source, Governmental Funds — Last ten fiscal years	108
Revenues by Source, Proprietary Funds — Last ten fiscal years	109
Principal Regional Road Impact Fee Credit Recipients.....	110
Vehicle Miles Traveled (VMT) Units	111
Direct and Overlapping Tax Rates — Last ten fiscal years.....	112
Ratios of Outstanding Debt by Type — Last ten fiscal years	113
Computation of General Obligation Direct and Overlapping Debt	114
Pledged Revenue Bond Coverage and Limitations — Last ten fiscal years	115
Demographic and Economic Statistics — Last ten fiscal years	116
Principal Employers — Current year and nine years ago	117
Full Time Equivalent Government Employees by Department — Last ten fiscal years	118
RIDE Operating Statistics — Last ten fiscal years	119
ACCESS Operating Statistics — Last ten fiscal years.....	120
Capital Asset Information.....	121

COMPLIANCE SECTION

Independent Auditor’s Report on Internal Control Over Financial Reporting
and on Compliance and Other Matters Based on an Audit of Financial
Statements Performed in Accordance with Government Auditing Standards123

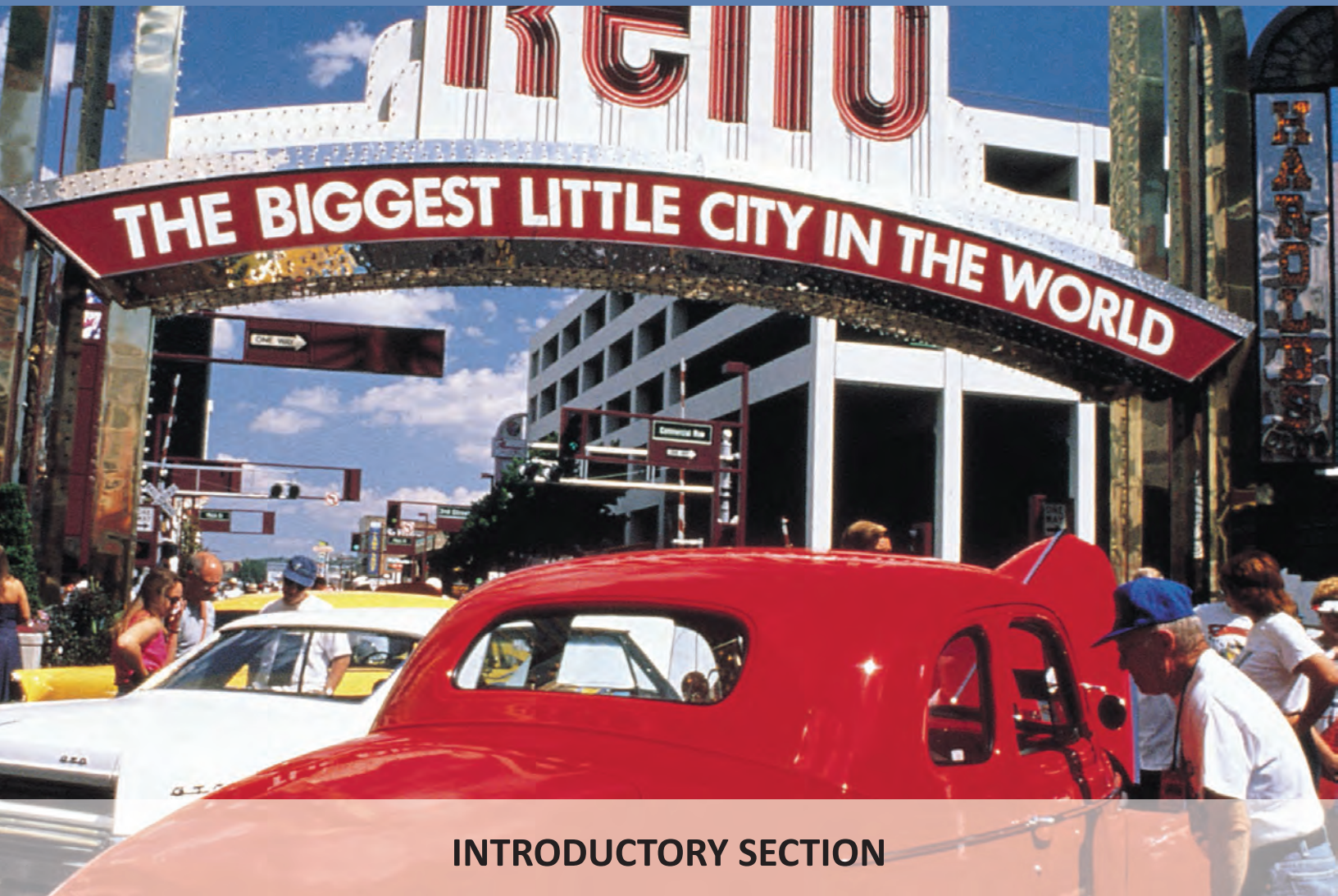
Independent Auditor’s Report on Compliance for each Major Program
and on Internal Control over Compliance Required by OMB Circular A-133125

Schedule of Expenditures of Federal Awards.....127

Notes to Schedule of Expenditures of Federal Awards129

Schedule of Findings and Questioned Costs130

Summary Schedule of Prior Audit Findings.....133



INTRODUCTORY SECTION



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

RTC BOARD OF COMMISSIONERS



Neoma Jardon
City of Reno
Councilwoman



Ron Smith
RTC CHAIR
City of Sparks
Councilman



Bob Lucey
RTC Vice Chair
Washoe County
Commissioner



Paul McKenzie
City of Reno
Councilman



Marsha Berkbigler
Washoe County
Commissioner



Lee Gibson
RTC Executive
Director



Rudy Malfabon
NDOT Director
Ex-Oficio

RTC DIRECTORS



Amy Cummings
Director of
Planning



David Jickling
Director
of Public
Transportation
and Operations



Brian Stewart
Director of
Engineering &
Construction



Stephanie Haddock
Director of
Finance/CFO



Angela Reich
Director of
Administrative
Services



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

December 15, 2017

Honorable Chair, Vice Chair and Members
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502

Dear Chair Smith, Vice Chair Lucey, Members of the Commission, and Citizens of Reno, Sparks and Washoe County:

I am pleased to transmit to you the Comprehensive Annual Financial Report (CAFR) of the Regional Transportation Commission of Washoe County (RTC) for the fiscal year ended June 30, 2017. State law requires that all general-purpose local governments publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with Generally Accepted Accounting Principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed Certified Public Accountants.

This report consists of management's representations concerning the finances of the RTC. Consequently, management assumes full responsibility for the completeness and reliability of all of the information presented in this report. To provide a reasonable basis for making these representations, management of the RTC has established a comprehensive internal control framework that is designed both to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the RTC's financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefits, the RTC's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

The RTC's financial statements have been audited by Crowe Horwath, a firm of licensed Certified Public Accountants. The goal of the independent audit is to provide reasonable assurance that the financial statements for the fiscal year ended June 30, 2017, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the RTC's financial statements for the fiscal year ended June 30, 2017, are fairly presented in conformity with GAAP. The independent auditor's opinion is presented as the first component of the financial section of this report. The independent audit of the financial statements of the RTC was part of a broader, federally-mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single

Honorable Chair and Members
Regional Transportation Commission
December 15, 2017

Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards.

GAAP require that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement MD&A and should be read in conjunction with it. The RTC's MD&A can be found immediately following the report of the independent auditors.

Profile of the Government

The RTC is located in Northern Nevada. It serves the cities of Reno and Sparks and the county of Washoe. The RTC's service area is 96 square miles and serves a population of 459,142.

Two major sources of revenue for the RTC are fuel tax and sales tax (public transportation tax). Fuel tax and sales tax can be designated for the RTC transportation purposes by the Nevada State Legislature and must be implemented by Washoe County ordinance. By statute, the RTC may exercise the power of eminent domain with the approval of the City or County in which the property lies.

The RTC has operated as a special purpose unit of government since 1979, as a result of legislation approved in the 1979 Nevada State Legislature.

Overall agency guidance is provided by the Commission, which is composed of locally elected officials. Members of the Commission are appointed by their respective political jurisdiction and include two (2) members representing Washoe County, two (2) members representing the largest city in the jurisdiction (City of Reno), and one (1) member representing the other city in the jurisdiction (City of Sparks). They serve staggered two-year terms.

The Commission establishes and approves policy direction for the agency in all program areas. Policy established by the Commission is implemented through a professional/technical staff supervised by an Executive Director.

The Executive Director serves at the pleasure of the Commission and is considered to be an unclassified employee. The Commission establishes compensation for the Executive Director position. Department Directors and certain administrative and senior level personnel are also unclassified employees of the RTC and are subject to a classification and compensation plan approved by the Commission. Remaining staff are classified employees of the RTC and are also subject to a classification and compensation plan approved by the Commission.

The RTC is responsible for three major transportation programs:

Public Transportation Program – The RTC operates public transportation, both fixed-route and paratransit, in conformance with Nevada Revised Statutes. The RTC has the responsibility and the authority to appropriate money from the Public Transit Fund for such purposes and may provide for all functions incident to the administration and operation of public transportation.

Honorable Chair and Members
Regional Transportation Commission
December 15, 2017

Separate contracts have been established for the public transportation elements of the RTC. MV Transit, Inc., provides turnkey operation for RTC RIDE, the local fixed-route bus system, RTC RAPID, the bus rapid transit, and RTC INTERCITY, a commuter service between Reno/Sparks and Carson City. The RTC INTERCITY service is funded by the RTC and the city of Carson City. The RTC also has a turnkey contract with Ride Right, LLC, for the operation of RTC ACCESS, the ADA paratransit service. RTC established general service delivery policies for both systems and receives all revenues and purchases and maintains ownership of all assets of the transit operations.

In addition, the RTC helps fund transit service on the North Shore of Lake Tahoe for the Tahoe Truckee Area Rapid Transit (TART) system. The service is provided by Placer County, California, through a contractual agreement, with RTC reimbursing Placer County for the transit service provided in the Washoe County portion of the Tahoe basin.

Transportation Planning – The RTC is designated as the Metropolitan Planning Organization (MPO) for Washoe County. In that capacity, the RTC is responsible for establishing policy direction for transportation planning. This responsibility includes the approval of the Regional Transportation Plan (RTP), the annual Five-Year Financial Plan, Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and the establishment and approval of federal funding priorities in certain program areas. The RTC provides major project review of the transportation impacts of new projects and developments.

Regional Street and Highway Program – The primary responsibility of the RTC in the Regional Street and Highway program is to approve and implement road projects through a priority-setting process in both the technical and political levels.

The RTC's Budget Process

The annual budget serves as the foundation for the RTC's financial planning and control. All Department Directors of the RTC are required to submit their budgets for approval by the Executive Director in March of each year. The RTC uses zero-based budgeting. Each department's budget is presented in extensive line item detail. A budget workshop is held for the Commissioners in February. A draft budget is presented to the Commission in April. Any Commissioners' changes are included in the final document, and that document is presented for a public hearing and approval in May. The appropriated budget is prepared by fund, function (e.g., Street and Highway), and department (e.g., Finance). Department Directors may make transfers of appropriations within a department. Transfers of appropriations between departments require the approval of the Executive Director. Any increase in Fund Budgets requires the approval of the Commission. Budget-to-actual comparisons are provided in this report for each individual governmental fund for which an appropriated annual budget has been adopted. For the major governmental funds, the General Fund, the Regional Road Impact Fee Fund, and the Paratransit Services Fund, these comparisons are presented as part of the basic financial statements. For the nonmajor governmental fund, with appropriated annual budgets, these comparisons are presented in the Nonmajor Governmental Fund subsection of this report, following the basic financial statements. For the Public Transit Fund, the comparison is presented as part of the other supplementary information.

Agency Accomplishments – FY 2017

- Completed 2040 Regional Transportation Plan (RTP)
- Completed 2018-2022 Short Range Transit Plan (SRTP)
- Completed North Valleys Regional Multimodal Transportation Plan
- Adopted Complete Streets Master Plan and Bicycle & Pedestrian Master Plan
- Completed RTC Sustainability Plan
- Completed North Valleys transportation improvements package – phase I
- Completed McCarran and North Virginia intersection improvements
- Completed RTC 2016 Annual Report
- Completed 119 Community Outreach events for RTC programs and services
- Hosted American Public Transportation Association (APTA) Bus & Paratransit conference and International Bus Roadeo
- Initiated construction of 4th Street & Prater Way Bus RAPID Transit project
- Implemented new RTC website
- Continued construction of SouthEast Connector Phase II
- Continued construction of Pyramid/McCarran intersection
- Continued design of Virginia Street Bus RAPID Transit Extension project to the University of Nevada, Reno
- Completed expansion of the Villanova Bus Maintenance Facility
- Launched Token Transit mobile fare for RTC RIDE & ACCESS
- Opened the Mobility Center at RTC Centennial Plaza
- Initiated an autonomous bus project with the University of Nevada Reno
- Received unmodified opinion – Certified Audit
- Received GFOA Certificate of Achievement

Factors Affecting Financial Condition

Local economy – Washoe County continues to see post-recession economic growth and improvement. The area’s economy is principally based in the trade and service sector. Although gaming and other recreational activities represent a major portion of Washoe County’s economy, the area continues to diversify its business base with the expansion of distribution, warehousing, and manufacturing facilities. Approximately 54% of the workforce is employed in the fields of construction, manufacturing, trade, transportation, utilities, professional and finance-related services. These sectors of Washoe County’s workforce increased significantly, accounting for the majority of job gains, with an increase of 3,300 jobs over the prior year. Washoe County had a

3.6% increase in total job growth. The unemployment rate as of June 2017 was 4.0%, a 1.2% decrease over June 2016.

Statewide gross gaming revenues were up by 0.9% and Washoe County gross gaming revenues were up by approximately 2.1% in June 2017 in comparison to June 2016. Washoe County's housing sales in June of 2017 increased significantly by 11% over the prior year and median home sale price increased 9% in FY 2017.

Washoe County sales tax revenue for FY 2017 was 5.8% higher than the prior year. Fuel tax revenues continue to increase year-over-year; the increase for FY 2017 was 10.4% due to the producer price inflation (PPI) indexing that was implemented in January 2010. The gallons of gasoline used in Washoe County in FY 2017 were up 2.6% in comparison to FY 2016.

Nevada has no personal income tax, and it is a right-to-work state. The State has no estate and/or gift taxes, no unitary taxes, no franchise taxes, and no inventory taxes. These factors have contributed to the State's tremendous growth over the last 20 years and will continue to be important for the State's future growth and continued recovery.

Long-term financial planning – As the Metropolitan Planning Organization (MPO) for surface transportation in the Truckee Meadows, the RTC uses a cooperative strategy inclusive of all local and state governments and community input. The RTC coordinates, plans, and executes Washoe County's transportation projects to serve the present and the future.

As the MPO, the RTC:

- designs and implements the short-range and long-range regional transportation plans for Washoe County;
- acquires federal, state, and local funding for major regional transportation projects;
- coordinates with local jurisdictions to identify traffic impacts from current and proposed residential and commercial development;
- defines measures to relieve congestion;
- creates traffic projections to anticipate and respond to future regional growth; and
- recommends, implements, and monitors new technologies for transit programs.

The foundation of the RTC planning program is a 30-year Regional Transportation Plan (RTP). The current RTP 2040 plan was affirmed in May 2017. The plan had substantial citizen involvement. The RTP serves as the region's long-range transportation plan to accommodate the master-planned development in the City of Reno, City of Sparks, and Washoe County. The plan addresses all modes of travel including automobiles, transit, bicycles, pedestrians, aviation, rail and goods movement as well as transportation management strategies to make the system more efficient.

Short Term Planning

The Short-Range Transit Program (SRTP) for the fiscal years 2018-2022 was adopted in March 2017. The SRTP serves as the implementation plan for public transit with annual updates over the next five years. The SRTP is driven by the goals and policies of the RTP. The SRTP is a capital-intensive plan. Approximately \$74.7 million in capital and \$193.1 million in operating expenditures are programmed over 5 years. Continued changes in the economy and the financial

forecast may affect how some projects move forward. RIDE and ACCESS service levels are projected and implemented from this plan.

Debt Management

The Road Program received a substantial revenue boost when NV Senate Bill 201 (indexing of Local, State and Federal fuel taxes) was approved by the Legislature in June 2009. Collections began in January 2010. In an effort to stimulate the local economy, the Commission deviated from their usual pay-as-you-go philosophy and has initiated four bond sales totaling \$434.6 million. The first bond sale was completed in July 2009, the second in March 2010, the third in December 2010, and the fourth in April 2013. All bond sale funds have been expended and RTC has moved back to the pay-as-you-go method. Key future projects in the road program between now and the next 10 years include: 4th Street/Prater Way Bus RAPID Transit project; the completion of the SouthEast Connector project; the Virginia Street Bus RAPID Transit Extension project; the Oddie Boulevard corridor project; the Sparks Boulevard corridor project; the Sun Valley Boulevard corridor project and the expansion of the US395/I-580/I-80 interchange.

Operational Model

RTC uses privatization for implementation of the majority of its programs. RTC contracts out with engineering and construction firms for implementation of the road programs. Corridor studies are prepared by engineering and consulting firms. RTC contracts out the operation of RIDE and ACCESS through “turnkey” contracts which are common in the transportation industry. The RTC maintains a staff of 67 employees to oversee the RTC programs.

Awards and Recognition

The RTC staff, projects, and services were recognized on various occasions in FY 2017 for their commitment to quality and meeting the needs of the community:

- Distinguished Leadership Award, Elected Official, Neoma Jardon, American Planning Association Nevada Chapter, October 2016
- Distinguished Leadership Award, Professional Planner: Lee G. Gibson, AICP, American Planning Association Nevada Chapter, October 2016
- Vanpool Award by the Association for Commuter Transportation, August 2016
- Silver Spike and Bronze Spike for Best Website (pyramidmccarran.com), Public Relations Society of America, Sierra-Nevada Chapter, November 2016
- Bronze Spike for Best Website (southeastconnector.com), Public Relations Society of America, Sierra-Nevada Chapter, November 2016
- Bronze Spike for Crisis Communications, Public Relations Society of America, Sierra-Nevada Chapter, November 2016
- Golden Pinecone Award – Public Figure/Servant or Agency Representative, Carol Perry, by GREENevada, November 2016

Honorable Chair and Members
Regional Transportation Commission
December 15, 2017

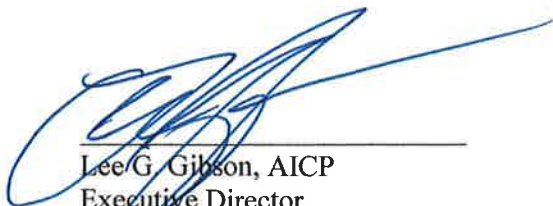
- Bicycle Friendly Business – Silver Designation, The League of American Bicyclists, December 2016
- Best Workplaces for Commuters Designation – National Standard of Excellence, Center for Urban Transportation Research, University of South Florida, February 2017
- Silver Syringe Award – Outstanding Influenza Immunization Program, Immunize Nevada, April 2017
- Sustainability Commitment Silver Recognition, American Public Transportation Association, August 2017
- RTC Sustainability Plan, 2017 DeBoer Award – Outstanding Implementation Plan, Nevada Chapter of the American Planning Association, October 2017
- Outstanding Overall Achievement For A TMA MPO Honorable Mention, Association of Metropolitan Planning Organizations, October 2017
- 2017 Community Partner, Economic Development Authority of Western Nevada (EDAWN), October 2017

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Regional Transportation Commission for its comprehensive annual financial report for the fiscal year ended June 30, 2016. This was the 30th consecutive year that the government has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.


The preparation of the CAFR on a timely basis could not have been accomplished without the efficient and dedicated services of the entire staff of the Finance Department and the Certified Public Accountants from Crowe Horwath. We would like to express our appreciation to all who assisted and contributed to its preparation.

Respectfully submitted,



Lee G. Gibson, AICP
Executive Director
Regional Transportation Commission

Respectfully submitted,



Stephanie Haddock, CGFM
Director of Finance/CFO
Regional Transportation Commission

PRINCIPAL OFFICIALS

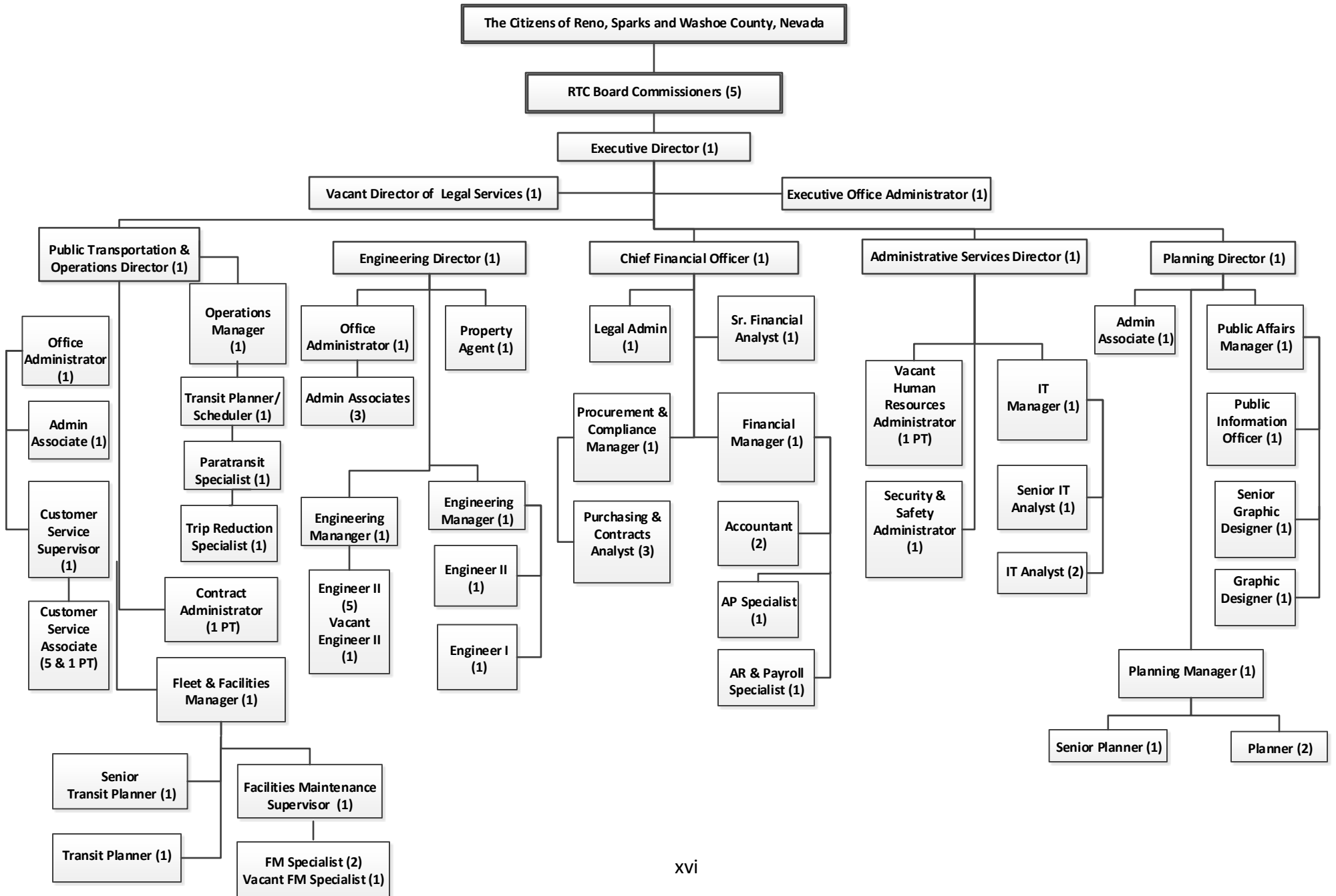
REGIONAL TRANSPORTATION COMMISSION

<u>OFFICE</u>	<u>NAME</u>	<u>TERM OF OFFICE</u>	<u>TERM EXPIRES</u>
<u>Board Members</u>			
Chair	Ron Smith	2 years	December 31, 2016
Vice-Chairman	Bob Lucey	2 years	December 31, 2017
Board Member	Marsha Berkgigler	2 years	December 31, 2016
Board Member	Paul McKenzie	2 years	December 31, 2016
Board Member	Neoma Jardon	2 years	December 31, 2017
<u>RTC Staff</u>			
Executive Director *	Lee G. Gibson, AICP		Appointed
Administrative Services Director	Angela Reich, SPHR		Appointed
Chief Financial Officer	Stephanie Haddock, CGFM		Appointed
Engineering Director	Brian Stewart, PE		Appointed
Planning Director	Amy M. Cummings, AICP		Appointed
Public Transportation Director	David F. Jickling		Appointed
Legal Counsel	Dale Ferguson, Esq.		Appointed
<u>Contract</u>			
Public Transit Manager	Resha Oylear, MV Transportation		Contracted
Paratransit Manager	Geo Jackson, Ride Right		Contracted
Independent Auditor	Crowe Horwath		Contracted

*The Executive Director is appointed by the Regional Transportation Commission. All other staff members are appointed by the Executive Director.

Regional Transportation Commission of Reno, Sparks and Washoe County, Nevada

Fiscal Year 2017 Organization Chart





Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

**Regional Transportation Commission
of Washoe County, Nevada**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

June 30, 2016

Executive Director/CEO



FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Regional Transportation Commission, Reno, Sparks and Washoe County, Nevada (RTC), as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise the RTC's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the RTC, as of June 30, 2017, and the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparison for the General Fund, Regional Road Impact Fee Fund, and Paratransit Services Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Schedule of Funding Progress – Other Postemployment Benefits, the Schedule of Proportionate Share of the Net Pension Liability, and the Schedule of RTC Contributions as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the RTC's basic financial statements. The Introductory Section, Individual Fund Statements and Schedules, Capital Assets Used in Operation of Governmental Funds, Other Supplementary Information, Schedule of Expenditure of Federal Awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the Statistical Section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Individual Fund Statements and Schedules, Capital Assets Used in the Operation of Governmental Funds, and the Schedule of Expenditures of Federal Awards are the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Individual Fund Statements and Schedules, Capital Assets Used in the Operation of Governmental Funds, and the Schedule of Expenditures of Federal Awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

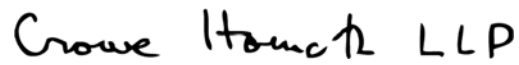
The Introductory Section, Other Supplementary Information, and Statistical Section have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Prior Year Partial Comparative Information

RTC's basic financial statements include partial prior-year comparative information. Such information does not include all of the information required to constitute a presentation in conformity with accounting principles generally accepted in the United States of America. Accordingly, such information should be read in conjunction with the government's financial statements for the year ended June 30, 2016 from which such partial information was derived. RTC's basic financial statements for the year ended June 30, 2016, were audited by other auditors whose report thereon dated November 23, 2016, expressed unmodified opinions on the respective financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information.

Other Reporting Required by *Government Auditing Standards*

In accordance with Government Auditing Standards, we have also issued our report dated November 20, 2017 on our consideration of RTC's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering RTC's internal control over financial reporting and compliance.


Crowe Horwath LLP

Sacramento, California
November 20, 2017

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS

June 30, 2017

As management of the Regional Transportation Commission (RTC), we are presenting this narrative overview and analysis of the functional activities of the RTC for the fiscal year ended June 30, 2017. Readers are encouraged to consider the information presented here in conjunction with additional information furnished in the letter of transmittal, which can be found in the introductory section of this report.

FINANCIAL HIGHLIGHTS

- The RTC's cash and investments exceeded its liabilities due within one year by \$115 million at the close of the most recent fiscal year. The RTC's cash ratio is 3.5, meaning the RTC has 3.5 times the cash and investments available to meet current obligations. Last year's ratio was 4.8. The decrease is primarily due to lower restricted cash balances.
- The RTC's total net position decreased by \$9.9 million. Net position of the governmental activities decreased by \$17.4 million due to revenue bond financing of infrastructure assets that are not included in RTC's capital assets (Note O). Net position of the business-type activities increased by \$7.5 mainly due to increases in federal grant revenue used in the purchase of capital assets.
- At the close of the current fiscal year, the RTC's governmental funds reported combined ending fund balances of \$145 million, a decrease of \$26 million in comparison with the prior year. Most of the decrease is due to the reduction of restricted cash balances as RTC used up the remaining bond acquisition funds for road construction expenses.
- RTC's outstanding bond debt decreased from \$404.9 million to \$398.3 million, as a result of \$6.6 million in principal payments on existing debt. RTC did not issue any debt in the current fiscal year.
- The RTC's total revenue increased 18.1% or \$24.7 million in comparison with the prior year. The increase is due to increases in fuel taxes, impact fees, and federal grant revenues. The RTC's primary revenue sources are Motor Vehicle Fuel tax and Public Transportation (Sales) tax. These two revenue sources comprise 46.6% and 16.6% of the RTC's revenues, respectively. Motor Vehicle Fuel tax revenue increased \$7.0 million or 10.4% due to increased fuel gallons sold and the passage of State legislation that authorized additional taxes on motor vehicle fuel and special fuel. The annual increases based on a ten year rolling average of the Producer Price Index (PPI). Inflationary increases have been in effect since January 1, 2010. Public Transportation tax increased slightly at \$0.2 million or 0.9% due to the booking of a \$1.3 contingent liability of a potential major sales tax refund (Note R).
- The RTC's total program revenues increased 51% or \$20 million in comparison with the prior year. The increase is mostly due to increases in capital and operating grant revenues.
- Total expenses were \$171 million, an increase of 15.7% over the prior year primarily due to increases in road construction expenses in the general fund. Governmental activities made up 81.7% of the total expenses, an increase of 2.2%. Business-type activities made up 18.3% of the total expenses, a decrease of 2.2% due to increases in governmental activities; operating expenses for public transportation services were up 3.1% for the fiscal year.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the RTC's basic financial statements. The RTC's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the RTC's finances, in a manner similar to a private-sector business.

The Statement of Net Position presents information on all of the RTC's assets, liabilities, and deferred inflows/outflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the RTC is improving or deteriorating.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Government-wide Financial Statements (continued)

The Statement of Activities presents information showing how the RTC's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., uncollected taxes and earned but unused vacation leave).

Both of the government-wide financial statements distinguish functions of the RTC that are principally supported by taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the RTC include general government activities, streets and highways projects, transportation services, and metropolitan planning. The business-type activity of the RTC includes public transportation.

The government-wide financial statements can be found on pages 19-21 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that are used to maintain control over resources that have been segregated for specific activities or objectives. The RTC, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the RTC can be divided into two categories: governmental funds and a proprietary fund.

Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the RTC's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The RTC maintains five individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances for the General Fund, Debt Service Fund, the Regional Road Impact Fee Fund, and the Paratransit Services Fund, all of which are considered to be major funds and for the Metropolitan Planning Organization Fund which is considered to be a nonmajor fund.

Additional data for all of the governmental funds is provided in the supplementary information section of this report.

The RTC adopts an annual appropriated budget for all funds. Budgetary comparison statements and schedules have been provided to demonstrate compliance with these budgets.

Proprietary Fund

The RTC maintains one proprietary fund. This proprietary fund, an enterprise fund, is used to report the same functions presented as business-type activities in the government-wide financial statements. The RTC uses this fund to account for public transportation.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 35-65 of this report.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Other Information

Required supplementary information concerning the RTC's progress in funding its obligation to provide pension benefits and OPEB to its employees and retirees can be found on page 67.

Other supplementary information, including individual fund statements and schedules providing budget to actual comparisons and schedules of capital assets used in the operations of governmental funds, are presented after the basic financial statements.

The Statistical Section provides detailed multi-year information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the RTC's overall financial health.

GOVERNMENT-WIDE OVERALL FINANCIAL ANALYSIS

RTC's NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2017	2016	2017	2016	2017	2016
<u>Assets:</u>						
Current and other assets	\$ 175,965,906	\$ 188,677,200	\$ 24,448,029	\$ 23,270,614	\$ 200,413,935	\$ 211,947,814
Capital assets	7,367,327	7,146,388	80,344,692	73,696,038	87,712,019	80,842,426
Total assets	183,333,233	195,823,588	104,792,721	96,966,652	288,125,954	292,790,240
<u>Deferred Outflows of Resources:</u>						
Deferred outflows related to pension	2,943,720	1,606,793	-	-	2,943,720	1,606,793
Total deferred outflows of resources	2,943,720	1,606,793	-	-	2,943,720	1,606,793
<u>Liabilities:</u>						
Noncurrent liabilities	424,345,371	428,852,425	2,471,917	905,637	426,817,288	429,758,062
Other liabilities	34,401,733	23,146,561	3,563,305	4,826,406	37,965,038	27,972,967
Total liabilities	458,747,104	451,998,986	6,035,222	5,732,043	464,782,326	457,731,029
<u>Deferred Inflows of Resources:</u>						
Deferred inflows related to pension	808,254	1,292,233	-	-	808,254	1,292,233
Total deferred inflows of resources	808,254	1,292,233	-	-	808,254	1,292,233
<u>Net position:</u>						
Net investment in capital assets	7,367,327	7,146,388	79,532,529	73,696,038	86,899,856	80,842,426
Restricted	142,132,528	170,600,694	-	-	142,132,528	170,600,694
Unrestricted	(422,778,260)	(433,607,920)	19,224,970	17,538,571	(403,553,290)	(416,069,349)
Total net position	\$ (273,278,405)	\$ (255,860,838)	\$ 98,757,499	\$ 91,234,609	\$ (174,520,906)	\$ (164,626,229)

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Net Position

As noted earlier, net position may serve over time as a useful indicator of the RTC's financial position. In the case of the RTC, total liabilities exceeded total assets by \$174,520,906 at the close of the current fiscal year. RTC's negative net position results from revenue bond financing of infrastructure assets that are not included in RTC's capital assets (Note O).

A significant portion of RTC's net position represents resources that are subject to external restrictions (e.g. statutes, bond covenants, and grants) on how they may be used. Restricted net position decreased \$28,468,166 from the prior year due to the use of the remaining bond acquisition funds for road construction expenses.

Unrestricted net position may be used to meet the government's ongoing obligations to its citizens and creditors. RTC's negative unrestricted net position decreased \$12,516,059 from the prior year due to increases in cash, receivables and capital assets.

Another significant portion of RTC's total net position is its net investment in capital assets, (e.g. land, buildings, machinery, and equipment) less any related outstanding debt used to acquire those assets. RTC's net investment in capital assets increased by a net amount \$6,057,430 over the prior year due to building improvements, less depreciation expense.

The RTC did not use debt to acquire capital assets in this fiscal year. The RTC uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. If the RTC uses debt to purchase capital assets in future fiscal years, it should be noted that the resources needed to repay any long-term obligations must be provided from other sources, since the capital assets themselves cannot be used to liquidate these types of liabilities.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

RTC's CHANGES IN NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2017	2016	2017	2016	2017	2016
Revenues:						
Program revenues						
Charges for services	\$ 7,387,129	\$ 3,602,888	\$ 6,365,018	\$ 6,544,528	\$ 13,752,147	\$ 10,147,416
Operating grants and contributions	30,524,773	18,183,828	4,825,788	3,618,038	35,350,561	21,801,866
Capital grants and contributions	227,955	3,461,774	9,881,754	3,812,807	10,109,709	7,274,581
Total program revenues	<u>38,139,857</u>	<u>25,248,490</u>	<u>21,072,560</u>	<u>13,975,373</u>	<u>59,212,417</u>	<u>39,223,863</u>
General revenues:						
Motor vehicle fuel taxes	75,058,070	68,015,031	-	-	75,058,070	68,015,031
Public transportation taxes	8,989,017	9,932,269	17,836,832	16,661,346	26,825,849	26,593,615
Investment earnings	235,231	1,970,986	33,843	303,719	269,074	2,274,705
Gain on sale of assets	4,227	8,977	5,700	(11,929)	9,927	(2,952)
Other miscellaneous	(259,656)	193,353	42,328	113,987	(217,328)	307,340
Total general revenues	<u>84,026,889</u>	<u>80,120,616</u>	<u>17,918,703</u>	<u>17,067,123</u>	<u>101,945,592</u>	<u>97,187,739</u>
Total revenues	<u>122,166,746</u>	<u>105,369,106</u>	<u>38,991,263</u>	<u>31,042,496</u>	<u>161,158,009</u>	<u>136,411,602</u>
Expenses:						
Streets and highways	101,901,443	83,265,679	-	-	101,901,443	83,265,679
Transportation services	9,279,374	8,135,604	-	-	9,279,374	8,135,604
Regional road impact fees	6,515,035	3,035,798	-	-	6,515,035	3,035,798
Metropolitan planning	2,518,654	3,220,935	-	-	2,518,654	3,220,935
Public transportation	-	-	31,250,873	30,306,764	31,250,873	30,306,764
Debt service	19,587,307	19,867,515	-	-	19,587,307	19,867,515
Total expenses	<u>139,801,813</u>	<u>117,525,531</u>	<u>31,250,873</u>	<u>30,306,764</u>	<u>171,052,686</u>	<u>147,832,295</u>
Change in net position before transfers	(17,635,067)	(12,156,425)	7,740,390	735,732	(9,894,677)	(11,420,693)
Transfers	217,500	183,750	(217,500)	(183,750)	-	-
Change in net position	(17,417,567)	(11,972,675)	7,522,890	551,982	(9,894,677)	(11,420,693)
Net position - July 1 as originally reported	(255,860,838)	(243,888,163)	91,234,609	90,682,627	(164,626,229)	(153,205,536)
Prior period adjustment	-	-	-	-	-	-
Net position - July 1 as adjusted	<u>(255,860,838)</u>	<u>(243,888,163)</u>	<u>91,234,609</u>	<u>90,682,627</u>	<u>(164,626,229)</u>	<u>(153,205,536)</u>
Net position - June 30	<u>\$ (273,278,405)</u>	<u>\$ (255,860,838)</u>	<u>\$ 98,757,499</u>	<u>\$ 91,234,609</u>	<u>\$ (174,520,906)</u>	<u>\$ (164,626,229)</u>

Change in Net Position

The RTC's overall net position decreased \$9,894,677 from the prior year primarily due to revenue bond financing of infrastructure assets that are not included in RTC's capital assets (Note O). Program revenues are directly related to service activities of a function. Program revenues increased from the prior year and included charges for services which increased 35.5% due to increased regional road impact fees; operating grants and contributions increased 62.1% mostly due to federal funds passed through from the State of Nevada for road construction projects; and capital grants and contributions increased 39% due to increases in capital purchases. General revenues increased \$4,757,853 or 4.9% from the prior year mostly due to a 10.4% increase in motor vehicle fuel tax. General revenues represent 63.3% of total revenues. Total expenses increased by \$23,220,391 or 15.7% from the prior year mostly from streets and highways expenses.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

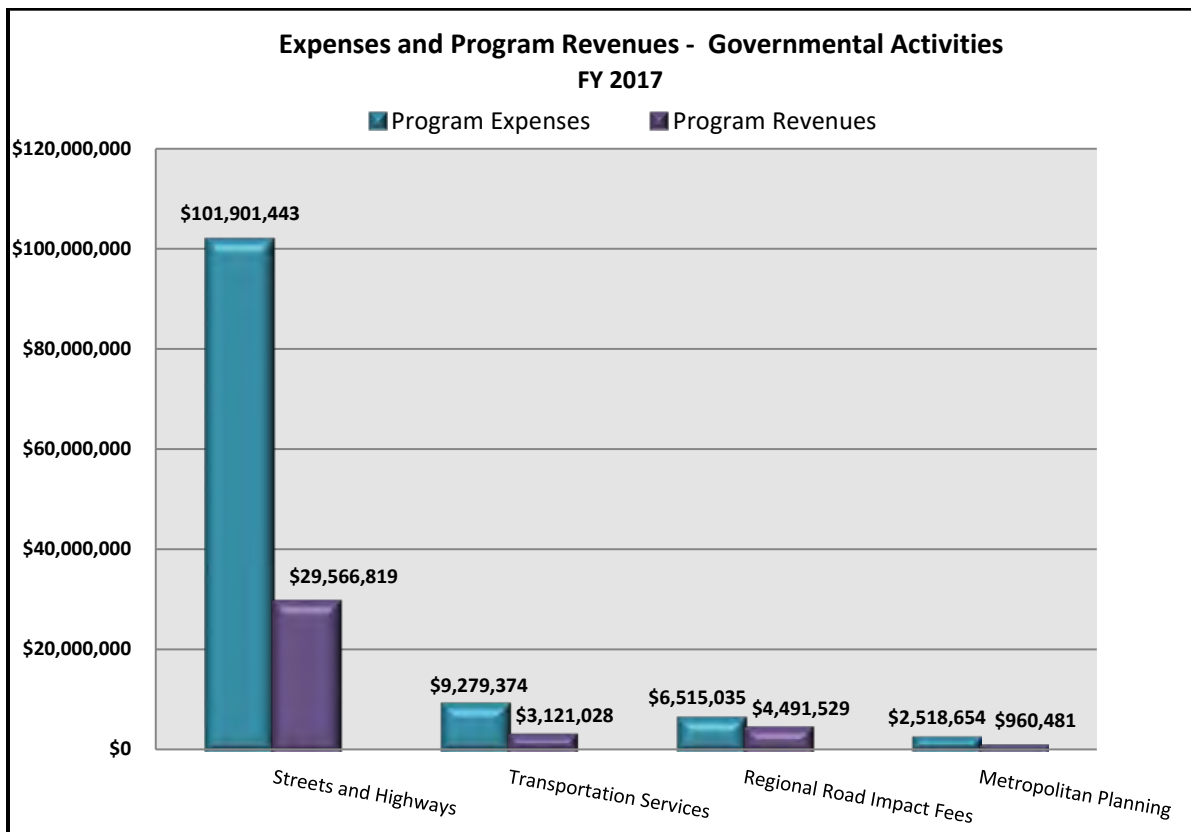
GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Governmental Activities

Governmental activities include programs for streets and highways, transportation services, and metropolitan planning. Governmental activities decreased the RTC's net position by \$17,417,567. The key element of this decrease is:

- Streets and highway expenses increased over the prior year by \$18,635,764 or 22.4% due to major construction expenses on RTC's largest road project to date the Southeast Connector due to be completed in FY 2018.

The following chart depicts the expenses and program revenues for governmental activities:



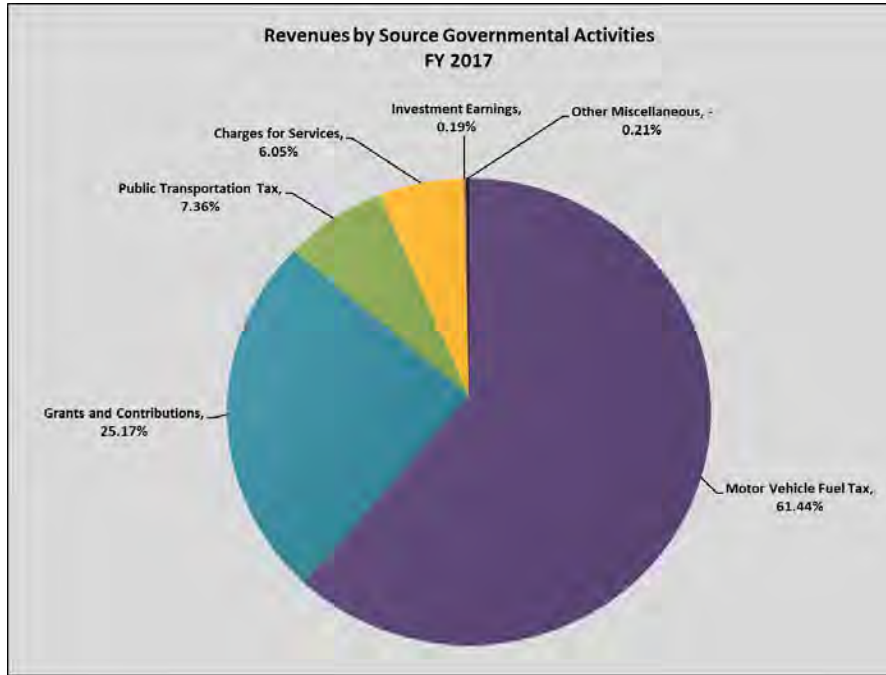
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

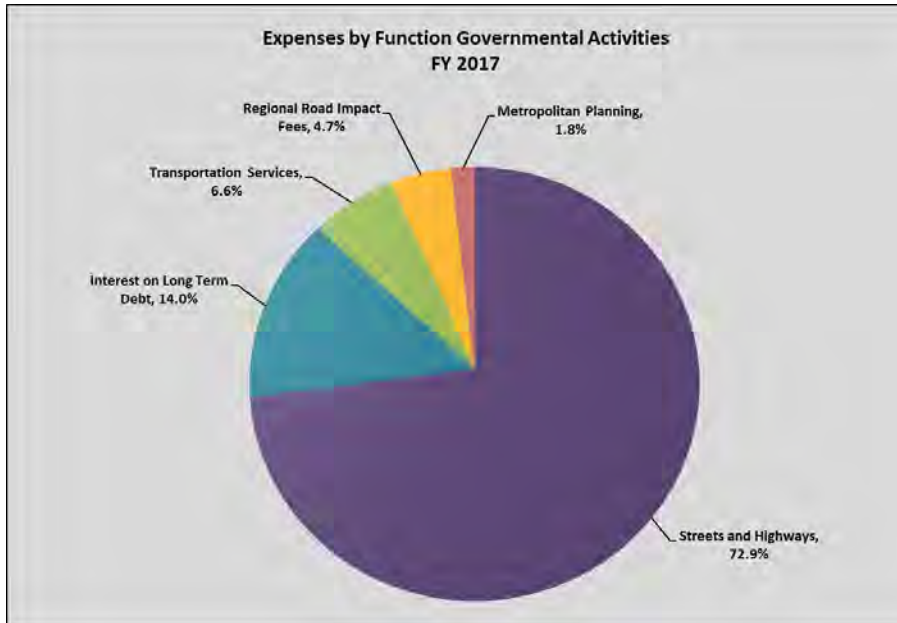
June 30, 2017

GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

The following chart depicts the governmental activities revenues by source for the current fiscal year:



The following chart depicts the governmental activities expenses by function for the current fiscal year:



**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

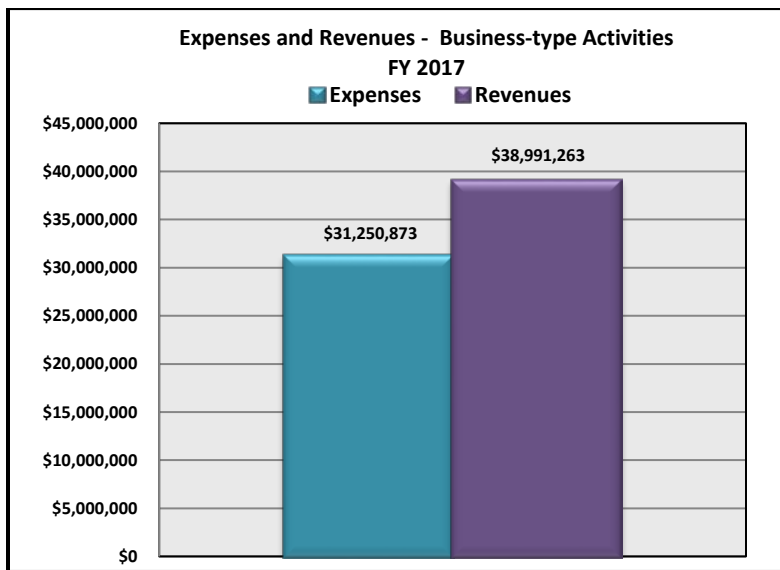
GOVERNMENT-WIDE FINANCIAL ANALYSIS (CONTINUED)

Business-type Activities

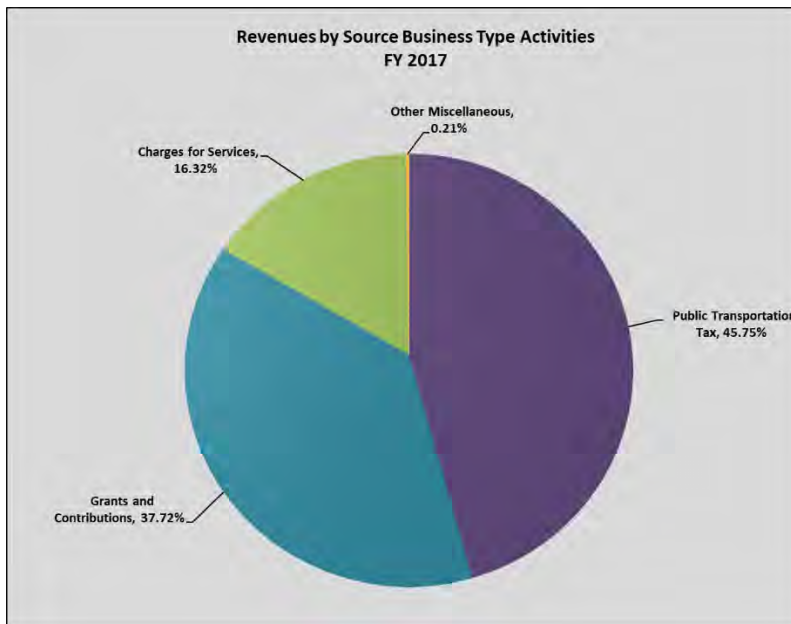
Under this section there is only one program, Public Transportation. Business-type activities increased the RTC's net position by \$7,522,890. The key element of this increase is:

- Capital grants and contributions increased \$6,068,947 or 159.2% due to increases in federally funded capital expenses for facility renovations.

The following chart depicts the expenses and revenues for business-type activities:



The following chart depicts the business-type activities revenues for current fiscal year:



**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

FINANCIAL ANALYSIS OF THE RTC'S FUNDS

As noted earlier, the RTC uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the RTC's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the RTC's financing requirements. In particular, unrestricted fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

As of the end of the current fiscal year, the RTC's governmental funds reported combined ending fund balances of \$145,022,747 a decrease of \$25,772,607 in comparison with the prior year primarily due to decreases in restricted cash used for road construction expenses. Most of RTC's governmental fund balances are externally restricted and limited in their use.

General Fund

The General Fund is the primary operating fund of the RTC. It accounts for all financial resources of the RTC, except for those required to be accounted for in another fund. Regional streets and highways expenditures for road projects are accounted for in this fund instead of a separate fund in order to reduce undue complexity in budgeting, accounting and other phases of financial management. At the end of the current fiscal year, the nonspendable fund balance of the general fund was \$271,477 for prepaid expenses and deposits. Restricted fund balance was \$88,510,247 for federal grants match and road construction projects. There is no unassigned fund balance in the General Fund.

The fund balance of the RTC's General Fund decreased \$24,351,343 or 21.5% during the current fiscal year mostly due to decreases in restricted cash using the remaining bond acquisition funds for road construction project expenditures.

Debt Service Fund

The Debt Service Fund is a governmental fund used to account for RTC's debt service requirements. The existing debt in this fund is backed by Motor Vehicle Fuel tax revenues and 1/8th percent of Public Transportation (Sales) tax. The ending fund balance at June 30, 2017, is \$44,939,765 and is restricted for future principal and interest payments on revenue bonds.

Regional Road Impact Fee Fund

The Regional Road Impact Fee Fund is a special revenue fund for road projects funded with impact fees. The fees consist of two components, cash impact fees and impact fee waivers. Waivers are given to developers for the construction of major arterial roads during development. Waivers are booked as a revenue and expenditure with a net zero effect on the financial statements, therefore, they are not included in analysis of fund balance. Ending fund balance at June 30, 2017, is \$8,162,822 of which \$192,975 is nonspendable for prepaid expenses, \$101,889 is restricted for federal grants match and \$7,867,958 is restricted for road construction projects. The Regional Road Impact Fee fund balance decreased \$1,503,853 or 15.6% for the current fiscal year mostly due to increases in road construction project expenditures.

Paratransit Services Fund

The Paratransit Services Fund is a special revenue fund, which consists of the paratransit service RTC ACCESS for people with disabilities. The Paratransit Services Fund also records all transactions for the Washoe Senior Ride Program, a taxi subsidy for elderly residents of Washoe County. The ending fund balance at June 30, 2017, is \$2,361,621 of which \$87,865 is nonspendable for prepaid expenses, \$720,995 is restricted for federal grants match and \$1,552,761 is assigned for future expenditures. Unassigned fund balance is a zero.

The Paratransit Services fund balance decreased \$846,760 or 26.4% for the current fiscal year mostly due a \$1,587,903 decrease in federal revenue receivables related to decreases in paratransit capital expenditures over the prior year.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

FINANCIAL ANALYSIS OF THE RTC'S FUNDS (CONTINUED)

Paratransit Services Fund (continued)

RTC ACCESS service levels were relatively flat for the current fiscal year but demand for paratransit services increased slightly due to increases in population in the region. The operating statistics for RTC ACCESS are:

- RTC ACCESS carried a total of 231,438 passengers in FY 2017 compared with 224,812 in FY 2016; and
- RTC ACCESS operated 85,025 revenue vehicle hours in FY 2017 compared with 83,112 hours in FY 2016; and
- RTC ACCESS traveled 1,376,682 revenue vehicle miles in FY 2017 compared to 1,383,323 miles in FY 2016.

Metropolitan Planning Organization Fund

The Metropolitan Planning Organization Fund is a special revenue fund. The RTC serves as the Metropolitan Planning Organization (MPO) for Washoe County. The MPO is funded by transfers of public transportation (sales) tax revenues, fuel tax revenues and federal transportation planning grants. The Metropolitan Planning Organization ending fund balance at June 30, 2017, is \$776,815, of which \$103,575 is nonspendable for prepaid expenses, \$10,087 is restricted for federal grants match and \$663,153 is assigned for future expenditures.

The total fund balance decreased \$160,514 or 17.1% for the current fiscal year mostly due to \$765,662 in decreased expenditures for federally funded consulting contracts for the Unified Planning Work Program (UPWP).

Proprietary Fund

The RTC's proprietary fund provides the same type of information found in the government-wide financial statements but this fund's statements provide more detail.

Proprietary Operations

The proprietary fund consists of an enterprise fund for the RTC RIDE transit system. The RTC RIDE transit system has been in operation since September, 1978.

RTC RIDE ridership decreased 3.8% over the prior fiscal year as low local fuel prices allows riders to choose use of a personal vehicle over public transportation. The operating statistics for RTC RIDE are:

- RTC RIDE carried a total of 7,416,158 passengers in FY 2016 compared to 7,715,419 passengers in FY 2016; and
- RTC RIDE operated 253,097 revenue service hours in FY 2016 compared to 252,943 revenue service hours in FY 2016; and
- RTC RIDE traveled 2,875,232 revenue miles in FY 2016 compared to 2,887,039 revenue miles in FY 2016.

RTC RIDE currently operates 26 total routes, including RTC SIERRA SPIRIT, RTC RAPID and RTC INTERCITY most of which operate seven days a week with three routes operating 24 hours per day.

Revenues

The revenue sources for the RTC RIDE transit system are a 5/16 percent public transportation tax revenue, passenger revenues, investment income, advertising revenue, and Federal and State capital and operating grants.

In November 1982, voters of Washoe County approved a 1/4 percent sales tax increase for the purpose of public transportation and related support services. This tax is to be used for the operation of the RTC RIDE transit system, transportation planning, paratransit services, and other transportation services. This revenue source cannot be used for the construction of street and highway projects.

Effective July 1, 2003, an additional 1/8 percent sales tax was implemented. This revenue source can be used for public transportation or the construction of street and highway projects as directed by RTC management.

In total Public Transportation tax revenue was \$26,825,849 in FY 2017 compared to \$26,593,615 in FY 2016, an increase of \$232,234 or 0.9%.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

FINANCIAL ANALYSIS OF THE RTC'S FUNDS (CONTINUED)

RTC RIDE passenger revenues were \$5,716,864 in FY 2017 compared to \$5,908,612 in FY 2016, a decrease of \$191,748 or 3.2% due to decreases in ridership.

Federal funding amounts, received from the Federal Transit Administration (FTA), are based on nationwide formula allocations included in the Surface Transportation Act and discretionary grants.

The RTC has built or renovated five major facilities and currently has a total fleet of 72 coaches. The FTA has participated in most of the transit and paratransit capital acquisitions.

Expenses

RTC RIDE operating expenses, including depreciation, in FY 2017 were \$31,250,873 compared to \$30,306,764 in FY 2016, a slight increase of \$944,109 or 3.1%; primarily due to increases in security patrol services and consulting services for vehicle inspections and facilities maintenance.

GENERAL FUND BUDGETARY HIGHLIGHTS

Total revenues were under budget by \$14,087,882 primarily due to decreased reimbursements of federal grant revenue for road construction projects. Total expenditures were \$33,404,761 under budget due to the timing of planned road construction projects.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The RTC's investment in capital assets for its governmental and business-type activities as of June 30, 2017 amounted to \$86,899,856 (net of accumulated depreciation). The RTC's net investment in capital assets for the current fiscal year increased \$6,057,430 or 7.5% due to building renovations in progress.

Capital spending decisions are based upon:

- Needs defined in the Regional Transportation Plan, and
- The availability of FTA funding and local funding

Major capital assets events during the current fiscal year included the following:

- Villanova and Terminal Way building renovations of \$9,679,974.
- Sutro bus storage land improvements of \$762,094.
- Ticket vending machines for \$472,507.
- Computer hardware upgrades for \$386,244.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

CAPITAL ASSET AND DEBT ADMINISTRATION (CONTINUED)

Capital Assets (continued)

RTC's CAPITAL ASSETS (Net of Depreciation)						
(Expressed in Thousands)						
	Governmental Activities		Business-Type Activities		Total	
	2017	2016	2017	2016	2017	2016
Land	\$ 2,282	\$ 875	\$ 16,682	\$ 16,682	\$ 18,964	\$ 17,557
Construction in progress	116	-	15,312	5,632	15,428	5,632
Total capital assets not being depreciated	2,398	875	31,994	22,314	34,392	23,189
Coaches/vehicles	6,621	7,623	35,265	36,059	41,886	43,682
Buildings and leasehold improvements	7,176	7,176	51,192	50,391	58,368	57,567
Miscellaneous equipment	4,052	3,977	3,594	3,172	7,646	7,149
ITS	-	-	3,057	3,063	3,057	3,063
Computer equipment	-	-	1,781	1,401	1,781	1,401
Office furniture	-	-	133	133	133	133
Passenger shelters	-	-	7,565	7,565	7,565	7,565
Communications equipment	-	-	477	477	477	477
Revenue collection equipment	-	-	1,784	1,311	1,784	1,311
	17,849	18,775	104,848	103,573	122,697	122,348
Accumulated depreciation	(12,879)	(12,504)	(56,497)	(52,191)	(69,376)	(64,695)
Total capital assets being depreciated (net)	4,969	6,271	48,351	51,382	53,321	57,653
Capital assets (net)	<u>\$ 7,367</u>	<u>\$ 7,146</u>	<u>\$ 80,345</u>	<u>\$ 73,696</u>	<u>\$ 87,713</u>	<u>\$ 80,842</u>

Additional information on the RTC's capital assets can be found in Note E in the Notes to the Financial Statements and the Supplementary Information section.

Long-term Debt

At the end of the fiscal year, RTC had total bonded debt outstanding of \$398,335,000. The proceeds from all bond issues are used for financing the construction of street and highway projects. RTC's current fiscal year outstanding debt decreased \$6.6 million as a result of principal payments on debt.

Additional information of the RTC's long-term debt including a roll-forward of debt, debt issues outstanding and future debt service requirements can be found in Notes I and J in the Notes to the Financial Statements.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

MANAGEMENT'S DISCUSSION AND ANALYSIS - CONTINUED

June 30, 2017

ECONOMIC FACTORS

- Nevada economy continues to experience steady growth in retail sales, jobs, and the housing market.
- Nevada unemployment rate of 4.7% is recovering; however, it is slightly higher than the national average of 4.4% for June 2017.
- Reno-Sparks metropolitan area unemployment rate was at 4.0% in June 2017.
- Unemployment in Nevada decreased 1.7% over the past twelve months. In the Reno-Sparks metropolitan area, the rate declined 1.9%.
- Nevada's job growth was ranked fourth fastest in the nation experiencing twelve months of positive employment growth in fiscal year 2017.
- Nevada experienced overall job growth of 3.8%. June 2017 was the 78th consecutive month of job gains in the State. Nevada has exceeded national job growth for 59 consecutive months. Construction increased 14.7%, professional and business services increased 6.7%, education and health services increased 6.0% and natural resource and mining jobs increased 5.8% in June of 2017 as compared to June of 2016.
- Washoe County's total labor force for June 2017 is estimated at 234,700, with total employment of 225,200. An increase of 1.4% and 2.7% respectively over the prior year.
- Consumer Price Index (CPI) was 2.5% for the western region for June 2017.
- Nevada's statewide taxable sales increased 7.1% for FY 2017. Reno-Sparks taxable sales increased 5.8% for FY 2017.
- Washoe County's existing single-family home sales were 11%; up significantly in June of 2017 as compared to June of 2016.
- Median home sale prices in Washoe County increased 9% in June of 2017 as compared to June of 2016.
- Washoe County fuel consumption was up 2.6% for FY 2017 and Nevada's statewide fuel consumption was up 2.7% for FY 2017. The fiscal year fuel consumption increases are attributed to average lower fuel prices.

All of these factors were considered in preparing the RTC's budget for fiscal year 2018.

REQUEST FOR INFORMATION

This financial report is designed to provide a general overview of the RTC's finances for all those with an interest in the RTC's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Regional Transportation Commission, 1105 Terminal Way, Suite 300, Reno, NV 89502.



BASIC FINANCIAL STATEMENTS

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

STATEMENT OF NET POSITION

June 30, 2017

	Primary Government		
	Governmental Activities	Business-type Activities	Total
Assets			
Cash and investments in custody of County Treasurer	\$ 82,799,968	\$ 16,092,760	\$ 98,892,728
Cash in bank and on hand	15,206,693	2,053,798	17,260,491
Restricted cash and investments	44,802,864	-	44,802,864
Accounts receivable	1,549,464	294,133	1,843,597
Due from federal government	9,074,638	5,843,795	14,918,433
Due from State of Nevada	13,973,889	4,992,311	18,966,200
Interest receivable	2,031,940	43,154	2,075,094
Impact fees receivable	483,403	-	483,403
Internal balances	5,387,155	(5,387,155)	-
Inventory	-	127,288	127,288
Prepaid expenses, deposits and other assets	655,892	387,945	1,043,837
Capital Assets:			
Land and construction in progress	2,397,874	31,993,986	34,391,860
Property, buildings, and equipment, net of accumulated depreciation	4,969,453	48,350,706	53,320,159
Total assets	<u>183,333,233</u>	<u>104,792,721</u>	<u>288,125,954</u>
Deferred Outflows of Resources			
Deferred outflows related to pension	2,943,720	-	2,943,720
Total deferred outflows of resources	<u>2,943,720</u>	<u>-</u>	<u>2,943,720</u>
Liabilities			
Accounts payable	17,223,414	2,691,966	19,915,380
Retentions payable	7,144,500	812,163	7,956,663
Accrued liabilities	104,317	36,854	141,171
Unearned revenue	12,500	22,322	34,822
Interest payable	9,917,002	-	9,917,002
Noncurrent liabilities:			
Due within one year	8,341,368	-	8,341,368
Due in more than one year	401,606,530	1,308,250	402,914,780
Net Pension Liability	11,621,332	-	11,621,332
Other postemployment benefits	2,776,141	1,163,667	3,939,808
Total liabilities	<u>458,747,104</u>	<u>6,035,222</u>	<u>464,782,326</u>
Deferred Inflows of Resources			
Deferred inflows related to pension	808,254	-	808,254
Total deferred inflows of resources	<u>808,254</u>	<u>-</u>	<u>808,254</u>
Net Position			
Net investment in capital assets	7,367,327	79,532,529	86,899,856
Restricted for:			
Street and highway construction	91,301,041	-	91,301,041
Federal grants match	5,910,135	-	5,910,135
Debt service	44,921,352	-	44,921,352
Total restricted net position	142,132,528	-	142,132,528
Unrestricted	(422,778,260)	19,224,970	(403,553,290)
Total net position	<u>\$ (273,278,405)</u>	<u>\$ 98,757,499</u>	<u>\$ (174,520,906)</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

STATEMENT OF ACTIVITIES

Year ended June 30, 2017

FUNCTIONS/PROGRAMS	Program Revenues		
Expenses	Charges for Services	Operating Grants and Contributions	
Primary government			
Governmental activities:			
Streets and highways	\$ 101,901,443	\$ 2,482,342	\$ 27,084,477
Transportation services	9,279,374	413,258	2,479,815
Regional road impact fees	6,515,035	4,491,529	-
Metropolitan planning	2,518,654	-	960,481
Interest on long term debt	19,587,307	-	-
Total governmental activities	139,801,813	7,387,129	30,524,773
Business-type activities:			
Public transportation	31,250,873	6,365,018	4,825,788
Total primary government	\$ 171,052,686	\$ 13,752,147	\$ 35,350,561

General revenues:

- Motor vehicle fuel tax
- Public transportation tax
- Investment earnings
- Gain on sale of capital assets
- Miscellaneous

Transfers

Total general revenues and transfers

Change in net position

Net position - beginning

Net position - ending

The accompanying notes are an integral part of this statement.

Program Revenues Capital Grants and Contributions	Net (Expense) Revenue and Changes in Net Position		
	Governmental Activities	Business-type Activities	Total
\$ -	\$ (72,334,624)	\$ -	\$ (72,334,624)
227,955	(6,158,346)	-	(6,158,346)
-	(2,023,506)	-	(2,023,506)
-	(1,558,173)	-	(1,558,173)
-	(19,587,307)	-	(19,587,307)
227,955	(101,661,956)	-	(101,661,956)
9,881,754	-	(10,178,313)	(10,178,313)
<u>\$ 10,109,709</u>	<u>(101,661,956)</u>	<u>(10,178,313)</u>	<u>(111,840,269)</u>
	75,058,070	-	75,058,070
	8,989,017	17,836,832	26,825,849
	235,231	33,843	269,074
	4,227	5,700	9,927
	(259,656)	42,328	(217,328)
	217,500	(217,500)	-
	<u>84,244,389</u>	<u>17,701,203</u>	<u>101,945,592</u>
	(17,417,567)	7,522,890	(9,894,677)
	<u>(255,860,838)</u>	<u>91,234,609</u>	<u>(164,626,229)</u>
	<u>\$ (273,278,405)</u>	<u>\$ 98,757,499</u>	<u>\$ (174,520,906)</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**BALANCE SHEET
GOVERNMENTAL FUNDS**

June 30, 2017

	Major Funds	
	General Fund	Debt Service Fund
Assets		
Cash and investments in custody of County Treasurer	\$ 73,224,196	\$ 4,085
Cash in bank and on hand	13,747,088	14,328
Restricted cash and investments	-	44,802,864
Accounts receivable	1,512,573	-
Due from federal government	7,697,360	-
Due from other governments	12,807,773	-
Interest receivable	211,460	123,603
Impact fees receivable	-	-
Prepays and other assets	269,292	-
Due from other funds	6,069,805	-
Deposits	2,185	-
Total assets	<u>\$ 115,541,732</u>	<u>\$ 44,944,880</u>
Liabilities		
Accounts payable	\$ 15,614,064	\$ 2,997
Retentions payable	7,042,273	-
Accrued liabilities	104,317	-
Due to other funds	287,104	2,118
Unearned revenue	12,500	-
Total liabilities	<u>23,060,258</u>	<u>5,115</u>
Deferred Inflows of Resources		
Unavailable revenue - federal grants	3,699,750	-
Unavailable revenue - other reimbursements	-	-
Total deferred inflows of resources	<u>3,699,750</u>	<u>-</u>
Fund balances		
Nonspendable:		
Prepays	269,292	-
Deposits	2,185	-
Restricted for:		
Federal grants match	5,077,164	-
Street and highway construction	83,433,083	-
Debt service	-	44,921,352
Assigned		
Subsequent year's actual & budget: appropriation of fund balance	-	18,413
Unassigned	-	-
Total fund balances	<u>88,781,724</u>	<u>44,939,765</u>
Total liabilities, deferred inflows of resources, and fund balances	<u>\$ 115,541,732</u>	<u>\$ 44,944,880</u>

The accompanying notes are an integral part of this statement.

Regional Road Impact Fee Fund	Paratransit Services Fund	Nonmajor Fund Metropolitan Planning Organization Fund	Total Governmental Funds
\$ 7,406,290	\$ 1,687,914	\$ 477,483	\$ 82,799,968
433,012	465,134	547,131	15,206,693
-	-	-	44,802,864
-	36,891	-	1,549,464
106,449	1,079,175	191,654	9,074,638
-	1,166,116	-	13,973,889
20,374	6,720	1,169	363,326
483,403	-	-	483,403
192,975	87,865	103,575	653,707
245,878	6,067	2	6,321,752
-	-	-	2,185
\$ 8,888,381	\$ 4,535,882	\$ 1,321,014	\$ 175,231,889
\$ 508,510	\$ 1,040,791	\$ 57,052	\$ 17,223,414
102,227	-	-	7,144,500
-	-	-	104,317
105,168	244,714	295,493	934,597
-	-	-	12,500
715,905	1,285,505	352,545	25,419,328
9,654	616,305	191,654	4,517,363
-	272,451	-	272,451
9,654	888,756	191,654	4,789,814
192,975	87,865	103,575	653,707
-	-	-	2,185
101,889	720,995	10,087	5,910,135
7,867,958	-	-	91,301,041
-	-	-	44,921,352
-	1,552,761	663,153	2,234,327
-	-	-	-
8,162,822	2,361,621	776,815	145,022,747
\$ 8,888,381	\$ 4,535,882	\$ 1,321,014	\$ 175,231,889

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF NET POSITION**

June 30, 2017

Total fund balances - Governmental Funds	\$	145,022,747
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets used in governmental activities are not financial resources, and therefore, are not reported in governmental funds		
Capital assets used in the operation of governmental funds	\$ 20,246,528	
Less accumulated depreciation	<u>(12,879,201)</u>	7,367,327
Other long-term assets are not available to pay for current period expenditures and, therefore, are reported as unavailable revenue in the funds		
		4,789,814
Long-term liabilities, including bonds payable and accrued interest, are not due and payable in the current period, and therefore, are not reported in the governmental funds		
Governmental bonds payable	(398,335,000)	
Bond premiums and discounts	(9,517,586)	
Accrued interest payable	(9,917,002)	
Accrued Right of Way payable	(1,300,000)	
Compensated absences	(795,312)	
Other postemployment benefits (OPEB)	<u>(2,776,141)</u>	(422,641,041)
Build America Bond credits are not due in the current period and are not reported in the governmental funds		
		1,668,614
Net pension liabilities are not due and payable in the current period, and therefore, are not reported as liabilities in the governmental funds		
		(11,621,332)
Deferred outflows and inflows of resources related to pensions are applicable to reporting periods and, therefore, are not reported in the funds		
		2,135,466
Net position of governmental activities	<u>\$</u>	<u>(273,278,405)</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS**

Year ended June 30, 2017

	Major Funds		
	General	Debt Service	Regional Road Impact Fee Fund
Revenues			
Motor vehicle fuel tax	\$ 75,058,070	\$ -	\$ -
Public transportation tax	4,689,017	-	-
Impact fees	-	-	4,491,529
Passenger fares	-	-	-
Project reimbursements	2,467,332	-	-
Transportation planning, operating and capital grants, and contributions:			
State of Nevada Department of Transportation	(67,954)	-	-
State of Nevada Department of Health and Human Services	-	-	-
Federal Transit Administration	2,234,448	-	-
Federal Highway Administration	23,359,282	-	342,672
Investment income	136,956	72,572	12,442
Miscellaneous	68,813	-	(392,961)
Total revenues	<u>107,945,964</u>	<u>72,572</u>	<u>4,453,682</u>
Expenditures			
Current:			
Streets and highways	101,855,435	-	6,017,535
Transportation services	-	-	-
Metropolitan planning	-	-	-
Capital outlay:			
Land	910,000	-	497,500
Equipment	-	-	-
Debt service:			
Principal	-	6,604,000	-
Interest	-	20,058,757	-
Debt service fees and other fiscal charges	-	41,824	-
Total expenditures	<u>102,765,435</u>	<u>26,704,581</u>	<u>6,515,035</u>
Excess (deficiency) of revenues over (under) expenditures	<u>5,180,529</u>	<u>(26,632,009)</u>	<u>(2,061,353)</u>
Other financing sources (uses)			
Sale of capital assets	-	-	-
Transfers in	-	27,721,872	557,500
Transfers out	(29,531,872)	-	-
Total other financing sources (uses)	<u>(29,531,872)</u>	<u>27,721,872</u>	<u>557,500</u>
Net change in fund balances	(24,351,343)	1,089,863	(1,503,853)
Fund balances - beginning	<u>113,133,067</u>	<u>43,849,902</u>	<u>9,666,675</u>
Fund balances - ending	<u>\$ 88,781,724</u>	<u>\$ 44,939,765</u>	<u>\$ 8,162,822</u>

The accompanying notes are an integral part of this statement.

<u>Paratransit Services Fund</u>	<u>Nonmajor Fund Metropolitan Planning Organization Fund</u>	<u>Total Governmental Funds</u>
\$ -	\$ -	\$ 75,058,070
4,300,000	-	8,989,017
-	-	4,491,529
413,258	-	413,258
-	-	2,467,332
130,321	-	62,367
720,471	-	720,471
1,482,417	-	3,716,865
-	768,827	24,470,781
10,785	2,476	235,231
164,135	-	(160,013)
<u>7,221,387</u>	<u>771,303</u>	<u>120,464,908</u>
-	-	107,872,970
7,817,250	-	7,817,250
-	2,401,817	2,401,817
-	-	1,407,500
255,124	-	255,124
-	-	6,604,000
-	-	20,058,757
-	-	41,824
<u>8,072,374</u>	<u>2,401,817</u>	<u>146,459,242</u>
<u>(850,987)</u>	<u>(1,630,514)</u>	<u>(25,994,334)</u>
4,227	-	4,227
-	1,470,000	29,749,372
-	-	(29,531,872)
<u>4,227</u>	<u>1,470,000</u>	<u>221,727</u>
(846,760)	(160,514)	(25,772,607)
3,208,381	937,329	170,795,354
<u>\$ 2,361,621</u>	<u>\$ 776,815</u>	<u>\$ 145,022,747</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF ACTIVITIES**

Year ended June 30, 2017

Net change in fund balances - total governmental funds \$ (25,772,607)

Amounts reported for governmental activities in the statement
of activities are different because:

Governmental funds report capital outlays as expenditures. However in the statement of activities the cost of these assets are allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlay exceeded depreciation expense in the current period.

Capital outlay	\$ 1,662,624	
Current year depreciation expense	<u>(1,441,685)</u>	220,939

Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in governmental funds.		1,697,611
---	--	-----------

The issuance of long-term debt (e.g., bonds, leases) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of bond premiums, discounts, and similar items when debt is first issued, whereas these amounts are amortized in the statement of activities.

Principal payments	6,604,000	
Amortization of bond premium and discounts	<u>(362,920)</u>	6,241,080

Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.

Change in compensated absences	(74,516)	
Change in other post-employment benefits (OPEB)	(468,207)	
Change in accrued interest payable	836,082	
Change in interest credits due from federal government	<u>(1,711)</u>	291,648

Governmental funds report pension contributions as expenditures when made. However, in the statement of activities pension expense is the cost of benefits earned, adjusted for member contributions, the recognition of changes in deferred outflows and inflows of resources related to pensions, and investment experience.

Contributions	1,473,393	
Pension expense	<u>(1,569,631)</u>	(96,238)

Change in net position of governmental activities		<u>\$ (17,417,567)</u>
---	--	------------------------

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
GENERAL FUND**

Year ended June 30, 2017

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance to Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Motor vehicle fuel tax	\$ 75,816,773	\$ 75,816,773	\$ 75,058,070	\$ (758,703)
Public transportation tax	4,622,573	4,622,573	4,689,017	66,444
Project reimbursements	300,000	300,000	2,467,332	2,167,332
Transportation planning and operating grants:				
Federal Transit Administration	12,000,000	12,000,000	2,234,448	(9,765,552)
Federal Highway Administration	28,794,500	28,794,500	23,359,282	(5,435,218)
State of Nevada Department of Transportation	-	-	(67,954)	(67,954)
Investment income	500,000	500,000	136,956	(363,044)
Miscellaneous	-	-	68,813	68,813
Total revenues	<u>122,033,846</u>	<u>122,033,846</u>	<u>107,945,964</u>	<u>(14,087,882)</u>
Expenditures				
Current:				
Streets and highways	136,170,196	136,170,196	101,855,435	34,314,761
Capital outlay:				
Land	-	-	910,000	(910,000)
Total expenditures	<u>136,170,196</u>	<u>136,170,196</u>	<u>102,765,435</u>	<u>33,404,761</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(14,136,350)</u>	<u>(14,136,350)</u>	<u>5,180,529</u>	<u>19,316,879</u>
Other financing sources (uses)				
Transfers out	<u>(28,400,112)</u>	<u>(28,400,112)</u>	<u>(29,531,872)</u>	<u>(1,131,760)</u>
Total other financing sources (uses)	<u>(28,400,112)</u>	<u>(28,400,112)</u>	<u>(29,531,872)</u>	<u>(1,131,760)</u>
Net change in fund balance	(42,536,462)	(42,536,462)	(24,351,343)	18,185,119
Fund balance - beginning	<u>107,510,816</u>	<u>107,510,816</u>	<u>113,133,067</u>	<u>5,622,251</u>
Fund balance - ending	<u>\$ 64,974,354</u>	<u>\$ 64,974,354</u>	<u>\$ 88,781,724</u>	<u>\$ 23,807,370</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2017

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance to Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Impact fees	\$ 6,000,000	\$ 6,000,000	\$ 4,491,529	\$ (1,508,471)
Project reimbursements	5,000	5,000	-	(5,000)
Transportation planning and capital grants:				
Federal Highway Administration	237,500	237,500	342,672	105,172
Investment income	75,000	75,000	12,442	(62,558)
Miscellaneous	-	-	(392,961)	(392,961)
Total revenues	<u>6,317,500</u>	<u>6,317,500</u>	<u>4,453,682</u>	<u>(1,863,818)</u>
Expenditures				
Current:				
Streets and highways	12,291,789	12,291,789	6,017,535	6,274,254
Capital outlay				
Land	<u>369,000</u>	<u>369,000</u>	<u>497,500</u>	<u>(128,500)</u>
Total expenditures	<u>12,660,789</u>	<u>12,660,789</u>	<u>6,515,035</u>	<u>6,145,754</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(6,343,289)</u>	<u>(6,343,289)</u>	<u>(2,061,353)</u>	<u>4,281,936</u>
Other financing sources				
Transfers in	<u>450,000</u>	<u>450,000</u>	<u>557,500</u>	<u>107,500</u>
Total other financing sources	<u>450,000</u>	<u>450,000</u>	<u>557,500</u>	<u>107,500</u>
Net change in fund balance	(5,893,289)	(5,893,289)	(1,503,853)	4,389,436
Fund balance - beginning	<u>11,611,754</u>	<u>11,611,754</u>	<u>9,666,675</u>	<u>(1,945,079)</u>
Fund balance - ending	<u>\$ 5,718,465</u>	<u>\$ 5,718,465</u>	<u>\$ 8,162,822</u>	<u>\$ 2,444,357</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Paratransit Services Fund)**

Year ended June 30, 2017

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance to Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Public transportation tax	\$ 5,000,000	\$ 5,000,000	\$ 4,300,000	\$ (700,000)
Passenger fares	712,545	712,545	413,258	(299,287)
Transportation planning, operating and capital grants, and contributions:				
State of Nevada Department of Transportation	-	-	130,321	130,321
State of Nevada Department of Health and Human Services	488,000	488,000	720,471	232,471
Federal Transit Administration	2,327,838	2,327,838	1,482,417	(845,421)
Investment income	15,000	15,000	10,785	(4,215)
Miscellaneous	191,000	191,000	164,135	(26,865)
Total revenues	<u>8,734,383</u>	<u>8,734,383</u>	<u>7,221,387</u>	<u>(1,512,996)</u>
Expenditures				
Current:				
Transportation services	8,353,330	8,353,330	7,817,250	536,080
Capital outlay:				
Equipment	1,177,720	1,177,720	255,124	922,596
Total expenditures	<u>9,531,050</u>	<u>9,531,050</u>	<u>8,072,374</u>	<u>1,458,676</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(796,667)</u>	<u>(796,667)</u>	<u>(850,987)</u>	<u>(54,320)</u>
Other financing sources				
Sale of capital assets	5,000	5,000	4,227	(773)
Total other financing sources	<u>5,000</u>	<u>5,000</u>	<u>4,227</u>	<u>(773)</u>
Net change in fund balance	(791,667)	(791,667)	(846,760)	(55,093)
Fund balance - beginning	<u>2,023,675</u>	<u>2,023,675</u>	<u>3,208,381</u>	<u>1,184,706</u>
Fund balance - ending	<u>\$ 1,232,008</u>	<u>\$ 1,232,008</u>	<u>\$ 2,361,621</u>	<u>\$ 1,129,613</u>

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF NET POSITION
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)**

**June 30, 2017
with comparative amounts at June 30, 2016**

Assets	2017	2016
Current assets:		
Cash in custody of County Treasurer	\$ 16,092,760	\$ 12,283,239
Cash in bank and on hand	2,053,798	2,581,301
Accounts receivable	294,133	285,138
Due from federal government	5,843,795	4,850,475
Due from State of Nevada	4,992,311	4,687,632
Interest receivable	43,154	32,842
Due from other funds	48,560	73,548
Inventory	127,288	91,727
Prepaid expenses	387,945	298,231
Total current assets	29,883,744	25,184,133
Noncurrent assets:		
Property, buildings, and equipment, net	80,344,692	73,696,038
Total assets	110,228,436	98,880,171
Liabilities		
Current liabilities:		
Accounts payable	2,691,966	4,378,181
Retentions payable	812,163	320,219
Accrued liabilities	36,854	120,042
Unearned revenue	22,322	7,964
Due to other funds	5,435,715	1,913,519
Total current liabilities	8,999,020	6,739,925
Noncurrent liabilities:		
Other post-employment benefits	1,163,667	905,637
Contingent liability	1,308,250	-
Total liabilities	11,470,937	7,645,562
Net Position		
Net investment in capital assets	79,532,529	73,696,038
Unrestricted	19,224,970	17,538,571
Total net position	\$ 98,757,499	\$ 91,234,609

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)**

Year ended June 30, 2017

With comparative amounts for the year ended June 30, 2016

	2017	2016
Operating revenues:		
Passenger fares	\$ 5,716,864	\$ 5,908,612
Bus advertising	190,455	181,404
Rental income	457,699	454,512
Miscellaneous	42,328	113,987
Total operating revenues	6,407,346	6,658,515
Operating expenses:		
General administration	25,949,838	24,801,730
Depreciation	5,301,035	5,505,034
Total operating expenses	31,250,873	30,306,764
Operating loss	(24,843,527)	(23,648,249)
Nonoperating revenues:		
Operating subsidies:		
Federal government grants	4,825,788	3,618,038
Other revenue:		
Public transportation tax	8,458,799	7,796,808
Public transportation taxes pledged as security for Series 2010H revenue bonds	9,378,033	8,864,538
Investment income	33,843	303,719
Gain (loss) on sale of capital assets	5,700	(11,929)
Total nonoperating revenues	22,702,163	20,571,174
Loss before capital contributions and transfers	(2,141,364)	(3,077,075)
Capital contributions:		
Federal grants	9,881,754	3,587,807
State grants	-	225,000
Total capital contributions	9,881,754	3,812,807
Transfers:		
Transfers out	(217,500)	(183,750)
Total transfers	(217,500)	(183,750)
Change in net position	7,522,890	551,982
Net position - beginning	91,234,609	90,682,627
Net position - ending	\$ 98,757,499	\$ 91,234,609

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF CASH FLOWS
PROPRIETARY FUND
ENTERPRISE FUND
(Public Transit Fund)**

**Year ended June 30, 2017
With comparative amounts for the year ended June 30, 2016**

	2017	2016
Cash flows from operating activities		
Cash received from customers	\$ 6,147,947	\$ 6,332,277
Cash received from other funds	291,360	288,273
Cash payments to suppliers for goods and services	(19,922,504)	(20,351,711)
Cash compensation and employee benefits	(3,649,843)	(2,368,666)
Net cash provided by (used for) operating activities	(17,133,040)	(16,099,827)
 Cash flows from noncapital financing activities		
Operating grants	3,730,687	3,367,578
Transfers to other funds	(217,500)	(183,750)
Public transportation tax received	18,838,794	16,259,102
Net cash provided by (used for) noncapital financing activities	22,351,981	19,442,930
 Cash flows from capital and related financing activities:		
Acquisition of capital assets	(11,949,689)	(4,715,956)
Capital contributions	9,983,535	2,733,630
Proceeds from the sale of capital assets	5,700	8,002
Net cash provided by (used for) capital and related financing activities	(1,960,454)	(1,974,324)
 Cash flows from investing activities:		
Investment income	23,531	304,752
 Net change in cash and cash equivalents	3,282,018	1,673,531
 Cash and cash equivalents - beginning	14,864,540	13,191,009
Cash and cash equivalents - ending	\$ 18,146,558	\$ 14,864,540

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**STATEMENT OF CASH FLOWS
PROPRIETARY FUND - CONTINUED
ENTERPRISE FUND
(Public Transit Fund)**

**Year ended June 30, 2017
With comparative amounts for the year ended June 30, 2016**

	2017	2016
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (24,843,527)	\$ (23,648,249)
Adjustments to reconcile operating loss to net cash used for operating activities:		
Depreciation and amortization expense	5,301,035	5,505,034
Decrease (increase) in accounts receivable	(7,386)	(39,442)
Decrease (increase) in inventory	(35,561)	39,593
Decrease (increase) in prepaid expenses	(89,714)	(13,493)
Increase (decrease) in accounts payable	2,560,652	1,532,579
Increase (decrease) in other liabilities	(18,538)	524,151
Total adjustments	7,710,488	7,548,422
Net cash used for operating activities	\$ (17,133,039)	\$ (16,099,827)

The accompanying notes are an integral part of this statement.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Regional Transportation Commission of Reno, Sparks and Washoe County, Nevada (RTC) conform to accounting principles generally accepted in the United States of America (GAAP), as applicable to governments. The Governmental Accounting Standards Board (GASB) is the standard setting body for governmental accounting and financial reporting. The GASB periodically updates its codification of the existing Governmental and Financial Reporting Standards which, along with subsequent GASB pronouncements, constitutes GAAP for governmental units. A summary of RTC's significant accounting policies consistently applied in the preparation of the accompanying financial statements follows.

Reporting Entity

The Regional Transportation Commission of Reno, Sparks and Washoe County was created through an interlocal cooperative agreement signed in May 1978 by Washoe County, the City of Reno and the City of Sparks. It became the Regional Transportation Commission (RTC) in July 1979. The agreement was amended in 1985 when these three public entities delegated their powers to the Commission in order to consolidate the administration and operation of public mass transportation in Washoe County. The Commission operates as a governing board with two representatives selected by the Washoe County Board of Commissioners, two representatives selected by the City Council of the City of Reno and one representative selected by the City Council of the City of Sparks.

The RTC's street and highway construction projects in Washoe County are financed from the motor vehicle fuel tax revenue, public transportation tax revenue, and impact fees for the construction of new roads and capacity improvements on roads impacted by new development. These projects are submitted to the RTC for approval and subsequently to Washoe County, City of Reno, and City of Sparks for approval. An interlocal cooperative agreement, signed by the three public entities mentioned is required before monies can be expended on these construction projects. The infrastructure created by these projects becomes the asset of the applicable public entity (City of Reno, the City of Sparks or Washoe County) upon completion.

The RTC is also responsible for the local public transit system, RTC RIDE. Final authority on the budget of the program rests with the RTC.

The RTC has allocated public transportation tax receipts to the following operations: (1) RTC RIDE a public bus system in Washoe County; the RTC contracts with a private company, MV Transportation, Incorporated, to operate RTC RIDE; (2) RTC ACCESS a paratransit operation which provides transportation services to the elderly and disabled population in Washoe County; the RTC contracts with a private company, First Transit, Incorporated, to operate RTC ACCESS; and (3) Tahoe Area Regional Transit (TART) a transit system operating in part in Incline Village, Nevada; TART is operated by Placer County, California; the RTC reimburses Placer County for operating expenses incurred while providing transit service in Washoe County.

The accompanying financial statements present the government. The RTC does not have any component units.

Government-wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the non-fiduciary activities of the primary government. *Governmental activities*, which normally are supported by taxes and intergovernmental revenues, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges for support.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include (1) charges to customers or applicants who purchase, use or directly benefit from goods, services, or privileges provided by a given function or segment and (2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Government-wide and Fund Financial Statements (continued)

Separate financial statements are provided for governmental funds and the proprietary fund. Major individual governmental funds are reported as separate columns in the fund financial statements.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*, as are the proprietary fund financial statements. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met, and allowable expenses are made under the grant provisions.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized when they are both measurable and available. Revenues are considered to be *available* when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Income earned on investments and project reimbursements associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenues of the current fiscal period. Motor vehicle fuel tax and public transportation tax revenues are derived tax revenues collected by the State of Nevada and shared with the RTC. The RTC recognizes these revenues in the same period as the State. All other revenue items are considered to be measurable and available only when cash is received by the government.

Generally, expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, other postemployment benefits and claims and judgments, are recorded only when payment is due.

Project appropriations that have been approved but for which expenditure has not been incurred, are reflected as amounts restricted for project appropriations in the General Fund and Special Revenue Funds. Project appropriations are approved when a cooperative agreement specifying the amount of motor vehicle fuel tax funds, bond proceeds, impact fees or other financing sources to be spent, is executed by all the governing bodies within the jurisdiction of the RTC, or when the project has been added to the program of projects and approved by the RTC Board of Commissioners.

The RTC reports the following major governmental funds:

General Fund – The General Fund is the RTC’s primary operating fund. It accounts for all financial resources of the RTC, except for those required to be accounted for in another fund. Regional street and highway expenditures for road projects are accounted for in this fund instead of a separate fund in order to reduce undue complexity in budgeting, accounting and other phases of financial management.

Debt Service Fund – The Debt Service Fund accounts for the resources accumulated and payments made for principal and interest on long-term debt of the governmental funds.

Regional Road Impact Fee Fund (Special Revenue Fund) – Monies recovered from impact fees and resources provided for capacity improvements to the regional road system are accounted for in the Regional Road Impact Fee Fund.

Paratransit Services Fund (Special Revenue Fund) – Allocation of public transportation tax, passenger fares, and federal grants for RTC ACCESS are accounted for in the Paratransit Services Fund.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation (continued)

The RTC reports the following major proprietary fund:

Public Transit Fund (*Enterprise Fund*) – Accounts for the operation of RTC RIDE.

Amounts reported as *program revenues* include (1) charges to customers or applicants for goods, services, or privileges provided, (2) operating grants and contributions, and (3) capital grants and contributions. Internally dedicated resources are reported as *general revenues* rather than as program revenues. Likewise, general revenues include all taxes.

The proprietary fund distinguishes *operating* revenues and expenses from *non-operating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the proprietary fund's principal ongoing operations. The principal operating revenues of the RTC's proprietary fund are charges to customers for services. Operating expenses for the proprietary fund include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the RTC's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash, Cash Equivalents and Temporary Investments

The RTC's cash and cash equivalents are considered to be cash on hand, demand deposits, and temporary investments. A portion of the cash resources of the individual funds are deposited with the Washoe County Treasurer. Those resources are combined with the resources of the County's funds and other local governments within the County to form a pool of cash and investments. In accordance with 355.170 of Nevada Revised Statutes, Washoe County invested in various treasury notes, mutual funds, commercial paper, bonds, and U.S. Government securities. The RTC's equity in these securities is reported at fair value, in accordance with FASB Statement No. 72, Fair Value Measurements and Application.

In addition to the cash and investment pool, certain deposits and investments are held separately by RTC funds and reported accordingly. Investments are reported at fair value and changes in fair value are included in investment income.

Investment income earned as a result of the above pooling arrangement is distributed by the County Treasurer to the appropriate funds as it is received. Interest receivable at June 30 is calculated by the Treasurer's office and accrued in the various funds. The investment income is allocated based on each fund's monthly average cash balance.

For purposes of the statement of cash flows, the RTC considers all highly liquid investments, including pooled investments with original maturities of three months or less to be cash equivalents.

Restricted Assets

Restricted assets consist of cash and investments that are restricted in their use by either bond covenants or other external agreements. RTC's restricted assets consist of remaining bond proceeds for specific road construction projects, unspent grant proceeds and debt service requirements pursuant to bond covenants.

Receivables and Payables

Activities between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either "due to/from other funds" (i.e., the current portion of interfund loans) or "advances to/from other funds" (i.e., the non-current portion of interfund loans). All other outstanding balances between funds are reported as "due to/from other funds." Any residual balances outstanding between the governmental activities and business-type activities are reported in the government-wide financial statements as "internal balances."

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Receivables and Payables (continued)

The RTC considers trade receivables to be fully collectible; accordingly, no allowance for doubtful accounts is required. If amounts become uncollectible, they are charged to operations when that determination is made.

Inventories and Prepaid Items

The Proprietary Fund's inventory is comprised of bus fuel and is stated at weighted average cost. Inventories of governmental funds, generally consisting of materials and supplies, are recorded as expenditures when purchased rather than when consumed.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in government-wide, governmental, and proprietary fund financial statements. The RTC uses the consumption method in accounting for prepaids.

Capital Assets

Capital assets, which include property, buildings and equipment, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements.

Capital assets are defined by the RTC as assets with an initial, individual cost of more than \$5,000 (amount not rounded) and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the estimated acquisition value at the date of donation.

Infrastructure assets constructed by the street and highway function of the RTC (e.g., roads, bridges, curbs and gutters, streets and sidewalks) are not assets of the RTC, and so have not been capitalized or depreciated. Under the cooperative agreements to build such infrastructure assets, the entities agree that the infrastructure created belongs to the applicable public entity (City of Reno, City of Sparks or Washoe County).

The RTC has intangible assets in the form of water rights. The water rights are acquired through right of way land purchases as part of the construction of infrastructure assets. Water rights are separated from land purchases before the land is dedicated to the applicable public entity as part of their completed infrastructure asset. Water rights are not used in the operation of RTC's street and highway function and are recorded as other assets.

Expenditures related to the construction of infrastructure assets are recognized when incurred. Grants, contributions and reimbursements for the construction of infrastructure assets are recognized as operating grants and contributions in the Statement of Activities. Impact fees collected for use in the street and highway function are recognized as general revenues in the Statement of Activities.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

When capital assets are retired, sold, or otherwise disposed of, the asset's carrying amount and related accumulated depreciation are removed from the asset accounts and any gain or loss is recorded in the period of disposal.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets of business-type activities is included as part of the capitalized value of the assets constructed.

Depreciation of all exhaustible capital assets is charged as an expense against operations. Accumulated depreciation is reported on the Statement of Net Position.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Capital Assets (continued)

For both governmental and business-type activities, property, buildings and equipment are depreciated using the straight-line method over the following estimated useful lives:

<u>Assets</u>	<u>Estimated Service Life (Years)</u>
Buildings and building improvements	15-30
Communication equipment	3-5
Computer equipment	3-5
Leasehold improvements	3-20
Miscellaneous fixtures and equipment	4-7
Office furniture and equipment	3-8
Passenger shelters	3 -15
Revenue collection and counting equipment	3-6
Revenue vehicles (buses)	12
Revenue vehicles (vans)	5-7
Support vehicles	5
Safety and security equipment	5-6
Tool and shop equipment	3-12

Deferred Outflows/Inflows of Resources

In addition to assets, the Statement of Net Position or balance sheet will sometimes report separate sections for deferred outflows of resources. This separate financial statement element represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The RTC reports an amount related to pensions on the government-wide financial statements.

In addition to liabilities, the Statement of Net Position or balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The RTC has two types of deferred inflows of resources: 1) Amounts which arises only under the modified accrual basis of accounting that qualifies for reporting in this category. Accordingly, the item, unavailable revenue, is reported only in the governmental funds balance sheet. The unavailable revenue reported is from three sources, federal grants, state grants, and project reimbursements and 2) Amounts related to pensions on the government-wide financial statements. The amounts are deferred and recognized as an inflow of resources in the period that they become available.

Compensated Absences

It is the RTC's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. A liability is recognized for compensated absences relating to services already rendered that are not contingent on a specific event and are accrued as employees earn the rights to the benefits. Compensated absences relating to future services or that are contingent on a specified event will be accounted for in the period those services are rendered or those events take place. The obligation for compensated absences is accrued when incurred in the government-wide financial statements.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Compensated Absences (continued)

For governmental type funds, the compensated absences are reported as fund liabilities only to the extent that those liabilities relate to benefits payable to employees upon termination of their employment as of the fiscal year end.

Interfund Activity

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule include interfund lease payments between the RTC's street and highways, transportation services and metropolitan planning functions and the business-type activities, public transportation, function. Elimination of these payments would distort the direct costs and program revenues for the various functions concerned.

Long-Term Obligations, Bond Discounts and Issuance Costs

In the government-wide financial statements and proprietary fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund Statement of Net Position. Bond premiums and discounts are amortized over the life of the bonds using the straight-line method, which is materiality consistent with the effective interest method. Bonds payable are reported net of the applicable bond premium or discount. Debt issuance costs are expensed during the current period.

In fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as expenditures.

Pension

For purposes of measuring the net pension liability and pension expense, information about the fiduciary net position of the Public Employees' Retirement System of the State of Nevada (PERS) Base Plan (Base Plan) and additions to/deductions from Base Plan's fiduciary net position have been determined on the same basis as they are reported by the Base Plan. For this purpose, benefits (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Equity Classifications

In government-wide statements, equity is classified as net position and displayed in three components:

- Net investment in capital assets – consists of capital assets net of accumulated depreciation and reduced by the outstanding balances of any bonds, notes, or other borrowings attributable to the acquisition, construction, or improvement of capital assets.
- Restricted – consists of net position subject to constraints that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation.
- Unrestricted – all other amounts that do not meet the definition of "restricted" or "net investment in capital assets."

Fund Balance

In the fund financial statements, governmental funds report the difference between assets and liabilities as fund balance. The following are the classification policies and procedures used for reporting fund balance:

- *Nonspendable* fund balance includes amounts that are not in a spendable form or are required to be legally or contractually maintained intact.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fund Balance (continued)

- *Restricted* fund balance includes amounts that can only be spent for the specific purposes where restrictions are externally imposed by creditors, grantors, contributors, constitutional provisions, regulations of other governments, or enabling legislation. Effectively, restrictions may only be changed or lifted with the consent of the external party. The RTC has restricted fund balances in the form of monies restricted by the State for special studies, federal grants and enabling legislation.
- *Committed* fund balance includes amounts that can only be used for the specific purposes determined by a formal action of the government's highest level of decision making authority. Commitments may only be changed or lifted by the government taking the same formal action that imposed the original constraint. The RTC's Board of Commissioners is the highest level of decision making authority and any fund balance commitments established, modified, or rescinded would require a majority vote of the RTC's Board of Commissioners.
- *Assigned* fund balance comprises amounts intended to be used by the government for specific purposes. Intent can be expressed by the governing body, an official or body to which the governing body delegates the authority. The RTC Board of Commissioners delegates to the Executive Director or his or her designee the authority to assign amounts to be used for specific purposes. Such assignments cannot exceed the available (spendable, unrestricted, uncommitted) fund balance in any particular fund.
- *Unassigned* fund balance is the residual classification for the General Fund and includes all amounts not contained in the other classifications. For other governmental funds, the unassigned classification is used only to report a deficit balance resulting from specific purposes for which amounts had been restricted or committed.

The RTC will consider restricted fund balance to be spent first for an expenditure for which multiple fund balance classifications are available. Committed fund balance will be spent first, followed by assigned fund balance and then unassigned fund balance when expenditures are incurred for the purposes for which any unrestricted fund balance classification could be used.

Budget Minimum Fund Balance Policy

The RTC Board of Commissioners has adopted a minimum fund balance policy for budget preparation. Fund balance is set aside as a contingency for revenue shortfalls or unanticipated expenditures. Fund balance can also be used to temporarily finance cash flow and to fund self-insurance and capital replacement programs. A minimum fund balance policy establishes the type of fund balances an organization will have, as well as the size and use of those fund balances. It is not the intent of this policy to accumulate unnecessary or excessive levels of fund balance; nor is it to be used to fund regular or ongoing operations.

The purpose of this minimum fund balance policy is to:

- Provide an overall, long-range approach to financial management.
 - Ensure that the RTC is able to meet its financial obligations as they arise.
 - Improve fiscal stability and protect the RTC during a financial emergency.
- a. Public Transportation Program Policy Statement

The sum of all fund balances for the Public Transportation Program shall be maintained at a minimum amount equal to two months of operating expenditures at June 30 of each fiscal year budget. The maximum fund balance amount would not exceed three months of operating expenditures.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Budget Minimum Fund Balance Policy (continued)

b. Street and Highway Program Policy Statement

The minimum fund balance for the Street and Highway Program shall consist of two components:

1. Operating fund reserves will be maintained at a minimum of five (5) percent of operating expenditures.
2. The projects not yet finalized account will be maintained annually at a minimum of \$500,000.

The development of the minimum fund balance policy should ensure financial planning and stability for the future.

Comparative Data

Comparative total data for the prior year has been presented only for the Enterprise Fund in the basic financial statements in order to provide an understanding of the changes in the financial position and operations of this fund. It has been provided to add comparability but is not considered full disclosure of transactions for 2016. Such information can only be obtained by referring to the audited financial statements for that year.

New Accounting Pronouncements

The Governmental Accounting Standards Board has issued GASB Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, effective for fiscal year beginning after June 15, 2016. This pronouncement was not applicable to the RTC as of June 30, 2017.

The Governmental Accounting Standards Board has issued GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment benefits Other Than Pensions*, effective for fiscal year beginning after June 15, 2017. This pronouncement will be implemented in fiscal year ending June 30, 2018.

The Governmental Accounting Standards Board has issued GASB Statement No. 77, *Tax Abatement Disclosures*, effective for fiscal years beginning after December 15, 2015. This pronouncement was applicable but the result was immaterial amount of abatements and therefore no disclosures for RTC as of June 30, 2017.

The Governmental Accounting Standards Board has issued GASB Statement No. 78, *Pensions Provided through Certain Multiple-Employer Defined Benefit Pensions Plans*, effective for fiscal years beginning after December 31, 2016. This pronouncement was not applicable to the RTC as of June 30, 2017.

The Governmental Accounting Standards Board has issued GASB Statement No. 80, *Blending Requirements for Certain Component Units-an amendment of GASB Statement No. 14*, effective for financial statements starting with the fiscal year that ends June 30, 2017. This pronouncement was not applicable to the RTC as of June 30, 2017.

The Governmental Accounting Standards Board has issued GASB Statement No. 81, *Irrevocable Split-Interest Agreements*, effective for fiscal years beginning after December 31, 2017. This pronouncement was not applicable to the RTC as of June 30, 2017.

The Governmental Accounting Standards Board has issued GASB Statement No. 82, *Pension Issues – an amendment of GASB Statements No. 67, No. 68, and No.73*, effective for fiscal years beginning after June 15, 2017. The RTC has implemented this pronouncement where applicable as of June 30, 2017.

The Governmental Accounting Standards Board has issued GASB Statement No. 83, *Certain Asset Retirement Obligations* effective for fiscal years beginning after June 15, 2017. This pronouncement will be implemented in fiscal year ending June 30, 2018.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

New Accounting Pronouncements (continued)

The Governmental Accounting Standards Board has issued GASB Statement No. 84, *Fiduciary Activities* effective for fiscal years beginning after December 15, 2018. This pronouncement will be implemented in fiscal year ending June 30, 2020.

The Governmental Accounting Standards Board has issued GASB Statement No. 85, *Omnibus 2017* effective for fiscal years beginning after June 15, 2017. This pronouncement will be implemented in fiscal year ending June 30, 2018.

The Governmental Accounting Standards Board has issued GASB Statement No. 86, *Certain Debt Extinguishment Issues* effective for fiscal years beginning after June 15, 2017. This pronouncement will be implemented in fiscal year ending June 30, 2018.

The Governmental Accounting Standards Board has issued GASB Statement No. 87, *Leases* effective for fiscal years beginning after December 15, 2019. This pronouncement will be implemented in fiscal year ending June 30, 2021.

NOTE B – STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

Budgetary Information

For the year ended June 30, 2017, the RTC established its budget within the legally mandated timeframe.

- a. On or before April 15, the Finance Department submits to the Nevada Department of Taxation a tentative budget for the fiscal year commencing July 1, 2016.
- b. On May 20, 2016, the Executive Director submitted to the RTC's Board of Commissioners a proposed operating budget for the fiscal year commencing July 1, 2016. The operating budget includes proposed expenditures/expenses and the means of financing them.
- c. Public hearings were conducted in May to obtain taxpayer comments. On May 20, 2016, the budget for each fund was adopted through passage of a resolution by a majority vote of the RTC's Board of Commissioners of the RTC. The RTC filed the budget directly with the Department of Taxation, State of Nevada.

The following legal requirements were considered in developing the budgetary data which is reflected in the financial statements.

- a. Annual budgets for all governmental and proprietary funds are adopted on a basis consistent with generally accepted accounting principles. The governing body can augment the budget after following public hearing procedures. Unexpended appropriations lapse at year-end.
- b. The Executive Director is authorized to transfer appropriations between accounts within the General Fund. Any revision which alters the total appropriations of a function or fund must be approved in advance prior to year-end by the RTC's Board of Commissioners and submitted to the Department of Taxation, State of Nevada.
- c. State statute does not require that capital outlay, debt service payments, and other cash transactions normally reflected in the Statement of Net Position of the Proprietary Fund be limited by the budget.
- d. Budgeted appropriations generally may not be exceeded by actual expenditures of the various governmental functions in the General Fund, Special Revenue Funds, and by operating and non-operating expenses in the Proprietary Fund.
- e. Fund equity in the Proprietary Fund may not be a deficit.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE B – STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY (CONTINUED)

Excess of Expenditures over Appropriations and Deficit Fund Equity

The RTC conformed to all significant statutory constraints on its financial administration during the year.

NOTE C – CASH AND INVESTMENTS

Deposits

For the year ended June 30, 2017, the RTC had the following cash balances:

	Carrying Amount	Bank Balance
On hand	\$ 7,547	\$ 7,547
On deposit with bank	17,252,944	24,305,556
Restricted cash from Motor Vehicle Fuel Tax Revenue Bonds	17,750,041	17,750,041
Total RTC cash and deposits	<u>\$ 35,010,532</u>	<u>\$ 42,063,144</u>

The difference between the carrying amount and bank balance results from outstanding checks and deposits not yet reflected at the bank.

Custodial Credit Risk – Deposits

For deposits, custodial credit risk is the risk that in the event of a bank failure, the RTC's deposits may not be returned. The RTC does not have a policy for custodial credit risk; however, the RTC participates through Washoe County in the Nevada State Collateral Pool for public fund deposits. Depository banks are required to place acceptable securities of no less than 102% of the market value of the total deposits of public entities in Nevada with a third party custodian. The collateral pool is administered and monitored by the Nevada State Treasurer's Office. Due to its participation in the Nevada State Collateral Pool, the RTC's deposits were fully insured and collateralized, and as such, were not exposed to any custodial credit risk at June 30, 2017.

Pooled Investment Funds

The RTC deposits are maintained in a recognized pooled investment fund under the care of the Washoe County Chief Investment Official (the Washoe County Treasurer) under authority delegated by the Board of County Commissioners. In addition, the Washoe County Treasurer's External Investment Pool is overseen by an Investment Committee and is included in their annual audit.

Pooled investment funds consist of cash deposited in the interest-bearing Washoe County Treasurer's External Investment Pool. The investment pool is not registered with the SEC as an investment company and no legally binding guarantees have been provided to support the value of the shares. The fair value of the pooled investments deposited in the investment pool is equal to the value of the pool shares. At June 30, 2017, the carrying amount of \$98,892,728 recorded at fair value of the various funds of the RTC in the pool was approximately 20.0% of the County's total balance. Earnings, realized and unrealized gains and losses are included in the Governmental Fund Statement of Revenues, Expenditures and Changes in Fund Balances and the Proprietary Fund's Statement of Revenues, Expenses and Changes in Fund Net Position, captioned as investment income.

Because the RTC's deposits are maintained in a recognized pooled investment fund under the care of a third party and the RTC's share of the pool does not consist of specific, identifiable investment securities, no disclosure of the individual deposits and investments or related custodial credit risk classifications is required. The RTC's deposits in the pool are considered to be highly liquid. The Washoe County audited Comprehensive Annual Financial Report indicates that there

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE C – CASH AND INVESTMENTS (CONTINUED)

Pooled Investment Funds (continued)

were no derivatives in the pool as of June 30, 2017. A copy of this report can be obtained at www.washoecounty.us or through a request sent to P.O. Box 11130, Reno, NV 89520.

Investments

The RTC has a formal investment policy adopted by the RTC Board of Commissioners that is designed to insure conformity with NRS and seeks to limit exposure to investment risks. State statute authorizes the RTC to invest in the following:

- Obligations of the United States or its agencies.
- Certificates of deposit issued by commercial banks, insured credit unions or savings and loan associations as well as certain farm loan bonds.
- Certain securities issued by local governments of the State of Nevada and other securities expressly authorized by other statutes of the State of Nevada.
- Bankers acceptances, commercial paper issued by a U.S. corporation or state operating in the U.S., and money market mutual funds registered with the Securities and Exchange Commission.
- Notes, bonds, and other unconditional obligations for the payment of money issued by corporations organized and operating in the United States.

Investments are recorded at fair value.

The RTC categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The RTC does not have any investment that is measured using Level 3 inputs.

As of June 30, 2017, the RTC had the following recurring fair value measurements as identified below:

Government-Wide Balances:

	Total	Fair Value Measurements Using		
		Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Commercial Paper	\$ 882,302	\$ 882,302	\$ -	\$ -
U.S. Treasury Notes	22,228,886	22,228,886	-	-
Money Market Mutual Funds	3,941,635	3,941,635	-	-
Washoe County Investment Pool	98,892,728	-	98,892,728	-
Total Investment	125,945,551	27,052,823	98,892,728	-
Total Cash	35,010,532			
Total Cash and Investments	\$ 160,956,083			

Investments categorized as Level 1 are valued using prices quoted in active markets for those investments. Investments categorized as Level 2 are valued at fair value based on the observable market prices of the underlying assets held by the pool or fund less liabilities.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE C – CASH AND INVESTMENTS (CONTINUED)

Investments (continued)

As of June 30, 2017, the RTC had the following investments and maturities:

Government-Wide Balances:	Investment Maturities (In Years)				
	Fair Value	Less than 1	1 to 4	4 to 6	6 to 10
Commercial Paper	\$ 882,302	\$ 882,302	\$ -	\$ -	\$ -
U.S. Treasury Notes	22,228,886	1,801,866	20,427,020	-	-
Money Market Mutual Funds	3,941,635	3,941,635	-	-	-
Washoe County Investment Pool	98,892,728	30,159,122	34,981,544	30,236,712	3,515,352
Total Investment	125,945,551	36,784,925	55,408,564	30,236,712	3,515,352
Total Cash	35,010,532	35,010,532	-	-	-
Total Cash and Investments	<u>\$ 160,956,083</u>	<u>\$ 71,795,457</u>	<u>\$ 55,408,564</u>	<u>\$ 30,236,712</u>	<u>\$ 3,515,352</u>

Credit Risk

Credit risk is defined as the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The credit quality of investments is limited by NRS, which authorizes investments in obligations of the U.S. Treasury and agencies or instrumentalities of the U.S., obligations of the State of Nevada and local governments, notes, bonds and other obligations issued by corporations rated "A" or better by one or more nationally recognized bond credit rating agencies, commercial paper rated "A-1", "P-1" or better, repurchase agreements, certificates of deposit, and money market mutual funds rated "AAA" or its equivalent.

The RTC investment policy does not further limit its investment choices with the exception of investments in notes, bonds and other obligations issued by corporations. Pursuant to the RTC's formal investment policy, corporate obligations must be rated "AA" or better.

As of June 30, 2017, the RTC's investments were rated as follows:

Investment Type	Fair Value	Ratings	
		Moody's	Standard & Poor's
Commercial Paper	\$ 882,302	P-1	A-1
U.S. Treasury Notes	22,228,886	Aaa	AA+
Money Market Mutual Funds	3,941,635	Aaa	AAA
Total Investments	<u>\$ 27,052,822</u>		

Interest Rate Risk

Interest rate risk is defined as the risk that changes in market interest rates will adversely affect the fair value of an investment. NRS 355.170 and NRS 355.171 limit maturities of authorized investments. The RTC's formal investment policy does not further limit investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. The weighted average years to maturity for all investments at June 30, 2017 are 1.99 years.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE C – CASH AND INVESTMENTS (CONTINUED)

Concentration of Credit Risk

Concentration of credit risk is defined as the risk of loss attributed to the magnitude of a government's investment in a single issuer. The RTC's formal investment policy requires investment portfolio diversification in order to eliminate the risk of loss from overconcentration. The policy places the statutory limits on investments. Amounts invested in direct obligations of the U.S. government, securities backed by the full faith and credit of the U.S. government, repurchase agreements or certificates of deposit are not limited. Investment limits per issuer are placed on the following securities: securities backed by federal agencies, 35%; agency issued mortgage-backed securities, 15%; corporate obligations, 4%; obligations issued by state and local governments, 25%. Other limits are placed on the following securities: bankers acceptances, 20% in the aggregate; commercial paper, 20% of portfolio; and money market funds, 45% of money market fund assets.

At June 30, 2017, RTC's investments were invested in the following:

Commercial Paper	3.26%
U.S. Treasury	82.17%
Money Market Mutual funds	14.57%

NOTE D – RESTRICTED CASH AND INVESTMENTS

Governmental Funds

The restricted cash and investments balance of \$44,802,864 in the Debt Service Fund is restricted for required reserves and debt service on the bonds.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE E – CAPITAL ASSETS

A summary of activity in capital assets used in the operation of governmental activities for the year ended June 30, 2017, follows:

Governmental Activities	Balance June 30, 2016	Additions & Reclassifications	Deletions	Balance June 30, 2017
Capital Assets not being depreciated:				
Land	\$ 874,590	\$ 1,407,500	\$ -	\$ 2,282,090
Construction in progress	-	115,784	-	115,784
Total Capital Assets, not being depreciated	<u>874,590</u>	<u>1,523,284</u>	<u>-</u>	<u>2,397,874</u>
Capital Assets being depreciated:				
Revenue & support vehicles	7,622,638	49,990	(1,051,876)	6,620,752
Other equipment	3,976,598	89,350	(14,345)	4,051,603
Buildings and leasehold improvements	7,176,299	-	-	7,176,299
Total Capital Assets being depreciated	<u>18,775,535</u>	<u>139,340</u>	<u>(1,066,221)</u>	<u>17,848,654</u>
Less accumulated depreciation for:				
Revenue & support vehicles	(3,477,346)	(1,024,842)	1,051,876	(3,450,312)
Other equipment	(3,831,117)	(224,022)	14,345	(4,040,794)
Buildings and leasehold improvements	(5,195,274)	(192,821)	-	(5,388,095)
Total accumulated depreciation	<u>(12,503,739)</u>	<u>(1,441,685)</u>	<u>1,066,221</u>	<u>(12,879,201)</u>
Total Capital Assets being depreciated, net	<u>6,271,798</u>	<u>(1,302,345)</u>	<u>-</u>	<u>4,969,453</u>
Governmental activities Capital Assets, net	<u>\$ 7,146,388</u>	<u>\$ 220,939</u>	<u>\$ -</u>	<u>\$ 7,367,327</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE E – CAPITAL ASSETS (CONTINUED)

A summary of activity in capital assets used in business-type activities for the year ended June 30, 2017, follows:

Business-type Activities	Balance June 30, 2016	Additions	Deletions	Balance June 30, 2017
Capital Assets not being depreciated:				
Land	\$ 16,681,817	\$ -	\$ -	\$ 16,681,817
Construction in progress	5,632,196	9,679,973	-	15,312,169
Total Capital Assets, not being depreciated	<u>22,314,013</u>	<u>9,679,973</u>	<u>-</u>	<u>31,993,986</u>
Capital Assets being depreciated:				
Revenue vehicles	35,551,362	22,582	(858,156)	34,715,788
Tool and shop equipment	482,383	-	-	482,383
Office furniture and equipment	132,917	-	-	132,917
Support vehicles	508,382	40,957	-	549,339
Revenue collection and counting equipment	1,311,018	472,507	-	1,783,525
Miscellaneous fixtures and equipment	1,748,432	420,851	(36,198)	2,133,085
Buildings and leasehold improvements	49,788,556	39,500	-	49,828,056
Land improvements	602,261	762,094	-	1,364,355
Communications equipment	476,806	-	-	476,806
Surveillance equipment	942,187	125,000	(88,554)	978,633
Passenger shelters	7,564,821	-	-	7,564,821
Computer equipment	1,401,371	386,224	(7,040)	1,780,555
Intelligent transportation system	3,062,831	-	(5,617)	3,057,214
Total Capital Assets being depreciated	<u>103,573,327</u>	<u>2,269,715</u>	<u>(995,565)</u>	<u>104,847,477</u>
Less accumulated depreciation for:				
Revenue vehicles	(20,591,828)	(2,638,301)	858,156	(22,371,973)
Tool and shop equipment	(317,501)	(23,486)	-	(340,987)
Office furniture and equipment	(132,917)	-	-	(132,917)
Support vehicles	(481,659)	(7,768)	-	(489,427)
Revenue collection and counting equipment	(1,256,240)	(94,153)	-	(1,350,393)
Miscellaneous fixtures and equipment	(989,870)	(135,057)	36,198	(1,088,729)
Buildings and leasehold improvements	(19,225,634)	(1,532,773)	-	(20,758,407)
Land improvements	(525,292)	(73,740)	-	(599,032)
Communications equipment	(348,576)	(60,433)	-	(409,009)
Surveillance equipment	(931,011)	(12,855)	88,554	(855,312)
Passenger shelters	(3,066,536)	(632,143)	-	(3,698,679)
Computer equipment	(1,261,405)	(90,326)	7,040	(1,344,691)
Intelligent transportation system	(3,062,831)	-	5,617	(3,057,214)
Total accumulated depreciation	<u>(52,191,299)</u>	<u>(5,301,035)</u>	<u>995,565</u>	<u>(56,496,769)</u>
Total Capital Assets being depreciated, net	<u>51,382,028</u>	<u>(3,031,320)</u>	<u>-</u>	<u>48,350,706</u>
Business-type activities Capital Assets, net	<u>\$ 73,696,038</u>	<u>\$ 6,648,653</u>	<u>\$ -</u>	<u>\$ 80,344,692</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE E – CAPITAL ASSETS (CONTINUED)

Depreciation expense was charged to functions/programs of the primary government as follows:

<u>Governmental Activities:</u>	
Streets and highways	\$ 43,993
Transportation services	<u>1,397,692</u>
Total depreciation expense-governmental activities	<u>\$ 1,441,685</u>
<u>Business-type Activities:</u>	
Public transportation	<u>\$ 5,301,035</u>

NOTE F – CONTINGENCIES

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable fund. The amount, if any, of expenditures that may be disallowed by the grantor cannot be determined at this time, although the RTC expects such amounts, if any, to be immaterial.

NOTE G – UNEARNED REVENUE

Governmental funds report unearned revenue in connection with receivables for revenues that are not considered to be available to liquidate liabilities of the current period. At the end of the current fiscal year, \$12,500 in unearned rental revenue was reported in the General Fund.

NOTE H – UNINSURED RISK

The RTC is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters for which the government carries commercial insurance. The RTC is self-insured for municipal liability and business auto liability. The RTC has hired a service agent to administer claims and judgments falling under the self-insurance limit. Liabilities of any fund are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported (IBNRs). The result of the process to estimate the claims liability is not an exact amount, as it depends on many factors, such as inflation, changes in legal doctrines and damage awards. Accordingly, claims are reevaluated periodically to consider the effects of inflation, recent claim settlement trends (including frequency and amount of payouts), and other economic and social factors. The estimate of the claims liability also includes amounts for incremental claim adjustment expenses related to specific claims and other claim adjustment expenses regardless of whether allocated to specific claims. All claims are liquidated as they become due and payable using current resources. An excess coverage insurance policy covers individual claims in excess of \$500,000. Settlements have not exceeded coverage for each of the past five fiscal years. The RTC did not incur any liability claim in fiscal year 2017.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE I – LONG TERM OBLIGATIONS

Revenue Bonds

The RTC issued revenue bonds to provide funds for the construction and pavement maintenance of certain streets and highways in the County.

The bond Series 2009, Series 2010ABC, Series 2010DEF and Series 2013 constitute special, limited obligations of Washoe County, payable solely from and secured by an irrevocable pledge of the Net Pledged Revenues, derived primarily from certain taxes on motor vehicle fuel collected by the RTC.

The bond Series 2010H constitutes special, limited obligations of Washoe County, payable solely from and secured by an irrevocable pledge of the Net Pledged Revenues, derived primarily from one-eighth of one percent (0.125%) sales tax collected by the RTC.

The bonds shall not be considered or held to be a general obligation of the County or RTC. Owners of the bonds may not look to any other funds or accounts other than those specifically pledged to the payment of the bonds.

Bonds outstanding at June 30, 2017 are as follows:

	<u>Date of Issue</u>	<u>Original Issue</u>	<u>Interest Rates to Maturity</u>	<u>Final Maturity</u>	<u>Principal Outstanding July 1, 2017</u>
Motor Vehicle Fuel Tax Series 2009 ⁽¹⁾	7/8/2009	\$ 89,567,000	3.0 - 5.5 %	2/1/2028	\$ 65,435,000
Motor Vehicle Fuel Tax Series 2010A ⁽¹⁾	3/17/2010	13,179,000	2.5 - 4.0	2/1/2020	6,919,000
Motor Vehicle Fuel Tax Series 2010B ⁽²⁾	3/17/2010	66,821,000	5.6 - 7.2	2/1/2039	66,821,000
Motor Vehicle Fuel Tax Series 2010C ⁽³⁾	3/17/2010	10,000,000	7.2	2/1/2040	10,000,000
Motor Vehicle Fuel Tax Series 2010E ⁽²⁾	12/16/2010	58,775,000	7.969	2/1/2040	58,775,000
Motor Vehicle Fuel Tax Series 2010F ⁽³⁾	12/16/2010	5,385,000	7.875	2/1/2040	5,385,000
Motor Vehicle Fuel Tax Series 2013 ⁽¹⁾	4/16/2013	165,000,000	5.0	2/1/2043	165,000,000
Sales Tax Improvement Bonds Series 2010H ⁽²⁾	12/16/2010	<u>20,000,000</u>	7.451	2/1/2040	<u>20,000,000</u>
		<u>\$ 428,727,000</u>			<u>\$ 398,335,000</u>

⁽¹⁾ Tax Exempt Bond

⁽²⁾ Taxable Direct Pay Build America Bond (BAB) providing federally refundable interest credits

⁽³⁾ Taxable Recovery Zone Economic Development Bond (RZEDB) providing federally refundable interest credits

The debt service on bond Series 2009, 2010A, and 2013 will be payable from net pledged revenues.

The debt service on bond Series 2010B, 2010C, 2010E, 2010F, and 2010H will be payable from net pledged revenues and BAB and RZED interest credits to the extent that any such credits are actually received by the RTC.

Net pledged motor vehicle fuel tax revenues for the fiscal year on Motor Vehicle Fuel Tax bonds totaled \$75,058,070 with principal and interest payments on the bonds totaling \$26,662,757. Total principal and interest remaining to be paid on all motor vehicle fuel tax bonds before BAB and RZEDB credits is \$743,105,968 payable through 2043.

Pledged sales tax revenue for the fiscal year on the Series 2010H bonds totaled \$9,378,033. Total principal and interest remaining to be paid on the Series 2010H bond before BAB interest credits, is \$46,913,385 payable through 2040.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE I – LONG TERM OBLIGATIONS (CONTINUED)

Net Other Postemployment Benefits Obligation

In accordance with Governmental Accounting Standards Board Statement No. 45, the RTC provides other postemployment benefits (OPEB) for eligible employees through the retiree health benefits program. At June 30, 2017, the net other postemployment benefit liability for the RTC was \$3,939,808 as detailed in Note P. Currently, the RTC finances their liability on the pay-as-you-go basis.

Compensated Absences

The liability for compensated absences is included in noncurrent liabilities on the government-wide Statement of Net Position. The governmental activities liability for compensated absences is for RTC employee benefits which are paid from the General Fund. No employee benefits are accounted for in the business-type activities; therefore, no compensated absences liability is reported.

Changes in long-term liabilities

Changes in long-term liabilities for the year ended June 30, 2017, was as follows:

	Balance July 1, 2016	Additions	Reductions	Balance June 30, 2017	Due Within One Year
GOVERNMENTAL ACTIVITIES					
Revenue Bonds					
Motor Vehicle Fuel Tax Bonds	\$ 384,939,000	\$ -	\$ (6,604,000)	\$ 378,335,000	\$ 7,603,000
Sales Tax Improvement Bonds	20,000,000	-	-	20,000,000	-
Total Revenue Bonds	<u>404,939,000</u>	<u>-</u>	<u>(6,604,000)</u>	<u>398,335,000</u>	<u>7,603,000</u>
Less					
Bond Premium	9,936,876	-	(378,627)	9,558,249	378,627
Bond Discount	(56,369)	15,707	-	(40,662)	(15,707)
Total Bond Premiums and Discounts	<u>9,880,507</u>	<u>15,707</u>	<u>(378,627)</u>	<u>9,517,587</u>	<u>362,920</u>
Other Liabilities					
Compensated absences	720,796	843,342	(768,827)	795,311	375,448
Other long-term payable	1,300,000	-	-	1,300,000	-
Total Other Liabilities	<u>2,020,796</u>	<u>843,342</u>	<u>(768,827)</u>	<u>2,095,311</u>	<u>375,448</u>
Total Governmental Activities	<u>416,840,303</u>	<u>859,049</u>	<u>(7,751,454)</u>	<u>409,947,898</u>	<u>8,341,368</u>
Total Long-Term Obligations	<u>\$ 416,840,303</u>	<u>\$ 859,049</u>	<u>\$ (7,751,454)</u>	<u>\$ 409,947,898</u>	<u>\$ 8,341,368</u>

Long term liabilities are liquidated from the General Fund for governmental activities.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE J – DEBT SERVICE REQUIREMENTS

Revenue bond debt service requirements to maturity are as follows:

Year Ending June 30,	Principal ⁽¹⁾	Interest ⁽²⁾	Total
2018	7,603,000	23,800,808	31,403,808
2019	7,935,000	23,471,648	31,406,648
2020	8,287,000	23,117,356	31,404,356
2021	8,668,000	22,739,669	31,407,669
2022	9,052,000	22,305,375	31,357,375
2023-2027	52,139,000	103,763,728	155,902,728
2028-2032	72,127,000	86,032,430	158,159,430
2033-2037	93,441,000	59,418,208	152,859,208
2038-2042	114,193,000	25,790,631	139,983,631
2043	24,890,000	1,244,500	26,134,500
	<u>\$ 398,335,000</u>	<u>\$ 391,684,353</u>	<u>\$ 790,019,353</u>

⁽¹⁾ Principal amounts exclude discounts and premiums

⁽²⁾ Interest amounts exclude Build America Bond (BAB) and Recovery Zone Economic Development Bond (RZEDB) credits in the amount of \$70,800,933 through 2043.

NOTE K – INTERFUND ACCOUNT BALANCES AND TRANSFERS

Interfund account balances are a result of the timing differences between the dates that interfund goods and services are provided or reimbursable expenditures occur, and transfers between funds are made. Interfund account balances at June 30, 2017 are summarized as follows:

	Due From						Total
	General Fund	Debt Service Fund	Regional Road Impact Fee Fund	Paratransit Fund	Nonmajor Governmental Funds	Proprietary Fund	
Due To:							
General Fund	\$ -	\$ 2,118	\$ 105,168	\$ 244,714	\$ 288,083	\$ 5,429,722	\$ 6,069,805
Regional Road Impact Fee Fund	245,878	-	-	-	-	-	245,878
Paratransit Fund	76	-	-	-	-	5,991	6,067
Nonmajor Governmental Fund	-	-	-	-	-	2	2
Governmental Funds	245,954	2,118	105,168	244,714	288,083	5,435,715	6,321,752
Proprietary Fund	41,150	-	-	-	7,410	-	48,560
	<u>\$ 287,104</u>	<u>\$ 2,118</u>	<u>\$ 105,168</u>	<u>\$ 244,714</u>	<u>\$ 295,493</u>	<u>\$ 5,435,715</u>	<u>\$ 6,370,312</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE K – INTERFUND ACCOUNT BALANCES AND TRANSFERS (CONTINUED)

Transfers are used to (1) move revenues from the fund that statute or budget requires collect them to the funds that statute or budget requires expend them and (2) move receipts restricted to debt service from the funds collecting the receipts to the Debt Service Fund as debt service payments become due. Interfund transfer balances at June 30, 2017 were as follows:

Interfund transfers for the year ended June 30, 2017		
Transfers from:	Transfers to:	Amount
General Fund	Regional Road Impact Fee Fund	\$ 557,500
	Debt Service Fund	27,721,872
	Nonmajor Governmental Funds	1,252,500
	Subtotal	29,531,872
Public Transit Fund	Nonmajor Governmental Funds	217,500
Total Transfers In / Out		<u>\$ 29,749,372</u>

NOTE L – INVESTMENT INCOME

Investment income consists of the following as of June 30, 2017:

<u>Governmental Activities</u>	
Interest income	\$ 1,637,863
Net decrease in the fair value of investments	(1,595,422)
Realized gain	192,790
	<u>\$ 235,231</u>
<u>Business-type Activities</u>	
Interest income	\$ 202,150
Net decrease in the fair value of investments	(199,630)
Realized gain	31,323
	<u>\$ 33,843</u>

The calculation of realized gain or loss is independent of the calculation of the net change in the fair value of investments. Realized gains or losses on investments held more than one fiscal year, which were sold in the current year, have been included as a change in the fair value of investments as reported in prior years and the current year.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE M – LEASE INCOME

The Proprietary Fund owns a building located on Terminal Way in Reno, Nevada. The acquisition cost and subsequent improvements of the building and land are \$5,800,809 as of June 30, 2017. As of June 30, 2017, accumulated depreciation of the building was \$3,788,240.

Building space is leased to various companies. Eventually, the RTC plans to fully occupy the building. Future minimum lease receipts are as follows:

Year ending June 30,		
2018	157,657	
2019	<u>106,679</u>	
	<u>\$ 264,336</u>	

In addition, building space is leased to the General Fund and Special Revenue Funds on a month-to-month basis. Rental income from the building for the year ended June 30, 2017, was \$457,699 of which \$246,900 was received from the General Fund, and \$44,460 was received from the Special Revenue Funds.

In December 2012, the RTC entered into a license agreement with Megabus to allow the use of the Centennial Plaza property for passenger waiting, boarding and alighting for their service between Reno and San Francisco. Rental income of \$7,017 was received in fiscal year 2017.

In addition, a license agreement was entered into in June 2014 with Silver State Trailways to allow the use of Bus Bay B of the Centennial Plaza property for passenger waiting, boarding and alighting only. In fiscal year 2017, Silver State Trailways was purchased by Silverado Stages. Silverado Stages provides charter bus, tour and fixed route motorcoach service from various locations in the Western United States. Rental income of \$3,656 was received in fiscal year 2017.

Lease income of \$15,000 was received from Clear Channel Outdoor, Inc. for a billboard acquired through property acquisition for the Moana Lane widening project which was paid for by Motor Vehicle Fuel Tax Bond funds.

NOTE N – RETIREMENT PROGRAMS

The RTC contributes to the following retirement programs:

State of Nevada Public Employees' Retirement System

Plan Description

The RTC contributes to the Public Employees' Retirement System (PERS) (the System). PERS administers a cost-sharing, multiple-employer defined benefit Public employees' retirement system which includes both Regular and Police/Fire members. The System was established by the Nevada Legislature in 1947, effective July 1, 1948. The System is administered to provide a reasonable base income to qualified employees who have been employed by a public employer and whose earnings capacities have been removed or substantially impaired by age or disability.

Benefits, as required by the Nevada Revised Statutes (NRS) are determined by the number of years of accredited service at time of retirement and the member's highest average compensation in any 36 consecutive months with special provisions for members entering the System on or after January 1, 2010. Benefit payments to which participants or their beneficiaries may be entitled under the plan include pension benefits, disability benefits, and survivor benefits. Monthly benefit allowances for members are computed as 2.5% of average compensation for each accredited year of service prior

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

to July 1, 2001. For service earned on and after July 1, 2001, this multiplier is 2.67% of average compensation. For members entering the System on or after January 1, 2010, there is a 2.5% multiplier. PERS offers several alternatives to the unmodified service retirement allowance which in general, allows the retired employee to accept a reduced service retirement allowance payable monthly during his or her lifetime and various optional monthly payments to a named beneficiary after his or her death. Post-retirement increases are provided by authority of NRS 286.575 -.579.

Regular members are eligible for retirement at age 65 with five years of service, at age 60 with 10 years of service, or at any age with thirty years of service. Regular members entering the System on or after January 1, 2010, are eligible for retirement at age 65 with five years of service, or age 62 with 10 years of service, or any age with thirty years of service. The normal ceiling limitation on monthly benefits allowances is 75% of average compensation. However, a member who has an effective date of membership before July 1, 1985, is entitled to a benefit of up to 90% of average compensation. Members become fully vested as to benefits upon completion of five years of service.

Funding Policy

Plan members are funded under the employer pay contribution plan, wherein the RTC is required to contribute all amounts due under the plan. The authority for establishing and mending the obligation to make contributions and member contribution rates is set by statute. New hires, in agencies which did not elect the Employer-Pay Contribution (EPC) plan prior to July 1, 1983 have the option of selecting one of two contribution plans. Contributions are shared equally by employer and employee. Employees can take a reduced salary and have contributions made by the employer (EPC) or can make contributions by a payroll deduction matched by the employer.

The System's basic funding policy provides for periodic contributions at a level pattern of cost as a percentage of salary throughout an employee's working lifetime in order to accumulate sufficient assets to pay benefits when due. The System receives an actuarial valuation on an annual basis indicating the contribution rates required to fund the System on an actuarial reserve basis. Contributions actually made are in accordance with the required rates established by the Nevada Legislature. These statutory rates are increased/decreased pursuant to NRS 286.421 and 286.450. The actuary funding method used is the Entry Age Normal Cost Method. It is intended to meet the funding objective and result in a relatively level long-term contributions requirement as a percentage of salary. For the fiscal year ended June 30, 2017, the employer-pay contribution rate was 28% of annual covered payroll. The RTC contributes 100% of the required annual contribution. The following are the rates and amounts contributed for the last three years:

<u>Year ending June 30.</u>	<u>Contribution Required</u>	<u>Employers Contribution Rate</u>
2017	\$ 1,473,393	28.00%
2016	1,464,380	28.00%
2015	1,287,423	25.75%

The System's policies which determine the investment portfolio target asset allocation are established by the PERS Board. The asset allocation is reviewed annually and is designed to meet the future risk and return needs of the System. The following was the Board adopted policy target asset allocation as of June 30, 2016:

Asset Class	Target Allocation	Long-term Geometric Expected Real Rate of Return
Domestic Equity	42%	5.50%
International Equity	18%	5.75%
Domestic Fixed Income	30%	0.25%
Private Markets	10%	6.80%

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

Pension Liability

The System's net pension liability was measured as of June 30, 2016 and the total pension liability used to calculate it was determined by an actuarial valuation as of that date. The employer allocation percentage of the net pension liability was based on the total contributions due on wages paid during the measurement period. Each employer's proportion of the net pension liability is based on their combined employer and member contributions relative to the total combined employer and member contributions for all employers for the period ended June 30, 2016. At June 30, 2016, RTC's proportion was .08636%, which was a .00168 increase from its proportion measured at June 30, 2015.

The following presents the net pension liability of the RTC as of June 30, 2016, calculated using the discount rate of 8.00%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (7.00%) or 1-percentage-point higher (9.00%) than the current discount rate:

	1% Decrease in Discount Rate (7.00%)	Discount Rate (8.00%)	1% Increase in Discount Rate (9.00%)
RTC's proportionate share of the net pension liability	\$ 17,034,602	\$ 11,621,332	\$ 7,117,558

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the PERS Comprehensive Annual Financial Report, available on the PERS website at www.nvpers.org.

Actuarial Assumptions

The System's net pension liability was measured as of June 30, 2016, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The total pension liability was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation rate	3.50%
Payroll Growth	5.00%, including inflation
Investment Rate of Return	8.00%, including inflation
Productivity pay increase	0.75%
Projected salary increases	Regular: 4.60% to 9.75%, depending on service Rates include inflation and productivity increases
Consumer Price Index	3.50%
Mortality rate	Healthy/Regular: RP-2000 Combined Healthy Mortality Table projected to 2016 with Scale AA, set back one year for females (no age setback for males) Disables/Regular: RP-2000 Disabled Retiree Mortality table projected to 2016 with Scale AA, set forward three years
Other assumptions	Same as those used in the June 30, 2016 funding actuarial valuation

Actuarial assumptions used in the June 30, 2016 valuation were based on the results of the experience review completed in 2013.

The discount rate used to measure the total pension liability was 8.00% as of June 30, 2016. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, the pension plan's fiduciary net position at June 30, 2016, was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

State of Nevada Public Employees' Retirement System (continued)

expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability as of June 30, 2016.

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pension

As of June 30, 2016, RTC's total pension expense is \$1,569,631. At June 30, 2016, the plan's measurement date, RTC's reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ 778,194
Changes of assumptions	-	-
Net difference between projected and actual earnings on investments	1,080,348	-
Changes in proportion and differences between actual contributions and proportionate share of contributions	389,979	30,060
Total before contribution subsequent to measurement date	1,470,327	808,254
Contributions subsequent to the measurement date	1,473,393	-
Total	\$ 2,943,720	\$ 808,254

As of June 30, 2017, RTC reported \$1,473,393 deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date which will be recognized as a reduction of the net pension liability in the year ending June 30, 2018.

Average expected remaining service lives are 6.48 years.

RTC's deferred outflows/(inflows) of resources excluding the changes in proportion and differences between actual contributions and proportionate share of contributions will be recognized as follows:

Reporting period ended June 30:

2018	\$ (18,112)
2019	(18,112)
2020	454,492
2021	252,524
2022	(17,114)
2023	8,395

Additional information supporting the Schedule of Employer Allocations and the Schedule of Pension amounts by Employer is located in the PERS Comprehensive Annual Financial Report available on the PER's website at www.nvpers.org under Quick Links – Publications.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE N – RETIREMENT PROGRAMS (CONTINUED)

RTC – Internal Revenue Code Section 457 Deferred Compensation Plan

The RTC offers a non-qualified deferred compensation plan to its employees under Internal Revenue Code (IRC) Section 457. The plan is offered to all RTC employees and permits them to defer a portion of their salary until future years. The accumulated amount of each employee's deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency. All assets and income of the plan are held in trust for the exclusive benefit of the participants and their beneficiaries and are administered by an independent plan administrator. The RTC does not have fiduciary accountability for the plan. The RTC elects to contribute to each employee's deferred compensation plan, as matching funds, up to 1% of each employee's annual base salary. The RTC also matches 5% of the Executive Director's salary. Total contributions to the plan for the year ended June 30, 2017 were \$32,787.

RTC – 401(a) Plan

On December 17, 2004, the RTC established a 401(a) Money Purchase Retirement Plan through ICMA Retirement Corporation. The ICMA Retirement Corporation Governmental Money Purchase Plan & Trust was established for the exclusive benefit of eligible employees and their beneficiaries under Section 401(a) of the IRC. The plan year coincides with the calendar year. All employees whose positions are covered by PERS are eligible to participate. The Plan is voluntary and there are no mandatory contributions from employees or the RTC. Contributions are limited to less than 25% of compensation, and compensation has been defined to include overtime and bonuses. The decision to participate is a one-time irrevocable decision. Loans are not permitted under the plan.

In 2009, the Internal Revenue Service (IRS) ruled that annual open enrollment periods for 401(a) plans would no longer be allowed. New plan enrollments are only allowed for new hires within the first sixty days of employment.

RTC – Retirement Health Savings Plans

On December 17, 2004, the RTC established a Retirement Health Savings Plan (RHS Plan). The RHS Plan was funded through voluntary employee contributions. The assets of the Plan are held in trust for the exclusive benefit of the RHS Plan participants and their beneficiaries, with the ICMA Retirement Corporation serving as the trustee. Once an employee participates in the RHS Plan, the election to contribute is irrevocable. The participant is eligible to receive benefits upon separation from service.

In 2007, the IRS ruled that the elective features of the types of plans like the RHS Plan would not be permitted after December 31, 2007. Although the ICMA and IRS reached a settlement preserving the existing favorable tax treatment of participants already in the RHS Plan, no new participants can join the plan and no further contributions can be made to the Plan by existing participants.

NOTE O – FUND BALANCES / NET POSITION

Government-wide Financial Statements

The government-wide Statement of Net Position is categorized as net investment in capital assets, restricted and unrestricted. Governmental Activities reports \$7,367,327 in net investment in capital assets and \$97,211,176 of restricted net position which is restricted by terms of grants and by enabling legislation for street and highway construction. Another \$44,921,352 is subject to restrictions by the terms of bond covenants for future debt service requirements of principal and interest. Unrestricted net position is \$(422,778,260), and total net position is \$(273,278,405). The negative unrestricted balances are the result of bonds issued during the fiscal years ended June 30, 2010, June 30, 2011, and June 30, 2013 totaling \$434,567,000 in the aggregate. Proceeds of the bonds have been used to fund various streets and highways projects.

RTC's Street and Highway program builds and maintain streets and highways, which are then dedicated to Reno, Sparks, and Washoe County. As a result the RTC carries a large debt burden with no offsetting asset. The debt will be paid

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE O – FUND BALANCES / NET POSITION (CONTINUED)

Government-wide Financial Statements (continued)

through pledged motor vehicle fuel and sales taxes projected to be collected over the next 26 years. Management believes that the RTC will have sufficient cash flow to service the debt.

The net position for Business-type Activities is categorized as net investment in capital assets and unrestricted. The total net position at June 30, 2017 is \$98,757,499.

Fund Financial Statements

Governmental Funds

Governmental fund balances are classified as nonspendable, restricted, and assigned based primarily on the extent to which the RTC is bound to honor constraints on the specific purposes for which amounts in those funds can be spent.

Nonspendable funds include amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact. At June 30, 2017, nonspendable funds consisted of prepaid items and deposits totaling \$655,892.

Restricted fund balances are restricted to specific purposes either by external restrictions (debt covenants, grantors, laws or regulations of other governments) or restrictions imposed by law through constitutional provisions or enabling legislation.

At June 30, 2017, the RTC had \$ 5,910,135 in restricted fund balances on unspent federal grants match.

The restricted amounts for street and highway construction represent project appropriations for construction planning commitments as permitted by state statute.

The changes in the amounts for project appropriations in the General Fund (Regional Streets and Highways) during the year ended June 30, 2017 were as follows:

Balance at July 1, 2016	\$ 246,169,652
Project appropriations	12,973,942
Expenditures	(96,267,487)
Net project adjustments	<u>(5,958,542)</u>
Total balance for project appropriations at June 30, 2017	<u>\$ 156,917,564</u>

The total balance for project appropriations exceeds the available restricted fund balance of \$83,433,083 for street and highway construction in the General Fund by \$73,484,481. Since the expenditures for these projects will span more than one year, future revenue sources will be required to fund these appropriations.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE O – FUND BALANCES / NET POSITION (CONTINUED)

Fund Financial Statements (continued)

The changes in the amounts for project appropriations of the Special Revenue Fund (Regional Road Impact Fee) during the year ended June 30, 2017 were as follows:

Balance at July 1, 2016	\$	12,968,966
Project appropriations		2,855,759
Expenditures		(5,060,918)
Net project adjustments		(28,510)
Total balance for project appropriations at June 30, 2017	\$	<u>10,735,297</u>

The available restricted fund balance for street and highway construction in the Regional Road Impact Fee Fund of \$7,867,958 exceeds total balance for project appropriations by \$2,867,339 which will be used for future expenditures.

Debt service restricted funds of \$44,939,765 represents resources legally restricted by bond covenants for future debt service requirements of both principal and interest.

Assigned fund balances represent amounts that are constrained by the RTC's intent to use the funds for specific purposes. The RTC had \$1,552,761 in assigned balances which have been assigned for the purposes of the Paratransit Services Fund and \$663,153 assigned for purposes of the Metropolitan Planning Organization fund.

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS

In addition to the pension benefits described in Note N, the RTC provides other postemployment health benefits (OPEB) for eligible retirees and participates in the State of Nevada's Public Employee Benefit Plan (PEBP), an agent multiple-employer defined benefit OPEB plan.

RTC Retiree Health Benefit Program (RTC RHBP)

Plan Description

In accordance with NRS 287.010, the RTC Commission established and administers a retiree health insurance plan through the RTC Personnel Rules to provide postemployment benefits to eligible employees upon retirement. Retirees are offered medical, vision, and life insurance coverage through a single-employer defined benefit plan. As of June 30, 2017, all employees hired before June 1, 2013 who retire from the RTC and meet the requirements for retirement under the Public Employees Retirement System of Nevada (PERS) are eligible to participate. The plan benefit formula is based on years of service and retirees can choose from a self-funded group health plan or an HMO. The plan does not issue a separate financial report.

Funding Policy

The contribution requirements and benefits of the RTC are established and may be amended by the RTC Commission through the RTC Personnel Rules. The RTC contributes 50% of the health benefit premium for retirees with at least 10 years of service, 75% with 15 years, and 100% with 20 years or more. The benefit is reduced by 50% for part-time employees achieving the required milestones. Benefits are paid on a pay-as-you-go basis.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

State of Nevada’s Public Employee Benefit Plan (PEBP)

Plan Description

NRS 287.023 allowed retired employees of governmental entities within the State of Nevada to join the State’s Public Employee Benefit Program (PEBP), an agent multiple-employer defined benefit OPEB plan administered by a nine member governing board. PEBP provided medical, prescription, vision, life and accident insurance, and dental for retirees. The Plan is not accounted for as a trust fund, as an irrevocable trust has not been established to account for the Plan and no financial reports are issued.

Eligibility, benefit provisions, and subsidy requirements are governed by statutes of the State of Nevada and can only be amended through legislation. The statutes were revised effective November 30, 2008, to create new participation limitations so that only active members of PEBP can elect coverage after retirement. Based on the statute revision, former RTC employees and retirees must have retired and joined PEBP by September 1, 2008 to elect PEBP membership. Consequently, no employees retiring from the RTC on or after September 1, 2008 were eligible to participate in the PEBP plan as a retiree at the RTC’s expense.

Funding Policy

The RTC is required to provide a subsidy for their retirees that have elected to join PEBP. The subsidy is paid on the pay-as-you-go basis. Contribution requirements for plan members and the participating employers are assessed by the PEBP Board annually. Unsubsidized non-state retiree plan rates in effect for the fiscal year ranged from \$345 to \$404 per month. The contributions required for PEBP subsidies depend on the date of retirement or prior years of Public Employees Retirement System (PERS) service former employees earned while working for the RTC. The subsidy depends on years of service and ranges from a minimum of \$32 for 16 years of service to a maximum of \$161 for 20 years of service. These subsidies are then allocated and billed to all applicable former employers of the retiree.

RTC’s portion of the monthly subsidies ranged from \$2 to \$148 during the 2017 fiscal year. Subsidies for retiree premiums are required to be paid directly to the State when due.

Annual OPEB Cost and Net OPEB Obligation

An actuarial valuation performed for the retiree health benefit plan as of July 1, 2016 was used to determine the annual required contribution (ARC) for both the RTC and PEBP plans for the fiscal year ended June 30, 2017. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities over a period not to exceed thirty years. The plans are funded on a pay-as-you-go basis with zero percent funding for the plan. For fiscal year 2017, the RTC’s cost of the RTC plan was \$232,203 for 37 eligible retirees. The RTC’s cost of the PEBP plan was \$4,069 for 6 eligible retirees.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

The annual OPEB cost and related information for each plan for the fiscal year ended June 30, 2017 are as follows:

	<u>RTC Plan</u>	<u>PEBP</u>
Determination of Annual Required Contribution:		
Normal cost	\$ 528,410	\$ -
Amortization of Unfunded Actuarial Accrued Liability (UAAL)	468,590	4,839
Annual Required Contribution (ARC)	<u>\$ 997,000</u>	<u>\$ 4,839</u>
Determination of Net OPEB Obligation:		
Annual Required Contribution	\$ 997,000	\$ 4,839
Interest on Net OPEB Obligation	128,428	114
Adjustment to ARC	<u>(167,670)</u>	<u>(198)</u>
Annual OPEB Cost	957,758	4,755
Retiree Benefit Payments Paid by RTC	<u>(232,203)</u>	<u>(4,069)</u>
Increase in Net OPEB Obligation	725,555	686
Net OPEB Obligation Beginning of Year	<u>3,210,711</u>	<u>2,856</u>
Net OPEB Obligation End of Year	<u>\$ 3,936,265</u>	<u>\$ 3,542</u>

The RTC's annual OPEB cost, the amount and percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for 2017, and the two preceding years were as follows:

<u>Plan</u>	<u>Fiscal Year Ended June 30,</u>	<u>Annual OPEB Cost</u>	<u>Employer Contribution</u>	<u>Percentage of Annual OPEB Cost Contributed</u>	<u>Net OPEB Obligation</u>
RTC	2015	\$ 503,029	\$ 136,686	27.17%	\$ (2,882,753)
	2016	\$ 506,368	\$ 178,410	35.23%	\$ (3,210,711)
	2017	\$ 957,758	\$ 232,203	24.24%	\$ (3,936,265)
PEBP	2015	\$ 3,635	\$ 3,139	86.35%	\$ (1,997)
	2016	\$ 3,638	\$ 2,779	76.38%	\$ (2,856)
	2017	\$ 4,755	\$ 4,069	85.57%	\$ (3,542)

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE P – POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (CONTINUED)

Funding Status and Funding Progress:

The funded status for each plan for the most recent valuation date follows:

Valuation Date	<u>RTC Plan</u> 7/1/2016	<u>PEBP</u> 7/1/2016
Actuarial Accrued Liability (AAL)	\$ 11,778,703	\$ 69,935
Actuarial Value of Plan Assets	-	-
Unfunded Actuarial Accrued Liability (UAAL)	<u>\$ 11,778,703</u>	<u>\$ 69,935</u>
Funded Ratio (Actual Value of Plan Assets/AAL)	0.00%	0.00%
Covered Payroll	\$ 5,283,283	n/a
UAAL as a Percentage of Covered Payroll	222.94%	n/a

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of events far into the future. Examples include assumptions about future employment, mortality and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, will present multiyear trend information as it becomes available. The schedule will show whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

The ARC for the plan was determined as part of the July 1, 2017 actuarial valuation using the following methods and assumptions:

	<u>RTC Plan</u>	<u>PEBP</u>
Actuarial cost method	Entry Age Normal	Entry Age Normal
Amortization method	Level Percent, closed	Level Dollar, closed
Remaining amortization period	22 years	22 years
Inflation rate	2.75%	2.75%
Investment return	4.00%	4.00%
Projected salary increases	4.00%	4.00%
Healthcare cost trend	7.00% initial 5.00% ultimate	7.00% initial 5.00% ultimate

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO FINANCIAL STATEMENTS

June 30, 2017

NOTE Q – RELATED PARTY TRANSACTION

The RTC provides administrative support to the non-profit organization CitiCare. CitiCare's mission is to seek additional funding sources to bridge the gap for people with mental and physical handicaps and senior citizens between their transportation needs and the resources currently available for transportation. RTC provided approximately \$43,855 in services to CitiCare during the year ended June 30, 2017.

CitiCare paid \$84,867 to the RTC to provide rides to seniors and the disabled.

NOTE R – SUBSEQUENT EVENT

In September 2017, the RTC was notified by the Department of Taxation of a potential Sales Tax refund that would reduce RTC's Sales Tax revenue recognized pending approval by a Nevada Tax Commission hearing scheduled for December 2017. A contingent liability in the amount of \$1,308,250 has been accrued for RTC's portion of the Sales Tax refund.



REQUIRED SUPPLEMENTARY INFORMATION

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2017

SCHEDULES OF FUNDING PROGRESS - OTHER POSTEMPLOYMENT BENEFITS

RTC Retiree Health Benefit Program

	(a)	(b)	(a/b)	(b-a)	(c)	[(b-a)/c]
Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability (AAL) (²)	Funded Ratio	Unfunded Actuarial Accrued Liability (UAAL) (²)	Covered Payroll	UAAL as a Percent of Covered Payroll
January 1, 2008	\$ -	\$ 3,554,000	0.00%	\$ 3,554,000	\$ 7,691,000	46.21%
July 1, 2010	-	5,436,000	0.00%	5,436,000	6,968,000	78.01%
July 1, 2013	-	5,356,900	0.00%	5,356,900	5,309,000	100.90%
July 1, 2016	-	11,778,703	0.00%	11,778,703	5,283,283	222.94%

State of Nevada's Public Employee Benefit Plan (PEBP) ⁽¹⁾

	(a)	(b)	(a/b)	(b-a)	(c)	[(b-a)/c]
Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability (AAL) (³)	Funded Ratio	Unfunded Actuarial Accrued Liability (UAAL) (³)	Covered Payroll	UAAL as a Percent of Covered Payroll
January 1, 2008	\$ -	\$ 95,200	0.00%	\$ 95,200	N/A	N/A
July 1, 2010	-	94,300	0.00%	94,300	N/A	N/A
July 1, 2013	-	63,400	0.00%	63,400	N/A	N/A
July 1, 2016	-	69,935	0.00%	69,935	N/A	N/A

⁽¹⁾ Effective November 30, 2008, the State's PEBP plan was closed to any new retirees.

The principal reasons for the changes in the AAL and UAAL from the 2013 valuation to the 2016 valuation are as follows:

⁽²⁾ A significant increase in the UAAL for the RTC Plan was due to change in actuarial funding method and addition of explicit subsidy liability as required by GASB 45. The actuarial funding method was changed from Projected Unit Credit to Entry Age Normal Age Normal Level % of Pay. This method will be required under GASB 75.

⁽³⁾ The principal reasons for the increase in benefits paid by the RTC for the six retirees in the State Plan were due to updates in members covered and in the amount of their monthly subsidy from RTC; projection of future improvements in retiree mortality; and changes to the trend assumption for future increases in PEBP subsidies.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2017

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY - LAST TEN YEARS ^{(1) (2)}

State of Nevada Public Employees' Retirement System (PERS)

	2016 Valuation	2015 Valuation	2014 Valuation
RTC's proportion of the net pension liability	0.08636%	0.08468%	0.08501%
RTC's proportionate share of the net pension liability	\$ 11,621,332	\$ 9,704,188	\$ 8,860,041
RTC's covered payroll	\$ 5,279,436	\$ 5,076,193	\$ 5,003,226
RTC's proportionate share of the net pension liability as a percentage of its covered payroll	220.12%	191.17%	177.09%
Plan fiduciary net position as a percentage of the total pension liability	72.20%	75.10%	76.30%

SCHEDULE OF THE REGIONAL TRANSPORTATION COMMISSION'S CONTRIBUTION - LAST TEN YEARS ⁽²⁾

State of Nevada Public Employees' Retirement System (PERS)

	2017	2016	2015
Statutorily required contribution	\$ 1,473,393	\$ 1,464,380	\$ 1,287,423
Contributions in relation to the statutorily required contribution	\$ 1,473,393	\$ 1,464,380	\$ 1,287,423
Contribution (deficiency) excess	\$ -	\$ -	\$ -
Employer's covered payroll	\$ 5,262,122	\$ 5,279,436	\$ 5,076,193
Contributions as a percentage of covered payroll	28.00%	27.74%	25.36%

⁽¹⁾ The amounts presented for each fiscal year is of the valuation determined one year in arrears from the basic financial statements. For example, the fiscal year 2017 basic financial statements are based on the 2016 valuation.

⁽²⁾ GASB Statement No. 68 requires ten years of information to be presented in this table. However, until ten years of data is available, the RTC will present information only for those years which information is available.



NON-MAJOR GOVERNMENTAL FUNDS

Metropolitan Planning Organization Fund

This fund is used to account for resources provided for transportation planning.

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

BALANCE SHEET
NONMAJOR GOVERNMENTAL FUND
METROPOLITAN PLANNING ORGANIZATION

June 30, 2017

Assets

Cash in custody of County Treasurer	\$	477,483
Cash in bank and on hand		547,131
Due from federal government		191,654
Interest receivable		1,169
Prepays		103,575
Due from other funds		<u>2</u>
Total assets		<u><u>1,321,014</u></u>

Liabilities

Accounts payable		57,052
Due to other funds		<u>295,493</u>
Total liabilities		<u>352,545</u>

Deferred Inflows of Resources

Unavailable revenue - federal grants		<u>191,654</u>
Total deferred inflows of resources		<u>191,654</u>

Fund balance

Nonspendable:		
Prepays		103,575
Restricted for:		
Federal grants		10,087
Studies		-
Assigned:		
Subsequent year's budget: appropriation of fund balance		<u>663,153</u>
Total fund balance		<u>776,815</u>
Total liabilities and fund balance	\$	<u><u>1,321,014</u></u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Metropolitan Planning Organization Fund)**

Year ended June 30, 2017

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Regional transportation planning operating and capital grants:				
Federal Highway Administration	\$ 2,513,000	\$ 2,513,000	\$ 768,827	\$ (1,744,173)
Investment income	5,000	5,000	2,476	(2,524)
Miscellaneous	1,000	1,000	-	(1,000)
Total revenues	<u>2,519,000</u>	<u>2,519,000</u>	<u>771,303</u>	<u>(1,747,697)</u>
Expenditures				
Current:				
Metropolitan planning	4,142,665	4,142,665	2,401,817	1,740,848
Total expenditures	<u>4,142,665</u>	<u>4,142,665</u>	<u>2,401,817</u>	<u>1,740,848</u>
Deficiency of revenues under expenditures	<u>(1,623,665)</u>	<u>(1,623,665)</u>	<u>(1,630,514)</u>	<u>(6,849)</u>
Other financing sources				
Transfers in	1,433,000	1,433,000	1,470,000	37,000
Total other financing sources	<u>1,433,000</u>	<u>1,433,000</u>	<u>1,470,000</u>	<u>37,000</u>
Net change in fund balance	(190,665)	(190,665)	(160,514)	30,151
Fund balance - beginning	<u>1,322,815</u>	<u>1,322,815</u>	<u>937,329</u>	<u>(385,486)</u>
Fund balance - ending	<u>\$ 1,132,150</u>	<u>\$ 1,132,150</u>	<u>\$ 776,815</u>	<u>\$ (355,335)</u>



**CAPITAL ASSETS USED IN THE OPERATION OF
GOVERNMENTAL FUNDS**

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE BY SOURCES**

June 30, 2017

Governmental funds capital assets	
Land	\$ 2,282,090
Buildings and leasehold improvements	7,176,299
Revenue vehicles	6,620,752
Other equipment	4,051,603
Construction in progress	<u>115,784</u>
Total governmental funds capital assets	<u><u>\$ 20,246,528</u></u>
Investments in governmental capital assets by source	
General fund	\$ 2,131,207
Special revenue funds	<u>18,115,321</u>
Total governmental funds capital assets	<u><u>\$ 20,246,528</u></u>

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

**CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE BY FUNCTION AND ACTIVITY**

June 30, 2017

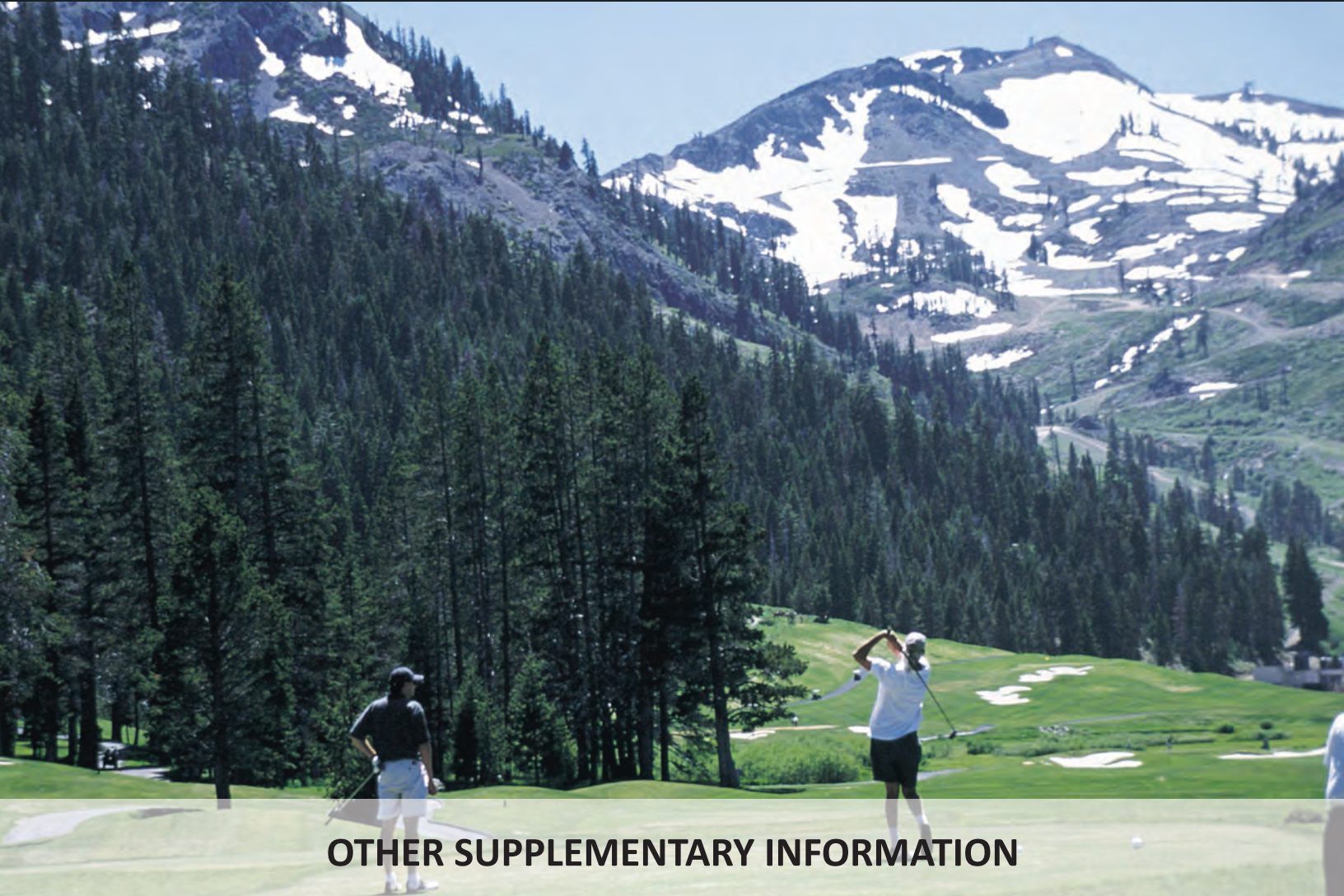
<u>Function and Activity</u>	<u>Land</u>	<u>Buildings and Leasehold Improvements</u>	<u>Revenue Vehicles</u>	<u>Other Equipment</u>	<u>Construction in Progress</u>	<u>Total</u>
General government	\$ 1,407,500	\$ 51,886	\$ -	\$ 671,821	\$ -	\$ 2,131,207
Metropolitan planning	-	-	-	189,081	-	189,081
Transportation services	874,590	7,124,413	6,620,752	3,190,701	115,784	17,926,240
Total governmental funds capital assets	<u>\$ 2,282,090</u>	<u>\$ 7,176,299</u>	<u>\$ 6,620,752</u>	<u>\$ 4,051,603</u>	<u>\$ 115,784</u>	<u>\$ 20,246,528</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**CAPITAL ASSETS USED IN THE OPERATION OF GOVERNMENTAL FUNDS
SCHEDULE OF CHANGES BY FUNCTION AND ACTIVITY**

Year ended June 30, 2017

<u>Function and Activity</u>	Governmental Funds Capital Assets July 1, 2016	Additions	Deletions	Governmental Funds Capital Assets June 30, 2017
General government	\$ 723,707	\$ 1,407,500	\$ -	\$ 2,131,207
Metropolitan planning	189,081	-	-	189,081
Transportation services	<u>18,737,337</u>	<u>255,124</u>	<u>(1,066,221)</u>	<u>17,926,240</u>
Total governmental funds capital assets	<u>\$ 19,650,125</u>	<u>\$ 1,662,624</u>	<u>\$ (1,066,221)</u>	<u>\$ 20,246,528</u>



OTHER SUPPLEMENTARY INFORMATION

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
GENERAL FUND
(Regional Street and Highway Fund)**

Year ended June 30, 2017

With comparative actual amounts for the year ended June 30, 2016

	<u>Actual Amounts</u>	<u>Final Budget</u>	<u>Variance to Final Budget</u>	<u>2016 Actual Amounts</u>
Labor	\$ 1,915,694	\$ 2,621,834	\$ 706,140	\$ 2,302,826
Fringe	874,442	1,409,749	535,307	1,000,448
Services	1,442,136	1,741,206	299,070	1,126,591
Materials and supplies	79,551	89,834	10,283	103,506
Utilities	18,052	18,035	(17)	21,043
Insurance costs	38,631	39,900	1,269	39,456
Miscellaneous expense	1,219,442	483,280	(736,162)	402,605
Street and highway projects	<u>96,267,487</u>	<u>129,766,356</u>	<u>33,498,869</u>	<u>77,253,989</u>
Total current expenditures	<u>\$ 101,855,435</u>	<u>\$ 136,170,194</u>	<u>\$ 34,314,759</u>	<u>\$ 82,250,464</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
DEBT SERVICE**

**Year ended June 30, 2017
With comparative actual amounts for the year ended June 30, 2016**

	Actual Amounts	Final Budget	Variance to Final Budget	2016 Actual Amounts
Principal	\$ 6,604,000	\$ 6,604,000	\$ -	\$ 6,309,000
Interest	20,058,757	20,078,112	19,355	20,362,279
Debt service fees and other fiscal charges	41,823	50,025	8,202	41,564
Total current expenditures	<u>\$ 26,704,580</u>	<u>\$ 26,732,137</u>	<u>\$ 27,557</u>	<u>\$ 26,712,843</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2017

With comparative actual amounts for the year ended June 30, 2016

	Actual Amounts	Final Budget	Variance to Final Budget	2016 Actual Amounts
Labor	\$ 260,430	\$ 182,436	\$ (77,994)	\$ 222,526
Fringe	120,552	128,153	7,601	98,551
Services	95,336	239,868	144,532	95,190
Materials and supplies	8,507	8,780	273	7,367
Utilities	2,489	3,327	838	2,074
Miscellaneous expense	17,205	23,906	6,701	20,646
Capacity improvement projects	5,060,918	7,125,255	2,064,337	2,589,444
Capital contribution projects	452,098	2,000,000	1,547,902	-
Total current expenditures	<u>\$ 6,017,535</u>	<u>\$ 9,711,725</u>	<u>\$ 3,694,190</u>	<u>\$ 3,035,798</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND
(Paratransit Services Fund)**

Year ended June 30, 2017

With comparative actual amounts for the year ended June 30, 2016

	<u>Actual Amounts</u>	<u>Final Budget</u>	<u>Variance to Final Budget</u>	<u>2016 Actual Amounts</u>
Labor	\$ 490,419	\$ 506,992	\$ 16,573	\$ 365,697
Fringe	227,013	209,908	(17,105)	161,959
Services	702,072	752,556	50,484	503,009
Materials and supplies	144,138	347,933	203,795	241,900
Utilities	59,551	71,485	11,934	62,439
Casualty/liability insurance	310,740	313,019	2,279	305,070
Miscellaneous expense	435,879	562,467	126,588	423,867
Purchased transportation services	<u>5,447,438</u>	<u>5,588,970</u>	<u>141,532</u>	<u>5,094,179</u>
Total current expenditures	<u>\$ 7,817,250</u>	<u>\$ 8,353,330</u>	<u>\$ 536,080</u>	<u>\$ 7,158,120</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CURRENT EXPENDITURES - BUDGET AND ACTUAL
SPECIAL REVENUE FUND - NONMAJOR FUND
(Metropolitan Planning Organization Fund)**

Year ended June 30, 2017

With comparative actual amounts for the year ended June 30, 2016

	<u>Actual Amounts</u>	<u>Final Budget</u>	<u>Variance to Final Budget</u>	<u>2016 Actual Amounts</u>
Labor	\$ 889,272	\$ 1,036,663	\$ 147,391	\$ 920,302
Fringe	411,638	524,664	113,026	407,580
Services	735,750	2,138,259	1,402,509	1,477,501
Materials and supplies	39,460	43,593	4,133	43,112
Utilities	8,498	6,712	(1,786)	8,578
Casualty/liability insurance	19,316	19,885	569	19,598
Miscellaneous expense	<u>297,883</u>	<u>372,889</u>	<u>75,006</u>	<u>290,808</u>
Total current expenditures	<u>\$ 2,401,817</u>	<u>\$ 4,142,665</u>	<u>\$ 1,740,848</u>	<u>\$ 3,167,479</u>

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

**SCHEDULE OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL
DEBT SERVICE FUND**

Year ended June 30, 2017

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance to Final Budget</u>
	<u>Original</u>	<u>Final</u>		
Revenues				
Investment income	\$ 150,000	\$ 150,000	\$ 72,572	\$ (77,428)
Total revenues	<u>150,000</u>	<u>150,000</u>	<u>72,572</u>	<u>(77,428)</u>
Expenditures				
Current:				
Debt service:				
Principal	6,604,000	6,604,000	6,604,000	-
Interest	20,078,112	20,078,112	20,058,757	19,355
Debt service fees and other fiscal charges	50,025	50,025	41,824	8,201
Total expenditures	<u>26,732,137</u>	<u>26,732,137</u>	<u>26,704,581</u>	<u>27,556</u>
Deficiency of revenues under expenditures	<u>(26,582,137)</u>	<u>(26,582,137)</u>	<u>(26,632,009)</u>	<u>(49,872)</u>
Other financing sources				
Transfers in	26,732,112	26,732,112	27,721,872	989,760
Total other financing sources	<u>26,732,112</u>	<u>26,732,112</u>	<u>27,721,872</u>	<u>989,760</u>
Net changes in fund balance	149,975	149,975	1,089,863	939,888
Fund balance - beginning	<u>42,661,817</u>	<u>42,661,817</u>	<u>43,849,902</u>	<u>1,188,085</u>
Fund balance - ending	<u>\$ 42,811,792</u>	<u>\$ 42,811,792</u>	<u>\$ 44,939,765</u>	<u>\$ 2,127,973</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET AND ACTUAL
PROPRIETARY FUND
(Public Transit Fund)**

Year ended June 30, 2017

With comparative actual amounts for the year ended June 30, 2016

	2017			2016
	Final Budget	Actual Amounts	Variance to Final Budget	Actual Amounts
Operating revenues				
Passenger fares	\$ 5,846,673	\$ 5,716,864	\$ (129,809)	\$ 5,908,612
Bus advertising	200,000	190,455	(9,545)	181,404
Rental income	457,000	457,699	699	454,512
Miscellaneous	48,000	42,328	(5,672)	113,987
Total operating revenues	<u>6,551,673</u>	<u>6,407,346</u>	<u>(144,327)</u>	<u>6,658,515</u>
Operating expenses				
General administration	28,234,094	25,949,838	2,284,256	24,801,730
Depreciation	6,000,000	5,301,035	698,965	5,505,034
Total operating expenses	<u>34,234,094</u>	<u>31,250,873</u>	<u>2,983,221</u>	<u>30,306,764</u>
Operating loss	<u>(27,682,421)</u>	<u>(24,843,527)</u>	<u>2,838,894</u>	<u>(23,648,249)</u>
Nonoperating revenues				
Operating subsidies:				
Federal government grant	3,992,000	4,825,788	833,788	3,618,038
Other revenue:				
Public transportation tax	18,112,866	17,836,832	(276,034)	16,661,346
Investment income	150,000	33,843	(116,157)	303,719
Gain on sales of capital assets	5,000	5,700	700	(11,929)
Total nonoperating revenues	<u>22,259,866</u>	<u>22,702,163</u>	<u>442,297</u>	<u>20,571,174</u>
Income (loss) before capital contributions and transfers	<u>(5,422,555)</u>	<u>(2,141,364)</u>	<u>3,281,191</u>	<u>(3,077,075)</u>
Capital contributions				
Federal grants	20,050,835	9,881,754	(10,169,081)	3,587,807
State grants	-	-	-	225,000
Total capital contributions	<u>20,050,835</u>	<u>9,881,754</u>	<u>(10,169,081)</u>	<u>3,812,807</u>
Transfers out	<u>(215,000)</u>	<u>(217,500)</u>	<u>(2,500)</u>	<u>(183,750)</u>
CHANGE IN NET POSITION	<u>\$ 14,413,280</u>	<u>\$ 7,522,890</u>	<u>\$ (6,890,390)</u>	<u>\$ 551,982</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF EXPENSES BY OBJECT CLASSES - BUDGET AND ACTUAL
PROPRIETARY FUND
(Public Transit Fund)**

Year ended June 30, 2017

With comparative actual amounts for the year ended June 30, 2016

	<u>Actual Amounts</u>	<u>Final Budget</u>	<u>Variance to Final Budget</u>	<u>2016 Actual Amounts</u>
Labor	\$ 1,978,610	\$ 2,151,893	\$ 173,283	\$ 1,852,143
Fringe	1,204,592	1,257,318	52,726	956,658
Services	2,990,905	3,180,198	189,293	2,629,442
Materials and supplies	1,725,067	2,948,934	1,223,867	1,641,156
Utilities	153,104	245,125	92,021	215,115
Casualty/liability insurance	276,692	316,175	39,483	275,310
Miscellaneous expenses	336,764	457,911	121,147	372,764
Purchased transportation services	<u>17,284,104</u>	<u>17,676,540</u>	<u>392,436</u>	<u>16,859,142</u>
Operating expenses before depreciation and amortization	25,949,838	28,234,094	2,284,256	24,801,730
Depreciation and amortization	<u>5,301,035</u>	<u>6,000,000</u>	<u>698,965</u>	<u>5,505,034</u>
Total operating expenses	<u>\$ 31,250,873</u>	<u>\$ 34,234,094</u>	<u>\$ 2,983,221</u>	<u>\$ 30,306,764</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF SPECIAL AND REGULAR MOTOR
VEHICLE FUEL TAX COLLECTIONS BY MONTH**

Year ended June 30, 2017

Date Collected by State of Nevada	RTC Special Motor Vehicle Fuel Tax - 4¢	RTC Special Motor Vehicle Fuel Tax - 5¢	RTC Special Motor Vehicle Fuel Tax - CPI Index ⁽¹⁾	RTC Special Motor Vehicle Fuel Tax - PPI Index ⁽²⁾	Local Regular Motor Vehicle Fuel Tax - 5.35¢
July 2016	\$ 598,711	\$ 761,996	\$ 1,063,539	4,231,128	\$ 721,518
August 2016	619,091	787,934	\$ 1,100,075	4,461,325	726,838
September 2016	583,863	743,099	\$ 1,035,805	4,173,868	683,601
October 2016	559,602	712,220	\$ 993,877	4,012,992	675,367
November 2016	542,459	690,402	\$ 963,710	3,839,464	642,432
December 2016	567,539	722,322	\$ 1,007,742	3,917,427	668,575
January 2017	519,355	660,997	\$ 919,485	3,592,636	621,775
February 2017	503,586	640,928	\$ 894,000	3,491,871	591,496
March 2017	566,028	720,399	\$ 1,005,702	4,030,433	689,044
April 2017	556,210	707,903	\$ 988,386	3,762,188	667,411
May 2017	586,900	746,963	\$ 1,042,805	3,998,844	706,611
June 2017	589,280	749,992	\$ 1,046,948	4,046,042	712,255
	<u>\$ 6,792,624</u>	<u>\$ 8,645,155</u>	<u>\$ 12,062,073</u>	<u>\$ 47,558,218</u>	<u>\$ 8,106,922</u>

Allocation

Regional Transportation Commission, Washoe County,
Nevada

General Fund	\$ 73,200,089
Regional Road Impact Fee Fund	561,500
Other governmental funds	1,296,481
	<u>75,058,070</u>

Distributed to the City of Reno, City of Sparks
and Washoe County, Nevada

	20,300,588
	<u>\$ 95,358,658</u>

Notes:

- (1) From October 2003 through December 2009, the Washoe County Tax Ordinance provided that the rate of levy of the 9 cent motor vehicle fuel tax would be increased on the first day of each fiscal year by the lesser of (i) 4.5 percent or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years.
- (2) On November 4, 2008, the voters of Washoe County approved Washoe County Ballot Question RTC-5 which imposed additional county taxes on motor vehicle fuel and various special fuels used in motor vehicles. These taxes cause annual increases in the current amount of taxes imposed on such fuels based upon the lesser of the average increase in the Producer Price Index for construction materials for the preceding 10 years or 7.8%. SB201 carried out the ballot question and it became effective January 1, 2010. The new basis for calculation was the 9 cent per gallon rate indexed by the CPI through December 31, 2009 for a base rate of 10.5621 cents per gallon.

Local Regular Motor Vehicle Fuel Tax - 1¢	Local Regular Motor Vehicle Fuel Tax -Index	Total
\$ 151,950	\$ 750,385	\$ 8,279,226
157,122	776,163	8,628,547
148,179	730,817	8,099,232
142,024	920,880	8,016,961
137,673	892,868	7,709,008
144,038	933,784	7,961,427
131,810	852,759	7,298,817
127,807	828,420	7,078,109
143,655	931,797	8,087,057
141,163	915,730	7,738,992
148,952	966,148	8,197,223
149,556	969,987	8,264,060
<u>\$ 1,723,928</u>	<u>\$ 10,469,738</u>	<u>\$ 95,358,658</u>

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

**SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
GENERAL FUND
(Regional Streets and Highways Fund)**

Year ended June 30, 2017

	Right- of-way Acquisition	Engineering and Inspection	Construction	Total
<u>Pavement Preservation Projects</u>				
All Jurisdictions				
Corrective maintenance FY14	\$ -	\$ 350	\$ -	\$ 350
Pavement maintenance FY16	-	414,497	5,397,679	5,812,176
Regional road maintenance FY15	-	(110,002)	-	(110,002)
Annual pavement preservation FY17		325,705		325,705
City of Reno				
4th and Prater corridor improvement - Evans/Galetti	318,093	470,728	2,925,858	3,714,679
City of Sparks				
4th/Prater corridor improvement - Galetti/Pyramid	318,093	470,728	2,925,858	3,714,679
Total Pavement Preservation Projects	<u>636,186</u>	<u>1,572,006</u>	<u>11,249,395</u>	<u>13,457,587</u>
<u>Capacity Improvement Projects</u>				
All Jurisdictions				
ITS Network Pilot Project		178,710		178,710
Washoe County				
Southeast Connector phase 1 - Greg/Clean Water Way	-	-	150,124	150,124
Southeast Connector phase 2 - Clean Water/S. Meadows	23,819	1,230,866	10,058,391	11,313,076
City of Reno				
S.E. McCarran Blvd. widening - Longley/Greg	-	3,330	-	3,330
Southeast Connector phase 2 - Clean Water/S. Meadows	95,275	4,923,462	40,233,562	45,252,299
Virginia St/ Midtown/ UNR	-	1,676,488	190,598	1,867,086
City of Sparks				
Pyramid/McCarran intersection improvements	995,349	2,354,466	19,485,762	22,835,577
Pyramid Hwy./US 395 connector	-	358,998	-	358,998
Southeast Connector phase 1 - Greg/Clean Water Way	-	-	850,700	850,700
Total Capacity Improvement Projects	<u>1,114,443</u>	<u>10,726,320</u>	<u>70,969,137</u>	<u>82,809,900</u>
Total All Projects	<u>\$ 1,750,629</u>	<u>\$ 12,298,326</u>	<u>\$ 82,218,532</u>	<u>\$ 96,267,487</u>

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

**SCHEDULE OF CONSTRUCTION PROJECT EXPENDITURES
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2017

	<u>Right- of-way Acquisition</u>	<u>Engineering and Inspection</u>	<u>Construction</u>	<u>Impact Fee Credits</u>	<u>Total</u>
<u>Capacity Improvement Projects</u>					
North Service Area					
Bike/Ped improvements 3,4,5 - Evans Ave	\$ 15,650	\$ 40,535	\$ -	\$ -	\$ 56,185
Intersection improvements N Virginia N McCarran	-	165,349	1,774,024	-	1,939,373
T/E spot intersection improvements 5	-	19,179	-	-	19,179
North valleys safety improvements	15,050	319,697	858,361	-	1,193,108
Sun Valley & Lemmon Valley ped improvements	-	307,700	-	-	307,700
Southeast Connector phase 2 - Clean Water/S. Meadows	-	(44,256)	-	-	(44,256)
South Service Area					
T/E spot intersection improvements 5	-	64,288	854,197	452,098	1,370,584
Multi-District					
TE spot intersection improvements 6	-	117,878	553,266	-	671,144
Total All Projects	<u>\$ 30,700</u>	<u>\$ 990,370</u>	<u>\$ 4,039,848</u>	<u>\$ 452,098</u>	<u>\$ 5,513,016</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Streets and Highways Fund)**

Year ended June 30, 2017

	Reserve for Project Appropriations July 1, 2016	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2017
Pavement Preservation Projects					
All Jurisdictions					
ADA Pedestrian Transition Improvement Plan 2015					
Construction	\$ 969	\$ -	\$ -	\$ (969.00)	\$ -
Corrective maintenance 14					
Engineering and inspection	66,950	-	350	(66,600)	-
Construction	15,090	-	-	(15,090)	-
Corrective maintenance 15					
Construction	3,289,024	(3,059,130)	(110,002)	(339,896)	-
Pavement maintenance 16					
Engineering and inspection	326,098	-	414,497	88,399	-
Construction	3,139,410	2,485,997	5,397,679	(227,728)	-
Regional road maintenance-public transportation tax					
Construction	333,467	(171,760)	-	(161,707)	-
Regional road maintenance-fuel tax funded					
Construction	1,750,000	(1,750,000)	-	-	-
Annual pavement preservation 17					
Engineering and inspection	-	2,744,893	325,705	1,946,668	4,365,856
Total All Jurisdictions	<u>8,921,008</u>	<u>250,000</u>	<u>6,028,229</u>	<u>1,223,077</u>	<u>4,365,856</u>
City of Reno					
4th St. - Prater Way corridor improvement - Evans/Galetti					
Right-of-way acquisition	-	-	318,093	318,093	-
Engineering and inspection	-	-	470,728	470,728	-
Construction	21,119,101	6,303,551	2,925,858	(788,821)	23,707,973
Plumas St. sidewalks - Moana/Plumb					
Construction	3,122	-	-	(3,122)	-
Reno Sparks Indian Colony Riverside Pathway					
Construction	212,754	-	-	-	212,754
Total City of Reno	<u>21,334,977</u>	<u>6,303,551</u>	<u>3,714,679</u>	<u>(3,122)</u>	<u>23,920,727</u>
City of Sparks					
4th St. - Prater Way corridor improvement - Galetti/Pyramid					
Right-of-way acquisition	-	-	318,093	318,093	-
Engineering and inspection	-	-	470,728	470,728	-
Construction	21,119,101	6,303,551	2,925,858	(788,821)	23,707,973
Prater Way/El Rancho Dr. - Stanford/Sparks Blvd., Victorian/Prater					
Engineering and inspection	12,300	-	-	(12,300)	-
Construction	102,622	-	-	(102,622)	-
Total City of Sparks	<u>21,234,023</u>	<u>6,303,551</u>	<u>3,714,679</u>	<u>(114,922)</u>	<u>23,707,973</u>
Total Pavement Preservation Projects	<u>51,490,008</u>	<u>12,857,102</u>	<u>13,457,587</u>	<u>1,105,033</u>	<u>51,994,556</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Streets and Highways Fund)**

Year ended June 30, 2017

	Reserve for Project Appropriations July 1, 2016	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2017
Capacity Improvement Projects⁽¹⁾					
All Jurisdictions					
Traffic management 1 - ITS Master Plan					
Construction	\$ 723,200	\$ 116,840	\$ -	\$ -	\$ 840,040
Traffic management 2					
Engineering and inspection	739,690	-	178,710	-	560,980
Construction	1,253,310	-	-	-	1,253,310
Total All Jurisdictions	<u>2,716,200</u>	<u>116,840</u>	<u>178,710</u>	<u>-</u>	<u>2,654,330</u>
Washoe County					
Southeast Connector Phase 1 -					
Greg/Clean Water Way					
Engineering and inspection	121,693	-	-	(121,693)	-
Construction	848,609	-	150,124	(698,485)	-
Southeast Connector Phase 2 -					
Clean Water/S.Meadows					
Right-of-way acquisition	-	-	23,819	23,819	-
Engineering and inspection	-	-	1,230,866	1,230,866	-
Construction	37,509,990	-	10,058,391	(1,254,685)	26,196,915
Total Washoe County	<u>38,480,292</u>	<u>-</u>	<u>11,463,199</u>	<u>(820,178)</u>	<u>26,196,915</u>
City of Reno					
S.E. McCarran Blvd. Widening - Longley/Greg					
Right-of-way acquisition	4,816,039	-	-	(4,816,039)	-
Engineering and inspection	172,985	-	3,330	(169,655)	-
Construction	788,471	-	-	(788,471)	-
Southeast Connector Phase 2 -					
Clean Water/S.Meadows					
Right-of-way acquisition	-	-	95,275	95,275	-
Engineering and inspection	31,422,950	-	4,923,462	-	26,499,488
Construction	75,201,849	-	40,233,562	-	34,968,287
Virginia St. Bus Rapid Transit Extension					
Engineering and inspection	-	-	1,676,488	1,676,488	-
Construction	8,228,593	-	190,598	(1,676,488)	6,361,507
North valley safety improvement					
Engineering and inspection	250,000	-	-	-	250,000
Construction	1,500,000	-	-	-	1,500,000
Total City of Reno	<u>122,380,887</u>	<u>-</u>	<u>47,122,716</u>	<u>(5,678,890)</u>	<u>69,579,281</u>

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
GENERAL FUND
(Regional Streets and Highways Fund)**

Year ended June 30, 2017

	Reserve for Project Appropriations July 1, 2016	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2017
City of Sparks					
Pyramid/McCarran intersection improvements					
Right-of-way acquisition	-	-	995,349	995,349	-
Engineering and inspection	-	-	2,354,466	2,354,466	-
Construction	28,959,143	-	19,485,762	(3,349,815)	6,123,566
Pyramid Highway/US 395 connector					
Engineering and inspection	727,914	-	358,998	-	368,916
Southeast Connector Phase 1 -					
Greg/Clean Water Way					
Engineering and inspection	689,593	-	-	(689,593)	-
Construction	725,614	-	850,700	125,086	-
Total City of Sparks	<u>31,102,264</u>	<u>-</u>	<u>24,045,275</u>	<u>(564,507)</u>	<u>6,492,482</u>
Total Capacity Improvement Projects	<u>194,679,643</u>	<u>116,840</u>	<u>82,809,900</u>	<u>(7,063,575)</u>	<u>104,923,008</u>
Total All Projects	<u>\$ 246,169,652</u>	<u>\$ 12,973,942</u>	<u>\$ 96,267,487</u>	<u>\$ (5,958,542)</u>	<u>\$ 156,917,564</u>

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

**SCHEDULE OF CHANGES IN RESERVE
FOR PROJECT APPROPRIATIONS
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

Year ended June 30, 2017

	Reserve for Project Appropriations July 1, 2016	New Project Appropriations	Expenditures	Net Project Adjustments	Reserve for Project Appropriations June 30, 2017
Capacity Improvement Projects					
North Service Area					
Bike/Ped Improvements 3,4,5 - Evans Ave					
Right of Way	\$ -	\$ -	\$ 15,650	15,650	-
Engineering and inspection	379,115	-	40,535	(15,650)	322,930
Construction	880,000	-	-	-	880,000
Intersection improvements - N. McCarran and N. Virginia					
Engineering and inspection	218,951	-	165,349	(53,602)	-
Construction	1,373,967	345,759	1,774,024	54,298	-
T/E spot intersection improvements 5					
Engineering and inspection	-	-	19,179	19,179	-
Construction	478,426	-	-	(19,179)	459,247
North valleys safety improvement					
Right of Way	-	-	15,050	15,050	-
Engineering and inspection	325,523	-	319,697	-	5,826
Construction	3,500,000	1,750,000	858,361	-	4,391,639
Sun Valley & Lemmon Dr ped improvements					
Engineering and inspection	-	-	307,700	307,700	-
Construction	2,346,089	-	-	(307,700)	2,038,389
Southeast Connector phase 2 - Clean Water/ S. Meadows					
Engineering and inspection	-	-	(44,256)	(44,256)	-
Total North Service Area	<u>9,502,071</u>	<u>2,095,759</u>	<u>3,471,289</u>	<u>(28,510)</u>	<u>8,098,031</u>
South Service Area					
T/E spot intersection improvements 4					
Construction	53,191	-	-	-	53,191
T/E spot intersection improvements 5					
Right of Way	-	-	13,911	13,911	-
Engineering and inspection	-	-	50,377	50,377	-
Construction	413,704	760,000	854,197	(64,288)	255,219
Total South Service Area	<u>466,895</u>	<u>760,000</u>	<u>918,485</u>	<u>-</u>	<u>308,410</u>
Multi-Service Area					
T/E spot intersection improvements 6					
Engineering and inspection	-	-	117,878	117,878	-
Construction	1,000,000	-	553,266	(117,878)	328,856
Traffic Management Fiber Optic Connectivity					
Construction	2,000,000	-	-	-	2,000,000
Total Multi-Service Area	<u>3,000,000</u>	<u>-</u>	<u>671,144</u>	<u>-</u>	<u>2,328,856</u>
Total All Projects	<u>\$ 12,968,966</u>	<u>\$ 2,855,759</u>	<u>\$ 5,060,918</u>	<u>\$ (28,510)</u>	<u>\$ 10,735,297</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2015 through June 30, 2016	Total	
4th St. Prater Way corridor improvement	\$ 4,204,084	\$ 7,429,358	\$ 11,633,442	\$ 47,415,946
ADA pedestrian transition improvement plan 2012	36,631	-	36,631	-
ADA pedestrian transition improvement plan 2013	648,584	-	648,584	-
ADA pedestrian transition improvement plan 2014	515,862	-	515,862	-
ADA pedestrian transition improvement plan 2015	876,304	-	876,304	-
Albert-Bravo	90,764	-	90,764	-
Alignment, plan line, technical studies	2,412,214	-	2,412,214	-
Alturas - Keystone/Earl	797,128	-	797,128	-
Arlington/1st/Elm Street	3,325,154	-	3,325,154	-
Avenida de Landa - Beaumont/865' N. Valleywood	643,664	-	643,664	-
Baker Lane/Colman Drive	1,563,418	-	1,563,418	-
Baring Blvd./McCarran/Sparks Blvd.	735,979	-	735,979	-
Baring Blvd./Sparks/Vista	1,536,322	-	1,536,322	-
Board Discretionary Projects -				
Washoe County	19,946	-	19,946	-
Reno	12,625	-	12,625	-
Sparks	54,731	-	54,731	-
Boxington Way - Lincoln/Lillard	771,209	-	771,209	-
Bravo Ave. - Mt. Limbo/Ramsey	866,677	-	866,677	-
California Ave./ Liberty/Ryland	873,386	-	873,386	-
Casazza - Wells /Kietzke	1,595,069	-	1,595,069	-
Cashill/Skyline	2,168,552	-	2,168,552	-
Caughlin Parkway-Sawbuck/Longknife	977,185	-	977,185	-
Caughlin Parkway/Bridge St.-Longknife/McCarran/Frin/3rd	1,493,077	-	1,493,077	-
Center Street	2,241,994	-	2,241,994	-
Center Street overlay - Plaza/19th	374,460	-	374,460	-
Clearacre/Scottsdale	42,000	-	42,000	-
Coliseum/Yori - Peckham/Gentry	760,552	-	760,552	-
Computer signal system	190,000	-	190,000	-
Corrective maintenance FY12	1,708,346	-	1,708,346	-
Corrective maintenance FY13	1,668,466	-	1,668,466	-
Corrective maintenance FY14	1,842,960	350	1,843,310	-
Corrective maintenance FY15	1,183,656	-	1,183,656	-
County Estates - Huffaker	1,060,740	-	1,060,740	-
County-wide	184,950	-	184,950	-
County bridge - Galena Creek	353,599	-	353,599	-
Country Club Drive	664,059	-	664,059	-
Dandini Blvd.	1,005,190	-	1,005,190	-
Delucchi Lane - Virginia/Tyrone	1,031,031	-	1,031,031	-
Deming Way - Greg/Kleppe	692,449	-	692,449	-
Department of Energy traffic and street light retrofit	988,364	-	988,364	-
Donati Lane/Vista Blvd.	1,216,154	-	1,216,154	-
E. Glendale - McCarran/RR Xng	1,226,316	-	1,226,316	-
E.Greg Street	1,293,369	-	1,293,369	-
East Lake Blvd.	783,530	-	783,530	-
E. Lincoln Wy. - McCarran/Howard	236,596	-	236,596	-
E. Lincoln Wy. - Sparks/Lillard	337,446	-	337,446	-
E. Lincoln Wy. - Stanford/Howard	690,659	-	690,659	-
E. Moana Lane	54,764	-	54,764	-
E. Ninth Street	148,162	-	148,162	-
E. Nugget Ave. - McCarran/End of pavement	229,123	-	229,123	-
Echo Ave. - Mt. Bismark/Military	982,740	-	982,740	-
El Rancho Drive	1,331,531	-	1,331,531	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2017

	<u>Expenditures</u>			<u>Unexpended Balance of Project Appropriations</u>
	<u>July 1, 1965 through June 30, 2016</u>	<u>July 1, 2016 through June 30, 2017</u>	<u>Total</u>	
El Rancho Drive - McCarran/Sun Valley Road	\$ 871,775	\$ -	\$ 871,775	\$ -
El Rancho - Sun Valley/Sullivan	1,408,196	-	1,408,196	-
El Rancho - Sullivan/McCarran	1,341,019	-	1,341,019	-
Emerson Way - Pyramid/N. Truckee	2,101,524	-	2,101,524	-
Evans Avenue	943,829	-	943,829	-
Evans Avenue/Fourth St./Jodi	1,887,228	-	1,887,228	-
Evans St./Highland Ave. - Jodi/Enterprise/Evans/Valley	1,059,969	-	1,059,969	-
First Street - Prater/Richard	912,015	-	912,015	-
Fifth Street - Ralston/RR Xng	1,237,235	-	1,237,235	-
Foothill/Thomas Creek bridge	117,830	-	117,830	-
Franklin Way - Greg/Kleppe	371,847	-	371,847	-
Freeport Blvd.	50,000	-	50,000	-
Freeport and Steneri - 21st/Steneri/Gendale	118,873	-	118,873	-
Galetti Way - Kietzke/Fourth	1,018,720	-	1,018,720	-
Geiger Grade/Toll Road	8,188,519	-	8,188,519	-
Gentry Way and Second St. - Brinkby/Virginia/Giroux/Kietzke	1,060,051	-	1,060,051	-
Gentry/Virginia/Kietzke	864,863	-	864,863	-
Glendale Avenue	4,946,368	-	4,946,368	-
Golden Valley	211,382	-	211,382	-
Golden Valley - N. Hills/U.S. 395	631,855	-	631,855	-
Greenbrae - Rock/Fourth	816,660	-	816,660	-
Greenbrae - Rock/Pyramid	21,182	-	21,182	-
Greg Street	4,343,180	-	4,343,180	-
Greg Street - McCarran Intersection/Prater drainage	140,000	-	140,000	-
Greg Street - Mill/Truckee River	749,884	-	749,884	-
Greg St. Phase I - RR Xng/Sparks Blvd.	2,387,066	-	2,387,066	-
Greg St. Phase II - Sparks Blvd./I80	3,666,549	-	3,666,549	-
Greg Street - Reno limit/McCarran	1,550,952	-	1,550,952	-
Greg Street - Spice Island	687,487	-	687,487	-
Greg Street - Truckee River/Rock	599,797	-	599,797	-
Harvard Way - Linden to Vassar	1,717,554	-	1,717,554	-
Howard/Greenbrae/Sparks	441,573	-	441,573	-
Howard Drive/Lincoln/Prater/Vista to east city limits	736,655	-	736,655	-
Hunter Lake - Plumb/Mayberry	768,273	-	768,273	-
Incline traffic signal	5,937	-	5,937	-
Industrial Way/Coney Island/Glendale	793,183	-	793,183	-
International Place/Ice House Road	454,428	-	454,428	-
Intersection corrective maintenance FY10	1,465,920	-	1,465,920	-
Intersection corrective maintenance FY11	1,247,428	-	1,247,428	-
Keystone Avenue/California Avenue/Booth St. intersection	248,679	-	248,679	-
Keystone Avenue rehabilitation	1,036,521	-	1,036,521	-
Kirman - Casazza/Plumb	146,912	-	146,912	-
Kirman/Kuenzli/Apple	412,286	-	412,286	-
Kirman/Locust	3,752,490	-	3,752,490	-
Kleppe - Greg/N. Truckee Drain	2,778,473	-	2,778,473	-
Kuenzli Street	119,416	-	119,416	-
Kuenzli Street bridge	496,598	-	496,598	-
Kuenzli Street - 2nd	1,487,274	-	1,487,274	-
La Posada/Eagle Canyon at Pyramid Hwy.	1,752,339	-	1,752,339	-
Lakeshore Drive	1,134,078	-	1,134,078	-
Lakeside Drive	1,182,372	-	1,182,372	-
Lakeside Drive - Brinkby/Mt. Rose	1,991,639	-	1,991,639	-
Lakeside - Huffaker/Meadowridge	612,170	-	612,170	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2016 through June 30, 2017	Total	
Larkin Circle/Madison Ave. - Greg/Greg	\$ 709,203	\$ -	\$ 709,203	\$ -
Las Brisas - McCarran/Brittania	818,312	-	818,312	-
Lear Blvd. - Moya/Zeolite	1,483,799	-	1,483,799	-
Lemmon Drive - Buck/Patrician	1,495,172	-	1,495,172	-
Lemmon Drive - Patrician/Ramsey	1,019,271	-	1,019,271	-
Lemmon Drive - Patrician/Waterash	1,446,833	-	1,446,833	-
Lemmon Drive, Phase I	357,708	-	357,708	-
Lemmon Drive, Phase II and III	394,729	-	394,729	-
Liberty/Ryland - Center/Holcomb/Kirman/Mill	1,042,238	-	1,042,238	-
Lillard - Briery/Prater	1,177,261	-	1,177,261	-
Linda Way/Southern Way - Coney Island/Glendale/Freeport	1,201,905	-	1,201,905	-
Longitudinal joint study	65,470	-	65,470	-
Longley Lane - Houston/Rock	2,045,694	-	2,045,694	-
Longley Lane - Huffaker realignment	227,910	-	227,910	-
Longley Lane - S. Virginia St./Peckham Ln.	2,242,374	-	2,242,374	-
Longley - McCarran/Houston	2,150,102	-	2,150,102	-
Longley - McCarran/S. Virginia	3,760,669	-	3,760,669	-
Loop Road/Salomon Circle -Vista/end of pavement/cul de sac	629,758	-	629,758	-
Los Altos Pkwy. - Canyon Run/Goodwin	441,188	-	441,188	-
Mae Anne/Sierra Highlands - Avenida de Landa/McCarran	2,551,997	-	2,551,997	-
Mae Anne - Avenida de Landa/Ambassador	675,540	-	675,540	-
Mae Anne - Sharlands/Avenida de Landa	1,578,105	-	1,578,105	-
Mayberry Drive	3,025,256	-	3,025,256	-
Mayberry Dr. - Canyon/W. McCarran	1,659,547	-	1,659,547	-
Mayberry Dr. - Hunter Lake/California	1,073,723	-	1,073,723	-
Mayberry Dr. - McCarran/California	2,628,315	-	2,628,315	-
Mayberry Dr. - Truckee River/Canyon	2,346,483	-	2,346,483	-
Mays and Tanager - Lakeshore/Village	754,427	-	754,427	-
McCarran Blvd. - Cashill/Plumb	116,563	-	116,563	-
McCarran Blvd. - forensic study	36,693	-	36,693	-
McCarran Blvd. - Greensboro/Skyline	852,287	-	852,287	-
McCarran Blvd. - Mira Loma/Equity	1,212,775	-	1,212,775	-
McCarran Blvd. - Mira Loma/ S. Virginia Street	2,158,994	-	2,158,994	-
McCarran Blvd. - Plumas/Greensboro	250,000	-	250,000	-
McCarran Blvd. /I-80/Prater	64,396	-	64,396	-
McCarran Blvd. - S. Virginia/4th	11,611,934	-	11,611,934	-
Military Road	542,342	-	542,342	-
Military Road - Lemmon/Echo	2,780,321	-	2,780,321	-
Mill Street	2,453,504	-	2,453,504	-
Mill Street/Kietzke/Rock	3,233,994	-	3,233,994	-
Mill Street - Rock/E. McCarran	1,919,943	-	1,919,943	-
Mill Street - Wells/Virginia	454,051	-	454,051	-
Mira Loma - Longley/McCarran	1,506,925	-	1,506,925	-
Mira Loma - McCarran/1,711' E.	398,356	-	398,356	-
Mira Loma - McCarran/Rosewood	476,022	-	476,022	-
Moana Lane	87,781	-	87,781	-
Moana - Neil/Longley	301,376	-	301,376	-
Moana - Neil/Peckham	991,505	-	991,505	-
Moana - Neil/Kietzke	946,617	-	946,617	-
Moana - Peckham/McCarran	6,834	-	6,834	-
Moana - Plumas/Kietzke	1,693,570	-	1,693,570	-
Moana - Plumas/Pioneer	29,500	-	29,500	-
Moana Lane widening - S. Virginia/Neil ⁽¹⁾	(629,985)	-	(629,985)	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2016 through June 30, 2017	Total	
Montello Street - 9th/Wedekind	\$ 1,159,797	\$ -	\$ 1,159,797	\$ -
Mount Rose St. - Arlington/Plumas	472,072	-	472,072	-
Moya Blvd - Redrock/Echo	2,143,452	-	2,143,452	-
Neil Road - Virginia/Delucci	622,975	-	622,975	-
Neil Road/Gentry/Terminal Way - Moana/Plumb	2,050,483	-	2,050,483	-
Nichols Blvd. - E. McCarran/Howard	1,965,071	-	1,965,071	-
Nichols Blvd. - Bike/Pedestrian improvements	1,508,713	-	1,508,713	-
Ninth Street - Virginia/Valley	620,911	-	620,911	-
North Hills Boulevard - Golden Valley/1880' West	484,301	-	484,301	-
N. Virginia - 4th/6th/Maple/8th	2,869,570	-	2,869,570	-
North Valley safety improvement	-	-	-	1,750,000
Old 395 N. rehabilitation	1,551,287	-	1,551,287	-
Pagni Lane	467,304	-	467,304	-
Parr Blvd.	90,219	-	90,219	-
Parr Blvd - N. Virginia/US 395	2,469,681	-	2,469,681	-
Parr Circle/Catron Drive - Parr/Parr	1,266,490	-	1,266,490	-
Pavement maintenance FY16	34,492	5,812,176	5,846,668	-
Peckham Lane, Phases I and II	2,704,066	-	2,704,066	-
Peckham Lane - Kietzke/Longley	1,732,873	-	1,732,873	-
Peckham Lane - S. Virginia/Kietzke	774,381	-	774,381	-
Pembroke - McCarran/Steamboat Pkwy	18,357	-	18,357	-
Pembroke Drive	160,056	-	160,056	-
Pembroke/Steamboat Parkway	815,084	-	815,084	-
Pembroke Dr. - McCarran/Boynton Bridge	1,757,774	-	1,757,774	-
Plumas - Glenda/Plumb	1,419,557	-	1,419,557	-
Plumas - Manzanita/Glenda Way	1,026,092	-	1,026,092	-
Plumas - Moana/Urban	1,159,358	-	1,159,358	-
Plumas St. sidewalks	407,385	-	407,385	-
Plumas - Sierra	993,209	-	993,209	-
Plumas - Moana south to end of pavement	2,467,726	-	2,467,726	-
Plumb Lane - Margot/S. Virginia	1,472,271	-	1,472,271	-
Plumb Lane - McCarran/Ferris	6,745,829	-	6,745,829	-
Prater Way	1,002,507	-	1,002,507	-
Prater Way and El Rancho Dr. - Stanford/ Sparks Blvd./Victorian/Prater	1,723,938	-	1,723,938	-
Prater Way enhancements Ph. 3	856,858	-	856,858	-
Prater Way enhancements Ph. 4	257,713	-	257,713	-
Probasco Way	1,614,766	-	1,614,766	-
Purina Way - Spice Island/E. Greg	448,572	-	448,572	-
Putnam and Wyoming - Kings Row/ Keystone	817,093	-	817,093	-
Pyramid Highway Corridor	402,761	-	402,761	-
Pyramid/McCarran intersection right-of-way	709,232	-	709,232	-
Pyramid/McCarran intersection improvements ⁽¹⁾	38,586,572	22,835,577	61,422,149	6,123,566
Pyramid Way - signal improvement	12,456	-	12,456	-
Pyramid/McCarran Blvd.-north urban limit	1,581,221	-	1,581,221	-
Pyramid Hwy./US 395 connector	1,346,601	358,998	1,705,599	368,916
Pyramid Hwy. northbound right turn at Ironwood	140,742	-	140,742	-
Ralston St./5th St. - 2nd/5th/Keystone/Ralston	1,854,752	-	1,854,752	-
Ranger Road - Panther/Newport	883,361	-	883,361	-
Red Rock - Adobe/Argosy	2,062,105	-	2,062,105	-
Red Rock - Moya/U.S. 395	461,643	-	461,643	-
Red Rock - Osage	1,870,038	-	1,870,038	-
Red Rock - Silver Knolls/Adobe	303,947	-	303,947	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2016 through June 30, 2017	Total	
Regional RMMS	\$ 290,439	\$ -	\$ 290,439	\$ -
Regional road maintenance - fuel tax	40,358,271	215,703	40,573,974	4,365,856
Regional road maintenance - public transportation tax	19,617,423	-	19,617,423	-
Regional System Photo Study	60,005	-	60,005	-
Reno Consolidated 06-01- Court/Sierra	2,264,572	-	2,264,572	-
Reno Consolidated 06-02-Airmotive/Condor/Bible	1,762,634	-	1,762,634	-
Reno Consolidated 07-01-Corporate/Financial Blvd.	981,297	-	981,297	-
Reno Consolidated 07-02-Ralston/S. Meadows Pkwy	757,306	-	757,306	-
Reno Consolidated 08-01 - Kirman/Sutro/9th	1,888,858	-	1,888,858	-
Reno Consolidated 09-01 - Vassar/Holcomb	3,428,153	-	3,428,153	-
Reno Consolidated 09-02 - Matley/Market/Louise/ Redwood/Automotive	1,920,049	-	1,920,049	-
Reno Consolidated 10-01 - Crummer/Green Acres/Huffaker	785,000	-	785,000	-
Reno Consolidated 10-02 - Bluestone/Offenhausser/ Patriot/Portman	1,866,520	-	1,866,520	-
Reno Consolidated 10-03 - Lakeside/Manzanita	3,169,011	-	3,169,011	-
Reno Consolidated 10-04 - Brookside/Energy/Edison/ Joule/Reactor	4,370,038	-	4,370,038	-
Reno Consolidated 10-05 - Mira Loma/Barron/Louie	863,130	-	863,130	-
Reno Consolidated 11-01 - First/State	1,663,549	-	1,663,549	-
Reno Consolidated 11-02 - Brinkby/Lymberry	2,850,741	-	2,850,741	-
Reno Consolidated 11-03 - Gould/Kuenzli/Sunshine/Prosperity	1,707,328	-	1,707,328	-
Reno overlays	225,997	-	225,997	-
Reno rehabilitation 97-1	1,065,046	-	1,065,046	-
Reno rehabilitation 98-2	1,273,479	-	1,273,479	-
Reno rehabilitation 98-3	1,676,960	-	1,676,960	-
Reno rehabilitation - Lake/Sierra/Sinclair	1,505,712	-	1,505,712	-
Reno Sparks Indian Colony Riverside Pathway	-	-	-	212,754
Reno-Sparks signal link	27,000	-	27,000	-
Ring Road - northeast and northwest quadrants	3,317,635	-	3,317,635	-
Ridgeview Dr. - Plumas/Lakeside	358,494	-	358,494	-
Ridgeview Terrace/Plumas	1,442,660	-	1,442,660	-
Robb Drive - Walnut/S. Las Brisas	4,923,830	-	4,923,830	-
Rock Blvd.	3,016,760	-	3,016,760	-
Rock - Glendale/McCarran Blvd.	3,800,574	-	3,800,574	-
Rock - Glendale/Hymer	841,147	-	841,147	-
Rock Blvd. - Oddie/N. McCarran Blvd.	1,489,587	-	1,489,587	-
Rock Blvd. - Victorian/Oddie	1,944,538	-	1,944,538	-
Second Street bridge	308,140	-	308,140	-
Security Circle - N. Virginia/N. Virginia	835,227	-	835,227	-
Seventh Street - Akard/Keystone	3,573,805	-	3,573,805	-
Seventh Avenue - Sun Valley/Klondike	534,358	-	534,358	-
Sierra - 9th/N. Virginia Street	1,936,791	-	1,936,791	-
Silver Lake Blvd. - Silver Shores/1,000'E. of Stead	1,790,071	-	1,790,071	-
Silver Lake Blvd. - 1000' E. of Stead/Sky Vista	764,518	-	764,518	-
S. Stanford Way	699,429	-	699,429	-
S. Virginia Street - Gentry/Brinkby	396,492	-	396,492	-
S. Virginia Street - Wells intersection relocation	2,556,207	-	2,556,207	-
Southeast Connector phase 1 - Greg/Clean Water Wy. ⁽¹⁾	53,616,178	1,000,824	54,617,002	-
Southeast Connector phase 2 - Clean Water Wy./S. Meadows ⁽¹⁾	67,955,058	56,565,375	124,520,433	87,664,689
S.E. McCarran Blvd. - Longley/Mill	3,875,960	-	3,875,960	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2016 through June 30, 2017	Total	
S.E. McCarran Blvd. - Cashill/Plumb	\$ 5,237,865	\$ -	\$ 5,237,865	\$ -
S.E. McCarran Blvd. - S. Virginia/Longley	53,000	-	53,000	-
S.E. McCarran Blvd. widening - Longley/Greg ⁽¹⁾	24,364,347	3,330	24,367,677	-
S.W. McCarran Blvd. - Mayberry/US 40	4,599,570	-	4,599,570	-
S.W. McCarran Blvd. - Plumas/US 40	156,659	-	156,659	-
S.W. McCarran Blvd. - Plumas/Skyline	6,663,719	-	6,663,719	-
S.W. McCarran Blvd. - Plumb/Mayberry	529,845	-	529,845	-
S.W. McCarran Blvd. - Skyline/Cashill	1,277,939	-	1,277,939	-
S.W. McCarran Blvd. - Skyline/Mayberry	156,959	-	156,959	-
S.W. McCarran Blvd. - S. Virginia/Plumas	1,715,990	-	1,715,990	-
Socrates Dr. - McCarran/Sienna Park	1,914,449	-	1,914,449	-
Sparks Blvd.	2,145,524	-	2,145,524	-
Sparks Blvd. - Baring/Shadow	1,266,801	-	1,266,801	-
Sparks Blvd. - Shadow/Disc	8,432,386	-	8,432,386	-
Sparks Blvd. - I-80/E. Greg	1,286,356	-	1,286,356	-
Sparks Blvd. - I-80/Prater	1,527,293	-	1,527,293	-
Sparks Blvd. - left turn at McCabe	9,677	-	9,677	-
Sparks Blvd. NB lanes - Prater/Baring	1,476,646	-	1,476,646	-
Sparks Consolidated 09-02 - Deming/Bergin/Franklin/Meredith	1,152,136	-	1,152,136	-
Sparks Consolidated 09-03 - Freeport/ Steneri	2,231,867	-	2,231,867	-
Sparks Consolidated 10-01 - Pacific/Hymer/15h/16th/ 18th/19th/Pittman/Shaber/Frazer/Crane	5,008,735	-	5,008,735	-
Sparks Consolidated 11-01 - Marietta/Snider	1,720,526	-	1,720,526	-
Sparks Consolidated 12-01 - Greenbrae/ Merchant	1,724,835	-	1,724,835	-
Sparks overlay projects	2,007,754	-	2,007,754	-
Sparks rehabilitation project	1,628,273	-	1,628,273	-
Sparks rehabilitation project 3	820,166	-	820,166	-
Spice Island Dr./United Circle - Greg/Franklin/Spice Island	2,395,074	-	2,395,074	-
Stead Blvd. - U.S. 395/Mt. Vida	2,859,984	-	2,859,984	-
Stoker Avenue	245,792	-	245,792	-
Sullivan Lane	30,000	-	30,000	-
Sullivan Lane - Byrd/McCarran	555,480	-	555,480	-
Summit Ridge/Sky Mountain - W.McCarran to 4th	1,524,397	-	1,524,397	-
Sun Valley alignment	21,616	-	21,616	-
Sun Valley Drive	19,554	-	19,554	-
Sun Valley - 8th/Leon	533,064	-	533,064	-
Sun Valley - Spanish Springs	50,063	-	50,063	-
Sutro - 9th/McCarran Blvd.	1,606,380	-	1,606,380	-
Sutro Complete St. - Mill/McCarran	1,785,808	-	1,785,808	-
Tahoe-Pyramid link	183,716	-	183,716	-
Tahoe-Pyramid link - I-80/Mt. Rose	99,989	-	99,989	-
Tanburg Dr. - 7th/Mineral	225,718	-	225,718	-
Taylor - Virginia/Holcomb/Kirman	33,557	-	33,557	-
Terminal - Gentry/Mill Street	2,291,418	-	2,291,418	-
Terminal - Plumb/Mill Street	12,105	-	12,105	-
Thomas Creek - S. Saddlehorn/Evening Song	1,242,478	-	1,242,478	-
Traffic Management 1 - ITS Master Plan	266,660	-	266,660	840,040
Traffic Management 2 - ITS Network Pilot Project	-	178,710	178,710	1,814,290
Traffic signals	716,583	-	716,583	-
21st - Glendale/Greg	256,987	-	256,987	-
U.S. 395/S. McCarran Blvd./S. Virginia	394,390	-	394,390	-
University Terrace	829,055	-	829,055	-
Victorian Avenue Ph. I - Rock/16th	545,905	-	545,905	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
GENERAL FUND
(Regional Streets and Highways Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2016 through June 30, 2017	Total	
Victorian Avenue Ph. II - Pyramid/McCarran	\$ 3,383,103	\$ -	\$ 3,383,103	\$ -
Village - Tahoe to Country Club Dr.	1,290,321	-	1,290,321	-
Villanova - Harvard/Terminal	1,150,059	-	1,150,059	-
Virginia Street Bus Rapid Extension- Plumb/Liberty	1,133,413	-	1,133,413	-
Virginia Street - Truckee/I-80	24,418	-	24,418	-
Virginia Street - Truckee River bridge replacement	2,000,000	-	2,000,000	-
Virginia St. Bus Rapid Transit Extension	1,278,136	1,867,086	3,145,222	6,361,507
Vista - Prater/Baring	1,801,361	-	1,801,361	-
Vista - Baring/Disc/Los Altos	3,438,894	-	3,438,894	-
Vista - I-80/Prater	1,721,671	-	1,721,671	-
Washington Street - 6th/7th	115,848	-	115,848	-
Washoe County regional preventive maintenance	1,828,193	-	1,828,193	-
Wedekind Road - Sullivan/McCarran	339,811	-	339,811	-
Wedekind Road - N. McCarran/Mapali	597,965	-	597,965	-
Wedge - Despain/Mt. Rose	121,430	-	121,430	-
Wells Avenue overpass	3,163,717	-	3,163,717	-
Wells - Casazza/Second	110,438	-	110,438	-
Wells - 9th/Sutro	889,016	-	889,016	-
Wells - Kuenzli/7th St.	1,273,099	-	1,273,099	-
Wells - Virginia/Kuenzli	5,345,136	-	5,345,136	-
W. 7th - Madera/NW McCarran	809,706	-	809,706	-
W. Huffaker - Del Monte/Spring Leaf	909,776	-	909,776	-
W. Moana Lane	188,145	-	188,145	-
West Sun Valley arterial	12,132	-	12,132	-
Whites Creek-Zolezzi/ S. Virginia Street	2,376,551	-	2,376,551	-
White Lake Parkway - Village/Brant	1,048,629	-	1,048,629	-
York Way	1,998,479	-	1,998,479	-
York Way - 18th/4th	116,049	-	116,049	-
Zolezzi Lane rehabilitation and widening	1,164,468	-	1,164,468	-
	<u>\$ 686,517,856</u>	<u>\$ 96,267,487</u>	<u>\$ 782,785,343</u>	<u>\$ 156,917,564</u>

Notes: (1) Capacity projects were previously reported in the Regional Road Impact Fee program and were transferred to Streets and Highways in FY14.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2016 through June 30, 2017	Total	
Arrowcreek Parkway	\$ 2,981,540	\$ -	\$ 2,981,540	\$ -
Bicycle/Pedestrian improvements	1,569,770	56,185	1,625,955	1,202,930
Damonte Ranch/Double R intersection	437,940	-	437,940	-
Farnsworth	61	-	61	-
Geiger Grade realignment	932,412	-	932,412	-
Geiger Grade/Toll Road	1,762,624	-	1,762,624	-
Golden Valley Road	1,615,421	-	1,615,421	-
I580 northbound widening	20,000,000	-	20,000,000	-
Intersection improvement - Veterans/Geiger Grade	5,294,747	-	5,294,747	-
Intersection improvements 97 - all districts	434,168	-	434,168	-
Intersection improvements 98 - all districts	965,019	-	965,019	-
Intersection improvements 02 - all districts	277,711	-	277,711	-
Intersection improvements 03 - all districts	2,944,528	-	2,944,528	-
Intersection improvements 04 - all districts	4,595,415	-	4,595,415	-
Intersection improvements 05 - all districts	271,527	-	271,527	-
Intersection improvements 07 - all districts	283,468	-	283,468	-
Lemmon Drive - Military realignment	3,044,517	-	3,044,517	-
Lemmon Drive - US395 /N. Virginia	182,424	-	182,424	-
Lemmon Drive - Memorial / US 395	360,331	-	360,331	-
Lincoln Way - Marina/Sparks Blvd.	13,200	-	13,200	-
Longley - McCarran/Moana	1,386,833	-	1,386,833	-
McCarran - Kietzke/Lakeside	645,172	-	645,172	-
McCarran - Prater/I-80	208,467	-	208,467	-
McCarran Blvd sidewalk improvement - Nichols/Prater	149,881	-	149,881	-
S.E. McCarran Blvd widening - Longley/Greg ⁽¹⁾	14,858,157	-	14,858,157	-
Moana Lane extension - Longley/Neil	22,756,313	-	22,756,313	-
Moana Lane widening - S. Virginia/Neil	35,932,930	-	35,932,930	-
Neil/Kietzke roundabout	1,404,622	-	1,404,622	-
N. McCarran/N. Virginia intersection	2,450,082	1,895,116	4,345,198	-
North Valleys Safety Improvement	116,477	1,193,108	1,309,585	4,397,465
Plumb/Terminal ITS	937,133	-	937,133	-
Pyramid Hwy. - La Posada/Eagle Canyon	8,829,283	-	8,829,283	-
Pyramid/McCarran intersection ⁽¹⁾	4,090,380	-	4,090,380	-
Pyramid/McCarran southbound right turn lane	86,413	-	86,413	-
Pyramid Hwy./US 395 connector ⁽¹⁾	7,596,949	-	7,596,949	-
Red Rock - Moya/U.S. 395	710,254	-	710,254	-
Signal coordination project	1,492,556	-	1,492,556	-
Signal - Mt. Rose/Thomas Creek	324,961	-	324,961	-
Southeast connector alignment study	1,182,383	-	1,182,383	-
Southeast connector phase 1 - Greg/Clean Water Way ⁽¹⁾	30,199,524	-	30,199,524	-
Southeast connector phase 2 - Clean Water Way/ Veterans Pkwy. ⁽¹⁾	18,810,055	-	18,810,055	-
Sparks Blvd. - Pyramid/Los Altos	4,402,862	-	4,402,862	-
Sun Valley/Clearacre	363,043	-	363,043	-
Sun Valley/Eagle Canyon	7,604	-	7,604	-
Sun Valley/Lemmon Drive	-	307,700	307,700	2,038,389
Sun Valley/W. 7th Avenue	364,407	-	364,407	-
System corridor studies	1,132,593	-	1,132,593	-

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**SCHEDULE OF CUMULATIVE CONSTRUCTION
PROJECT EXPENDITURES - CONTINUED
SPECIAL REVENUE FUND
(Regional Road Impact Fee Fund)**

For the period July 1, 1965 through June 30, 2017

	Expenditures			Unexpended Balance of Project Appropriations
	July 1, 1965 through June 30, 2016	July 1, 2016 through June 30, 2017	Total	
Traffic and pedestrian signal safety upgrade	\$ 44,903	\$ -	\$ 44,903	\$ -
T/E spot intersection improvements	3,965,017	1,608,809	5,573,826	1,096,513
Traffic management center	268,948	-	268,948	-
Traffic management fiber optic connectivity	-	-	-	2,000,000
Traffic signals	103,692	-	103,692	-
U.S. 395 NB and SB/Clearacre/Sun Valley	54,632,326	-	54,632,326	-
U.S. 395/Meadowood interchange	15,079,961	-	15,079,961	-
Virginia St. - Peckham/Moana	5,000	-	5,000	-
Virginia Street transit Q-jump	1,069,169	-	1,069,169	-
Virginia Street transit signal priority	1,066,499	-	1,066,499	-
Vista/Baring northbound left turn lane	461,633	-	461,633	-
Vista Blvd. corridor study	136,708	-	136,708	-
Vista/Pah Rah/Disc/Los Altos	2,723,274	-	2,723,274	-
Vista Blvd. widening - Los Altos/Wingfield Springs	9,821,787	-	9,821,787	-
Vista Blvd/Sparks Blvd at Los Altos	763,018	-	763,018	-
White Lake Parkway	46,049	-	46,049	-
Zolezzi Ln./I-580 interchange	62,076	-	62,076	-
Zolezzi Ln. rehabilitation and widening	1,949,394	-	1,949,394	-
Impact fee credits issued:				
Northwest District	40,454,705	-	40,454,705	-
Northeast District	74,982,099	-	74,982,099	-
South District	88,077,813	452,098	88,529,911	-
	<u>\$ 504,120,228</u>	<u>\$ 5,513,016</u>	<u>\$ 509,633,244</u>	<u>\$ 10,735,297</u>

Notes: (1) Projects were transferred to the Schedule of Changes in Reserves for Project Appropriations - General Fund. Due to insufficient impact fee collections, the projects were funded with either bond funds pledged by fuel tax funds, direct fuel tax funds and/or federal funds.



STATISTICAL SECTION - (*Unaudited*)

STATISTICAL SECTION - Unaudited

This part of Regional Transportation Commission's (RTC) comprehensive annual financial report presents historical perspective, context, and detail to assist in using the information in the financial statements, note disclosures, and required supplementary information to understand and assess the RTC's overall financial health.

<u>Contents</u>	<u>Page</u>
Financial Trends	
<i>These schedules contain trend information to help understand how the RTC's financial performance and well-being have changed over time.</i>	
Net Position by Component - Last ten fiscal years	103
Changes in Net Position - Last ten fiscal years	104
Fund Balances of Governmental Funds	106
Changes in Fund Balances of Governmental Funds	107
Revenue Capacity	
<i>These schedules contain information to help assess the factors affecting the RTC's ability to generate revenue.</i>	
Revenues By Source, Governmental Funds	108
Revenues By Source, Proprietary Funds	109
Principal Regional Road Impact Fee Credit Recipients	110
Vehicle Miles Traveled	111
Direct & Overlapping Tax Rates	112
Debt Capacity	
<i>These schedules present information to help assess the affordability of the RTC's current levels of outstanding debt and the RTC's ability to issue additional debt in the future.</i>	
Ratios Of Outstanding Debt By Type	113
Computation Of General Obligation Direct And Overlapping Debt	114
Pledged Revenue Bond Coverage And Limitations	115
Demographic and Economic Information	
<i>These schedules offer demographic and economic indicators to help understand the environment within which the RTC's financial activities take place.</i>	
Demographic And Economic Statistics	116
Principal Employers - Current Year And Ten Years Ago	117
Operating Information	
<i>These schedules contain service and infrastructure data to help understand how the information in the RTC's financial report relates to the services the RTC provides and the activities it performs.</i>	
Full Time Equivalent Government Employees By Department	118
RIDE Operating Statistics	119
ACCESS Operating Statistics	120
Capital Asset Information	121

Sources: *Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year. The RTC implemented GASB Statement 34 in 2003; schedules presenting government-wide information include information beginning in that year.*

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NET POSITION BY COMPONENT

Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
Governmental activities										
Invested in capital assets	\$ 7,367	\$ 7,146	\$ 4,323	\$ 5,028	\$ 5,882	\$ 5,919	\$ 6,737	\$ 6,987	\$ 7,454	\$ 8,951
Restricted	142,133	170,601	189,812	203,703	259,684	131,269	186,450	27,150	8,089	10,191
Unrestricted	<u>(422,778)</u>	<u>(433,608)</u>	<u>(438,024)</u>	<u>(433,877)</u>	<u>(439,896)</u>	<u>(262,933)</u>	<u>(267,138)</u>	<u>(54,255)</u>	<u>6,286</u>	<u>12,336</u>
Total governmental activities ⁽¹⁾	<u><u>\$(273,278)</u></u>	<u><u>\$(255,861)</u></u>	<u><u>\$(243,889)</u></u>	<u><u>\$(225,146)</u></u>	<u><u>\$(174,330)</u></u>	<u><u>\$(125,745)</u></u>	<u><u>\$(73,951)</u></u>	<u><u>\$(20,118)</u></u>	<u><u>\$ 21,829</u></u>	<u><u>\$ 31,478</u></u>
Business-type activities										
Invested in capital assets	\$ 79,533	\$ 73,696	\$ 74,505	\$ 78,598	\$ 79,595	\$ 78,095	\$ 78,039	\$ 67,062	\$ 58,021	\$ 55,423
Unrestricted	<u>19,225</u>	<u>17,539</u>	<u>16,178</u>	<u>15,053</u>	<u>15,817</u>	<u>17,703</u>	<u>20,271</u>	<u>14,264</u>	<u>13,199</u>	<u>12,058</u>
Total business-type activities	<u><u>\$ 98,757</u></u>	<u><u>\$ 91,235</u></u>	<u><u>\$ 90,683</u></u>	<u><u>\$ 93,651</u></u>	<u><u>\$ 95,412</u></u>	<u><u>\$ 95,798</u></u>	<u><u>\$ 98,310</u></u>	<u><u>\$ 81,326</u></u>	<u><u>\$ 71,220</u></u>	<u><u>\$ 67,481</u></u>
Primary government										
Invested in capital assets	\$ 86,900	\$ 80,842	\$ 78,828	\$ 83,626	\$ 85,477	\$ 84,014	\$ 84,776	\$ 74,049	\$ 65,475	\$ 64,374
Restricted	142,133	170,601	189,812	203,703	259,684	131,269	186,450	27,150	8,089	10,191
Unrestricted	<u>(403,553)</u>	<u>(416,069)</u>	<u>(421,846)</u>	<u>(418,824)</u>	<u>(424,079)</u>	<u>(245,230)</u>	<u>(246,867)</u>	<u>(39,991)</u>	<u>19,485</u>	<u>24,394</u>
Total primary government	<u><u>\$(174,521)</u></u>	<u><u>\$(164,626)</u></u>	<u><u>\$(153,206)</u></u>	<u><u>\$(131,495)</u></u>	<u><u>\$(78,918)</u></u>	<u><u>\$(29,947)</u></u>	<u><u>\$ 24,359</u></u>	<u><u>\$ 61,208</u></u>	<u><u>\$ 93,049</u></u>	<u><u>\$ 98,959</u></u>

⁽¹⁾ See Note O for explanation of negative balances.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CHANGES IN NET POSITIONS

Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
Program revenues										
Governmental activities										
Charges for services										
Streets and highways	\$ 2,482	\$ 274	\$ 194	\$ 619	\$ 713	\$ 1,792	\$ 13,265	\$ 3,762	\$ 15,286	\$ 30,862
Transportation services	414	639	651	636	693	682	686	680	621	516
Regional Road Impact Fees	4,492	2,690	3,979	-	-	-	-	-	-	-
Operating grants and contributions	30,525	18,184	17,826	18,251	8,145	2,848	1,657	1,913	1,873	4,496
Capital grants and contributions	228	3,462	25	7	1,563	6,792	5,171	3,495	2,029	1,923
Total governmental activities	<u>38,140</u>	<u>25,249</u>	<u>22,675</u>	<u>19,513</u>	<u>11,114</u>	<u>12,114</u>	<u>20,779</u>	<u>9,850</u>	<u>19,809</u>	<u>37,797</u>
Business-type activities										
Charges for services										
Passenger fares	5,717	5,909	5,978	6,176	5,959	5,917	5,738	6,025	7,013	7,318
Bus advertising	190	181	206	216	277	347	422	436	424	488
Rental income	458	455	421	460	460	434	437	463	478	475
Miscellaneous	-	-	-	-	-	-	-	105	-	-
Operating grants and contributions	4,826	3,618	3,404	3,499	3,989	3,483	9,814	7,476	3,120	2,983
Capital grants and contributions	9,882	3,813	980	4,147	5,463	4,580	15,279	10,809	10,505	14,511
Total business-type activities	<u>21,073</u>	<u>13,976</u>	<u>10,988</u>	<u>14,498</u>	<u>16,148</u>	<u>14,761</u>	<u>31,690</u>	<u>25,314</u>	<u>21,540</u>	<u>25,775</u>
Total program revenues	<u>\$ 59,213</u>	<u>\$ 39,225</u>	<u>\$ 33,663</u>	<u>\$ 34,011</u>	<u>\$ 27,262</u>	<u>\$ 26,875</u>	<u>\$ 52,469</u>	<u>\$ 35,164</u>	<u>\$ 41,349</u>	<u>\$ 63,572</u>
Expenses										
Governmental activities										
Streets and highways	\$ 101,901	\$ 83,266	\$ 67,542	\$ 106,986	\$ 91,016	\$ 85,851	\$ 89,240	\$ 64,868	\$ 48,422	\$ 63,099
Transportation services	9,279	8,136	7,403	7,372	7,387	6,894	7,344	7,998	8,340	8,359
Regional Road Impact Fees	6,515	3,036	2,067	-	-	-	-	-	-	-
Metropolitan planning	2,519	3,221	2,707	3,759	2,803	3,452	2,122	2,100	2,276	2,552
Interest and fiscal charges	19,586	19,867	20,134	20,351	14,066	12,584	10,493	5,320	24	-
Total governmental activities	<u>139,802</u>	<u>117,526</u>	<u>99,853</u>	<u>138,468</u>	<u>115,272</u>	<u>108,781</u>	<u>109,199</u>	<u>80,286</u>	<u>59,062</u>	<u>74,010</u>
Business-type activities										
Public transportation	31,251	30,307	30,202	30,411	30,110	29,761	30,639	29,520	31,949	31,832
Total expenses	<u>\$ 171,053</u>	<u>\$ 147,833</u>	<u>\$ 130,054</u>	<u>\$ 168,879</u>	<u>\$ 145,382</u>	<u>\$ 138,542</u>	<u>\$ 139,838</u>	<u>\$ 109,806</u>	<u>\$ 91,011</u>	<u>\$ 105,842</u>
Net expenses										
Governmental activities	\$ (101,661)	\$ (92,277)	\$ (77,178)	\$ (118,955)	\$ (104,158)	\$ (96,667)	\$ (88,420)	\$ (70,436)	\$ (39,253)	\$ (36,213)
Business-type activities	(10,178)	(16,331)	(19,213)	(15,913)	(13,962)	(15,000)	1,051	(4,206)	(10,409)	(6,057)
Total net expense	<u>\$ (111,839)</u>	<u>\$ (108,608)</u>	<u>\$ (96,391)</u>	<u>\$ (134,868)</u>	<u>\$ (118,120)</u>	<u>\$ (111,667)</u>	<u>\$ (87,369)</u>	<u>\$ (74,642)</u>	<u>\$ (49,662)</u>	<u>\$ (42,270)</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CHANGES IN NET POSITION - CONTINUED

Last ten fiscal years
(Accrual basis of accounting)
(Amounts expressed in thousands)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
General revenues and other changes in net position										
Governmental activities										
Motor vehicle fuel tax	\$ 75,058	\$ 68,015	\$ 58,934	\$ 49,575	\$ 41,828	\$ 35,319	\$ 29,385	\$ 21,835	\$ 19,177	\$ 18,106
Public transportation tax	8,989	9,932	8,414	8,786	8,459	7,726	4,250	1,170	3,521	4,193
Regional Road Impact fees	-	-	-	8,165	8,598	-	-	-	-	-
Unrestricted investment earnings	235	1,971	779	909	207	1,085	556	631	591	1,226
Miscellaneous revenue	(260)	193	12	246	3	55	150	59	140	237
Gain (loss) on disposal of capital assets	4	9	-	2	10	-	-	5	2	29
Transfers	218	184	188	308	(561)	338	246	4,193	6,173	6,900
Total governmental activities	<u>84,244</u>	<u>80,304</u>	<u>68,327</u>	<u>67,991</u>	<u>58,544</u>	<u>44,523</u>	<u>34,587</u>	<u>27,893</u>	<u>29,604</u>	<u>30,691</u>
Business-type activities										
Public transportation tax	17,837	16,661	16,270	14,231	12,927	12,472	15,182	17,851	17,604	20,968
Investment earnings	34	304	134	172	35	321	71	191	347	481
Miscellaneous revenue	43	114	18	44	15	30	923	-	35	7
Gain (loss) on disposal of capital assets	6	(12)	10	14	38	3	2	462	2,335	22
Transfers	(218)	(184)	(188)	(308)	561	(338)	(246)	(4,193)	(6,173)	(6,900)
Total business-type activities	<u>17,701</u>	<u>16,883</u>	<u>16,244</u>	<u>14,153</u>	<u>13,576</u>	<u>12,488</u>	<u>15,932</u>	<u>14,311</u>	<u>14,148</u>	<u>14,578</u>
Total primary government	<u>\$ 101,945</u>	<u>\$ 97,187</u>	<u>\$ 84,571</u>	<u>\$ 82,144</u>	<u>\$ 72,120</u>	<u>\$ 57,011</u>	<u>\$ 50,519</u>	<u>\$ 42,204</u>	<u>\$ 43,752</u>	<u>\$ 45,269</u>
Change in net position										
Governmental activities	\$ (17,417)	\$ (11,973)	\$ (8,851)	\$ (50,964)	\$ (45,614)	\$ (52,144)	\$ (53,833)	\$ (42,543)	\$ (9,649)	\$ (5,522)
Business-type activities	7,523	552	(2,969)	(1,760)	(386)	(2,512)	16,983	10,106	3,739	8,521
Total primary government	<u>\$ (9,894)</u>	<u>\$ (11,421)</u>	<u>\$ (11,820)</u>	<u>\$ (52,724)</u>	<u>\$ (46,000)</u>	<u>\$ (54,656)</u>	<u>\$ (36,850)</u>	<u>\$ (32,437)</u>	<u>\$ (5,910)</u>	<u>\$ 2,999</u>

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

FUND BALANCES OF GOVERNMENTAL FUNDS

**Last ten fiscal years
(Modified accrual basis of accounting)
(Amounts expressed in thousands)**

	<u>2017</u>	<u>2016⁽²⁾</u>	<u>2015⁽²⁾</u>	<u>2014⁽²⁾</u>	<u>2013⁽²⁾</u>	<u>2012⁽²⁾</u>	<u>2011⁽²⁾</u>	<u>2010⁽¹⁾</u>	<u>2009</u>	<u>2008</u>
General fund										
Nonspendable	\$ 271	\$ 221	\$ 170	\$ 192	\$ 182	\$ 201	\$ 146	\$ -	\$ -	\$ -
Restricted	88,510	112,912	136,930	153,058	215,711	93,225	149,515	-	-	-
Reserved	-	-	-	-	-	-	-	126,092	8,570	12,030
Total general fund	<u>\$ 88,782</u>	<u>\$ 113,133</u>	<u>\$ 137,100</u>	<u>\$ 153,250</u>	<u>\$ 215,893</u>	<u>\$ 93,426</u>	<u>\$ 149,661</u>	<u>\$ 126,092</u>	<u>\$ 8,570</u>	<u>\$ 12,030</u>
All other governmental funds										
Nonspendable	\$ 384	\$ 133	\$ 124	\$ 199	\$ 157	\$ 219	\$ 135	\$ -	\$ -	\$ -
Restricted	53,622	57,689	52,882	50,645	43,973	38,044	42,680	-	-	-
Assigned	2,234	381	2,914	2,360	1,074	535	-	-	-	-
Unassigned	-	(541)	-	-	-	(274)	(277)	-	-	-
Reserved	-	-	-	-	-	-	-	6,397	8,179	10,305
Unreserved	-	-	-	-	-	-	-	-	725	858
Total all other governmental funds	<u>\$ 56,241</u>	<u>\$ 57,662</u>	<u>\$ 55,920</u>	<u>\$ 53,204</u>	<u>\$ 45,204</u>	<u>\$ 38,524</u>	<u>\$ 42,538</u>	<u>\$ 6,397</u>	<u>\$ 8,904</u>	<u>\$ 11,163</u>

⁽¹⁾ The increase in reserved fund balance in the general fund was due to the issuance of the Series 2009, Series 2010, and Series 2013 Bonds to be used to finance the costs of constructing and maintaining certain streets and highways in the County. See Note I & J.

⁽²⁾ RTC has chosen to present fund balances prospectively in accordance with the implementation of GASB No. 54.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS

Last ten fiscal years
(Modified accrual basis of accounting)
(Amounts expressed in thousands)

	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
Revenues										
Motor vehicle fuel tax	\$ 75,058	\$ 68,015	\$ 58,934	\$ 49,575	\$ 41,828	\$ 35,319	\$ 29,385	\$ 21,835	\$ 19,177	\$ 18,106
Public transportation tax	8,989	9,932	8,414	8,786	8,459	7,726	4,250	1,170	3,521	4,194
Impact fees	4,492	2,690	3,979	8,165	8,598	596	11,226	1,076	13,368	28,603
Passenger fares	413	639	651	636	693	683	686	680	616	514
Investment income	235	1,971	779	909	207	1,085	556	631	591	1,226
Reimbursements	2,467	233	161	644	716	1,168	2,162	2,856	2,277	2,253
Rental income	-	-	-	-	-	-	-	-	27	24
Planning, operating and capital grants	28,970	19,928	18,711	17,919	12,125	5,866	5,118	5,123	3,696	6,217
Miscellaneous income	(160)	340	253	531	213	263	380	362	-	-
Total revenues	120,465	103,748	91,882	87,165	72,839	52,706	53,763	33,733	43,273	61,137
Expenditures										
Streets and highways	107,873	85,286	69,386	106,872	90,760	85,533	89,024	64,521	49,700	64,839
Transportation services	7,817	7,158	6,700	6,526	6,247	5,945	6,358	6,712	6,376	6,434
Metropolitan planning	2,402	3,167	2,649	3,672	2,725	3,357	2,043	2,032	941	1,064
Capital outlay	1,663	3,841	43	9	1,898	124	711	814	126	3,422
Debt service										
Principal	6,604	6,309	6,096	5,997	5,788	5,438	-	2,000	-	-
Interest	20,059	20,362	20,584	19,156	12,497	13,223	7,662	2,458	24	-
Debt service fees & fiscal charges	42	42	46	34	36	22	886	2,504	-	-
Total expenditures	146,459	126,165	105,504	142,266	119,951	113,642	106,684	81,041	57,167	75,759
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	<u>(25,994)</u>	<u>(22,417)</u>	<u>(13,622)</u>	<u>(55,101)</u>	<u>(47,112)</u>	<u>(60,936)</u>	<u>(52,921)</u>	<u>(47,308)</u>	<u>(13,894)</u>	<u>(14,622)</u>
Other financing sources (uses)										
Transfers in	217	184	188	308	225	338	246	4,193	6,173	6,900
Debt issuance ⁽¹⁾	-	-	-	-	165,000	-	90,000	179,567	2,000	-
Line of credit	-	-	-	-	-	-	-	-	-	-
Bond premium	-	-	-	-	11,023	-	340	162	-	-
Bond discount	-	-	-	-	-	-	-	(155)	-	-
Sale of capital assets	4	9	-	2	10	-	-	5	2	34
Total other financing sources (uses)	221	193	188	310	176,258	338	90,586	183,772	8,175	6,934
NET CHANGE IN FUND BALANCES	<u>\$ (25,773)</u>	<u>\$ (22,225)</u>	<u>\$ (13,434)</u>	<u>\$ (54,791)</u>	<u>\$ 129,146</u>	<u>\$ (60,598)</u>	<u>\$ 37,665</u>	<u>\$ 136,464</u>	<u>\$ (5,719)</u>	<u>\$ (7,688)</u>
DEBT SERVICE AS A PERCENTAGE OF NONCAPITAL EXPENDITURES	<u>18.4%</u>	<u>21.8%</u>	<u>25.3%</u>	<u>17.7%</u>	<u>15.5%</u>	<u>16.5%</u>	<u>8.1%</u>	<u>8.7%</u>	<u>0.0%</u>	<u>N/A</u>

⁽¹⁾ Proceeds from the issuance of debt are detailed in Note I & J.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

REVENUES BY SOURCE, GOVERNMENTAL FUNDS

Last ten fiscal years
(Modified accrual basis of accounting)

<u>Fiscal Year</u>	<u>Motor Vehicle Fuel Tax</u>	<u>Regional Road Impact Fee Credits⁽¹⁾</u>	<u>Regional Road Impact Fees</u>	<u>Public Transportation Tax</u>	<u>Total</u>
2017	\$ 75,058,070	\$ 452,098	\$ 4,039,431	\$ 8,989,017	\$ 88,538,616
2016	68,015,031	-	2,690,468	9,932,269	80,637,768
2015	58,934,179	953,787	3,025,633	8,414,074	71,327,673
2014	49,574,968	6,790,650	1,374,381	8,786,166	66,526,165
2013	41,827,886	7,470,788	1,126,781	8,459,319	58,884,774
2012	35,318,650	346,025	249,938	7,726,463	43,641,076
2011	29,385,293	10,730,150	496,279	4,250,000	44,861,722
2010	21,834,666	625,828	450,167	1,170,088	24,080,749
2009	19,176,895	12,076,652	1,291,729	3,520,844	36,066,120
2008	18,106,105	23,694,550	4,908,909	4,193,612	50,903,176
<u>Change</u>					
2008-2017	314.5%	-98.1%	-17.7%	114.4%	73.9%

⁽¹⁾ Regional Road Impact Fee Credits are non-cash revenue

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada
REVENUES BY SOURCE, PROPRIETARY FUNDS**

**Last ten fiscal years
(Accrual basis of accounting)**

Fiscal Year	Public Transportation Tax	Passenger Fares ⁽⁷⁾	Federal Operating Government Grant	Bus Advertising	Investment Income	Miscellaneous⁽⁶⁾	Total
2017	\$ 17,836,832	\$ 5,716,864	\$ 4,825,788	\$ 190,455	\$ 33,843	\$ 505,727	\$ 29,109,509
2016	16,661,346	5,908,612	3,618,038	181,404	303,719	556,570	27,229,689
2015	16,270,368	5,977,902	3,403,457	206,391	134,063	448,611	26,440,792
2014	14,230,831	6,175,971	3,498,641	216,345	172,261	517,092	24,811,141
2013	12,926,595	5,959,133	3,989,322	277,131	35,051	512,661	23,699,893
2012	12,472,313	5,916,656	3,482,964	347,714	320,859	466,834	23,007,340
2011	15,182,174	5,738,460	9,814,365	422,428	70,699	1,361,740 ⁽⁵⁾	32,589,866
2010	17,851,440	6,024,823	7,476,152	435,904	191,250	1,030,407 ⁽⁴⁾	33,009,976
2009	17,604,218	7,012,490	3,119,847	424,318	346,585	2,848,304 ⁽³⁾	31,355,762
2008	20,968,058	7,317,791	2,982,700	488,475	480,675	497,117	32,734,816
Change							
2008-2017	-14.9%	-21.9%	61.8%	-61.0%	-93.0%	1.7%	-11.1%

- (1) Passenger single ride adult fare increased:
 from \$0.30 to \$0.60 in August 1993
 from \$0.60 to \$1.00 in August 1995
 from \$1.00 to \$1.25 in November 2000
 from \$1.25 to \$1.50 in February 2003
 from \$1.50 to \$1.65 in August 2005
 from \$1.65 to \$1.70 in August 2006
 from \$1.70 to \$1.75 in August 2007
 from \$1.75 to \$2.00 in May 2008

Effective 7/1/2014, RTC RIDE and RTC RAPID prepaid passes were reduced by 7%. RTC INTERCITY fare was increased by 25%.

RTC Sierra Spirit implemented a 25-cent regular fare and 10-cent reduced fare. RTC ACCESS on RTC RIDE 10-ride pass was reduced from \$5 to \$4.

- (2) Includes one time cash out of membership interest in EIG Mutual Holding Co., \$1,815,720.
 (3) Includes Citicenter gain on sale of \$2,463,637. The Citicenter transit station was sold to the City of Reno Redevelopment Agency on 8/6/2008.
 (4) Includes FTA residual value of \$426,604 on the Citicenter property sold to the City of Reno. The residual value was applied towards the 4th Street Station construction.
 (5) Includes NV Energy Incentive Program & Sure Bet Program rebate of \$815,340 for Solar, Lighting, and HVAC ARRA grant projects
 (6) Includes rental income and gain on sale of assets.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**PRINCIPAL REGIONAL ROAD IMPACT FEE CREDIT RECIPIENTS⁽¹⁾
YEARS 2017 AND 2008**

Last ten fiscal years

Certificate Holders	2017			2008		
	Value of Waivers Issued ⁽³⁾	Rank	% of Total Value	Value of Credits Issued ⁽²⁾	Rank	% of Total Value
So Village Apartment Complex & Mountain Development	\$ 452,098	1	100.0%	\$ -	-	0.0%
Nevada Tri-Partners	-	-	0.0%	5,931,081	1	25.5%
Kiley Ranch Communities	-	-	0.0%	3,900,000	2	16.8%
Centex Homes	-	-	0.0%	3,435,292	3	14.8%
Sparks Galleria Investors	-	-	0.0%	3,404,687	4	14.6%
NN Development Corp & Lewis Land Co. of NV	-	-	0.0%	2,208,148	5	9.5%
Lennar Reno, LLC	-	-	0.0%	1,579,979	6	6.8%
Pulte Homes	-	-	0.0%	858,920	6	3.7%
R&K Homes, LLC	-	-	0.0%	842,193	7	3.6%
Tanamera Commerical, LLC	-	-	0.0%	592,261	8	2.5%
David Frear Sr. & David Frear Jr.	-	-	0.0%	500,000	9	2.2%
Total Ten Largest Credit Recipients	\$ 452,098		0.0%	\$ 23,252,561		100.0%
Total Other Credit Recipients	-		0.0%	-		0.0%
Total Other Credit Adjustments	-		0.0%	-		0.0%
Total Impact Fee Credits Issued	\$ 452,098		0.0%	\$ 23,252,561		100.0%

⁽¹⁾ Any person, except a unit of government, who constructs all or part of a capital improvement included in the Regional CIP or offers a dedication of land may apply for a Regional Road Impact Fee Credit/Waiver. RRIF Credits measured in Vehicle Miles Traveled (VMT) were issued prior to 3/2/2015. RRIF Waivers, replaced the RRIF Credit program in 2015, and are measured in dollars. The RTC RRIF Administrator determines which capital improvements and/or right-of-way dedications are eligible for Credits/Waivers. RRIF Credits and Waivers are managed in an online RRIF Automation account.

⁽²⁾ RRIF Credits may be used by the original Developer of Record to pay up to 100% of the impact fees owed within the Benefit District where they were earned. RRIF Credits transferred to a 3rd Party can be used to pay up to 100% of impact fees owed within the Development of Record where they were earned and up to 50% of the impact fees owed outside the Development of Record, but within the Benefit District. RRIF Credits may not be used outside the Benefit District where the RRIF Credits were earned. Unused RRIF Credits expire twenty years from the date of approval of the Capital Contribution Front Ending Agreement (CCFEA). In 2017, a one-time offer to extend the expiration date for an additional 10 years was given to existing credit holders.

⁽³⁾ RRIF Waivers may be used by the original Developer of Record to pay up to 100% of the impact fees owed within the Development of Record and do not expire. RRIF Waivers transferred to a 3rd Party can be used to pay up to 100% of the impact fees owed within the Development of Record where they were earned. RRIF Waivers may not be used outside the Development of Record. The impact fees owed using RRIF Waivers are based on the fee schedule in effect at the time of the RRIF Offset Agreement for the land uses identified in the agreement. Impact fees owed for any changes to the original land use will be assessed at the current impact fee rate.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

VEHICLE MILES TRAVELED (VMT) UNITS⁽¹⁾

Last ten fiscal years

	<u>2017</u>	<u>2016⁽³⁾</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
Total VMT units issued in Reno ⁽²⁾	1,546	-	6,885	21,440	27,454	500	42,931	-	50,833	110,375
Total VMT units issued outside Reno	-	-	-	17,984	27,018	1,047	34,808	4,875	28,136	73,994
Total VMT units	<u>1,546</u>	<u>-</u>	<u>6,885</u>	<u>39,424</u>	<u>54,472</u>	<u>1,547</u>	<u>77,739</u>	<u>4,875</u>	<u>78,969</u>	<u>184,369</u>

⁽¹⁾ Any person, except a unit of government, who constructs all or part of a capital improvement included in the Regional CIP or offers a dedication of land may apply for a Regional Road Impact Fee Credit/Waiver. RRIF Credits measured in Vehicle Miles Travelled (VMT) were issued prior to 3/2/2015. RRIF Waivers, replaced the RRIF Credit program in 2015, and are measured in dollars. The RTC RRIF Administrator determines which capital improvements and/or right-of-way dedications are eligible for Credits/Waivers. RRIF Credits and Waivers are managed in an online RRIF Automation account.

⁽²⁾ Impact fees are slightly higher in the City of Reno due to debt outstanding on its 1985 and 1989 bond issues which were used for road capital improvements and improvements on existing roadways. New development within the City is helping to repay the outstanding debt with the higher fee. Beginning 2014, the Reno bonds have been paid off.

⁽³⁾ No Regional Road Impact Fee (RRIF) credits issued for FY 2016 or 2017.

⁽⁴⁾ RRIF Waivers measured in dollars were converted into Vehicle Miles Traveled (VMTs) using the impact fee rate in effect as of the date of the RRIF Offset Agreement.

⁽⁴⁾

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

DIRECT AND OVERLAPPING TAX RATES

Last ten fiscal years

Fiscal Year	RTC Direct Sales Tax Rate ⁽¹⁾	Washoe County Sales Tax Rate	RTC Direct Vehicle Fuel Tax Rate ⁽²⁾	Annual RTC Direct Vehicle Fuel Tax Index Incr. ⁽³⁾	Washoe County Vehicle Fuel Tax Rate	Annual Washoe County Vehicle Fuel Tax Index Incr. ⁽³⁾	RTC Direct Impact Fee in Reno Rate ⁽⁴⁾	RTC Direct Impact Fee Outside Reno Rate	RTC Direct Impact Fee in North Area Rate ⁽⁵⁾	RTC Direct Impact Fee in South Area Rate ⁽⁵⁾
2016	0.375%	7.725%	\$ 0.3289	\$ 0.0348	\$ 0.4386	\$ 0.0403	N/A	N/A	\$258.20/VMT	\$292.50/VMT
2015	0.375%	7.725%	0.2942	0.0378	0.3983	0.0438	N/A	N/A	\$253.39/VMT	\$287.05/VMT
2014	0.375%	7.725%	0.2564	0.0366	0.3546	0.0423	\$216/VMT	\$227/VMT		
2013	0.375%	7.725%	0.2198	0.0323	0.3123	0.0374	216/VMT	227/VMT		
2012	0.375%	7.725%	0.1875	0.0264	0.2749	0.0305	216/VMT	227/VMT		
2011	0.375%	7.725%	0.1611	0.0261	0.2443	0.0302	216/VMT	227/VMT		
2010	0.375%	7.725%	0.1350	0.0294	0.2141	0.0339	216/VMT	227/VMT		
2009	0.375%	7.375%	0.1056	0.0029	0.1801	0.0049	185/VMT	198/VMT		
2008	0.375%	7.375%	0.1027	0.0026	0.1752	0.0044	158/VMT	173/VMT		
2007	0.375%	7.375%	0.1002	0.0026	0.1708	0.0044	126/VMT	139/VMT		

⁽¹⁾ The RTC's sales tax rate may only be changed with the approval of the Board of County Commissioners and enacted State legislation. Effective November 1, 1982, the Board of County Commissioners imposed a sales tax of 1/4 cent for mass transit or the construction of public roads. Effective July 1, 2003, the Board of County Commissioners imposed an additional 1/8 cent sales tax.

⁽²⁾ The RTC's motor vehicle fuel tax rate may only be changed with the approval of the Board of County Commissioners and enacted State legislation. In 1965, a \$0.01 per gallon fuel tax was levied for the purpose of constructing and improving the street and highway transportation facilities within Washoe County. In 1971, it was increased to \$0.02 per gallon and in 1982 to \$0.04 per gallon. In April of 1994, a temporary additional \$0.05 per gallon was approved then made permanent in September of 1995. Reference note 3 below. Annual rates reflect year-to-year cumulative indexing.

⁽³⁾ Effective October 1, 2003, the Board of County Commissioners approved fuel tax indexing which imposed additional new taxes on motor vehicle fuel. On the first day of each fiscal year, motor vehicle fuel tax was increased by (i) the lesser of 4.5 percent or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years. At the November 2008 election, County voters approved RTC5 and the State Legislature enacted the bill which revised the indexing provisions for the 9-cent motor vehicle fuel tax. The county was thereby authorized to impose additional taxes on motor vehicle fuel and special fuels for the benefit of the Commission, and provided for annual increases in such taxes to be calculated using a formula based on (i) the lesser of 7.8% or (ii) a rolling 10-year average of the changes in the Producer Price Index for Street and Highway Construction. The PPI adjustments were imposed on the CPI adjusted rate of 10.5621 cents per gallon. The PPI adjusted rate went into effect with April 2010 fuel tax collections. Rates shown reflect the annual change in the index.

⁽⁴⁾ The imposition of an impact fees for the construction of new roads and to make capacity improvements is established by State legislation. RTC impact fee rates may only be changed with the approval of ordinances adopted by all participating local governments. The 2003 passage of WC-2 allowed for the indexing of impact fee and NRS 278B.225 was established to allow automatic inflationary adjustments to the fees. Rates shown are based on a single-family detached home.

⁽⁵⁾ Effective March 2, 2015 the 5th edition of the Regional Road Impact Fee System General Administrative Manual (GAM) was adopted. Service areas were modified to North and South as shown in Exhibit B. Impact fee rates shown are based on Exhibit H of the GAM.

Source: Nevada Department of Taxation and Regional Transportation Commission

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

RATIOS OF OUTSTANDING DEBT BY TYPE

Last ten fiscal years
(Amounts expressed in thousands)

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
Governmental activities										
Revenue bonds	\$ 398,335	\$ 404,939	\$ 411,248	\$ 417,344	\$ 423,341	\$ 264,129	\$ 269,567	\$ 179,567	\$ -	\$ -
Line of credit	-	-	-	-	-	-	-	-	2,000	-
Less Deferred amounts										
Bond Premium	9,558	9,937	10,316	10,694	11,137	308	425	153	-	-
Bond Discount	(41)	(56)	(72)	(88)	(103)	(119)	(135)	(151)	-	-
Total primary government	<u>\$ 407,852</u>	<u>\$ 414,820</u>	<u>\$ 421,492</u>	<u>\$ 427,950</u>	<u>\$ 434,375</u>	<u>\$ 264,129</u>	<u>\$ 269,567</u>	<u>\$ 179,567</u>	<u>\$ 2,000</u>	<u>\$ -</u>
Percentage of personal income	<u>1.9179%</u>	<u>2.0571%</u>	<u>2.2094%</u>	<u>2.2724%</u>	<u>2.2131%</u>	<u>1.4157%</u>	<u>1.4876%</u>	<u>1.0314%</u>	<u>0.0116%</u>	<u>0.0000%</u>
Per capita	<u>\$ 0.89</u>	<u>\$ 0.92</u>	<u>\$ 0.95</u>	<u>\$ 0.98</u>	<u>\$ 1.00</u>	<u>\$ 0.61</u>	<u>\$ 0.63</u>	<u>\$ 0.43</u>	<u>\$ 0</u>	<u>\$ -</u>

Details regarding the RTC's outstanding debt can be found in the notes to the financial statements. See the Schedule of Demographic and Economic Statistics on page 115 for personal income and population data.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

**COMPUTATION OF GENERAL OBLIGATION
DIRECT AND OVERLAPPING DEBT**

As of June 30, 2017
(amounts expressed in thousands)

<u>Name of Governmental Unit</u>	<u>Debt Outstanding</u>	<u>Presently Self-Supporting Debt</u>	<u>Percent Applicable to Washoe County ⁽¹⁾</u>	<u>Applicable Net Debt</u>
Direct ⁽²⁾				
Regional Transportation Commission				
Revenue bonds	\$ 398,335	\$ 398,335	0%	\$ 398,335
Total Direct Debt	<u>398,335</u>	<u>398,335</u>		<u>398,335</u>
Overlapping				
Washoe County School District	516,233	-	100%	516,233
Reno-Sparks Convention & Visitors Authority	109,482	109,482	100%	-
City of Reno	48,770	-	100%	48,770
City of Reno supported by specific revenue	5,786	5,786	100%	-
City of Reno - Special Assessment bonds ⁽³⁾	8,928	8,928	100%	-
City of Sparks - Sewer and Utility bonds	42,145	42,145	100%	-
Incline Village General Improvement District	8,649	8,649	100%	-
State of Nevada	1,379,760	295,593	14.72%	158,180
Total Overlapping Debt	<u>2,119,753</u>	<u>470,583</u>		<u>723,183</u>
 Total Direct and Overlapping debt	 <u>\$ 2,518,088</u>	 <u>\$ 868,918</u>		 <u>\$ 1,121,518</u>

⁽¹⁾ Based on FY 2014-15 assessed valuation in the respective jurisdiction.

⁽²⁾ Includes all governmental debt activities and amounts are net of related discounts, premiums and deferred refunding charges.

⁽³⁾ Revenue bonds are not general obligation, but are special limited obligation of the County payable solely from the pledged revenue.

⁽⁴⁾ Special assessment bonds are not general obligations of Washoe County, or of the Cities of Reno and Sparks. If however, the special assessments collected, with all other available resources were insufficient to meet debt service requirements on these bonds, the respective bond ordinances require that the deficiency be made up with the governments' general funds.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

PLEGGED REVENUE BOND COVERAGE AND LIMITATIONS

Last ten fiscal years

Debt Service			Motor Vehicle Fuel Tax ⁽¹⁾				Public Transportation Tax ⁽³⁾	Limitations ⁽⁴⁾	Bond Coverage ⁽⁵⁾		
Fiscal Year	Principal	Interest	Total Debt Service	RTC 9¢ + Index ⁽²⁾	Washoe County 5.35¢ + 1¢	Total Net Pledged Fuel Tax Revenues	Total Net Pledged Public Transportation Tax Revenues	Revenues in Excess of Debt Service	Bond Coverage Actual	Bond Coverage Required	Excess Coverage
2017	\$6,604,000	\$20,058,757	\$26,662,757	\$75,058,070	N/A	\$75,058,070	\$9,378,033	57,773,346	282%	125%	157%
2016	6,309,000	20,362,279	26,671,279	68,015,031	N/A	68,015,031	8,864,538	50,208,290	255%	125%	130%
2015	6,096,000	20,584,244	26,680,244	58,934,179	N/A	58,934,179	8,228,147	40,482,082	221%	125%	96%
2014	5,997,000	19,156,381	25,153,381	49,574,968	N/A	49,574,968	7,672,332	32,093,919	197%	125%	72%
2013	5,788,000	12,496,721	18,284,721	41,827,886	N/A	41,827,886	7,128,638	30,671,803	229%	125%	104%
2012	5,438,000	13,222,764	18,660,764	35,318,650	N/A	35,318,650	6,732,925	23,390,811	189%	125%	64%
2011	-	7,661,705	7,661,705	29,385,293	N/A	29,385,293	6,477,392	28,200,980	368%	125%	243%
2010	-	2,415,291	2,415,291	20,775,496	N/A	20,775,496	N/A	18,360,205	860%	125%	735%
2009	N/A	N/A	N/A	18,165,095	11,341,246	29,506,341	N/A	29,506,341	N/A	N/A	N/A
2008	N/A	N/A	N/A	18,106,105	11,332,487	29,438,592	N/A	29,438,592	N/A	N/A	N/A

- (1) The amounts of these taxes have increased over the years. In 1977, the rates were 2¢ and 1½¢. In 1982, these were raised to 4¢ and 1½¢. In 1983, they were increased again to the level of 4¢ and 3¢. In 1986 the 3¢ motor vehicle fuel tax previously distributed to the RTC for bond covenant provisions was distributed by the State of Nevada directly to Washoe County and the Cities of Reno and Sparks, as provided for in Chapter 365 of the Nevada Revised Statutes. The 3¢ rate was increased to 4.28¢ in 1988 and 5.35¢ in 1989. In April 1994, the 4¢ was raised to 9¢. In 1983, the 1¢ rate was implemented for Washoe County roads.
- (2) The bond covenant provisions of the 2009 and 2010 Series A,B,C,D,E and F revenue bonds identify as net pledged revenues motor vehicle fuel taxes consisting of the 9¢ per gallon motor vehicle fuel tax together with prior annual increases to that base rate calculated as the lesser of: (i) 4.5% increase or (ii) the average percentage of the increase in the Consumer Price Index for West Urban Consumers for the preceding 5 years. Pursuant to a ballot measure in November 2008 and subsequent enactment of Chapter 501 at the State Legislature, additional taxes were imposed on motor vehicle fuel and special fuels for the benefit of the RTC which provided for annual increases using a formula based on the lesser of (i) 7.8% or (ii) a rolling 10-year average of the changes in the Producer Price Index for Street and Highway Construction. The PPI rate went into effect January 1, 2010 and is adjusted on July 1, annually.
- (3) The bond covenant provisions of the 2010 Series H revenue bonds identify as net pledged revenues sales taxes imposed at a rate of one-eighth of one percent (.0125%) and income derived from any additional Sales Tax imposed by the County should the RTC Board choose to include the additional tax in pledged revenues. The RTC Board may elect to include additional taxes in pledged revenues for the remaining term of the 2010H bonds by adoption of a resolution or ordinance to include such tax.
- (4) The following limitations on bond coverage are calculated in these columns:
 - a. Nevada Revised Statutes 373.130 states that revenues from vehicle fuel tax must be adequate to meet the payment of outstanding debt as it becomes due.
 - b. Washoe County Bond Ordinance requires that the net pledged revenues derived in any twelve consecutive months of the last eighteen months of Fiscal Year immediately preceding the date of the issuance of such additional Parity Securities shall have been at least sufficient to pay an amount equal to 125% of the combined maximum annual principal and interest requirements of the outstanding bonds and any other outstanding parity securities of the County and the parity securities proposed to be issued (excluding any reserves therefor).
- (5) The Actual Bond Coverage and Excess Coverage are calculated as follows:
 - a. Bond Coverage – Actual is equal to the Total Net Pledged Fuel Tax Revenues divided by Total Debt Service.
 - b. Excess Coverage is equal to the difference between Bond Coverage – Actual and Bond Coverage – Required.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

DEMOGRAPHIC AND ECONOMIC STATISTICS

**Last ten fiscal years
(Dollars Expressed in Thousands)**

Fiscal Year	Population⁽¹⁾	Personal Income⁽²⁾	Per Capita Personal Income⁽²⁾	Median Age⁽³⁾	Total Labor Force⁽⁴⁾	Unemployment Rate⁽⁴⁾ (Percent)	Construction Activity - Total Value⁽⁵⁾	Number of New Family Units⁽⁵⁾
2017	459,142	\$ 21,265,239	\$ 48	37.5	223,409	4.0%	\$ 301,127	378
2016	451,248	\$ 20,164,911	\$ 51	37.5	213,923	6.4%	\$ 231,742	320
2015	444,008	\$ 19,077,494	\$ 48	37.4	213,773	6.4%	\$ 246,628	255
2014	436,647	\$ 18,832,669	\$ 48	37.6	206,624	7.2%	\$ 203,086	120
2013	433,731 ⁽⁶⁾	\$ 19,627,834 ⁽⁶⁾	\$ 45 ⁽⁶⁾	37.6	219,550	9.8%	\$ 126,468	74
2012	429,908 ⁽⁶⁾	\$ 18,656,484	\$ 45 ⁽⁶⁾	37.0	222,532	12.3%	\$ 95,876	83
2011	424,912 ⁽⁶⁾	\$ 18,121,519	\$ 43	37.2	225,481	13.2%	\$ 67,721	55
2010	422,029 ⁽⁶⁾	\$ 17,409,987	\$ 41	37.0	221,954	13.6%	\$ 55,952	36
2009	417,722	\$ 17,286,483	\$ 41	36.4	224,089	11.6%	\$ 85,657	103
2008	414,793	\$ 19,222,621	\$ 46	36.5	221,785	6.8%	\$ 202,519	240

Sources:

- ⁽¹⁾ Annual population for years 2007 and prior: Nevada Workforce Informer, Data Analysis 2010 US Census-Nevada
For years 2008 - 2013: Governor Certified Population of Nevada's Counties, Cities and Towns 2000 to 2013
2014: Washoe County Community Development, with projected growth rate applied to the 2010 US Census
FY 2015 - FY 2016: Nevada State Demographer's Office-NV Small Business Development Center
- ⁽²⁾ For FY 2012 and prior: U.S. Department of Commerce, Bureau of Economic Analysis (BEA)
For FY 2013 - FY 2014: Washoe County Community Development Demographic Information
FY 2014 - FY 2016: BEA 2012 Estimate with Compound Annual Growth Rate applied
- ⁽³⁾ For FY 2001 - FY 2007: Nevada State Demographer
For FY 2008: Demographics USA
For FY 2009 - FY 2013: Center for Regional Studies, University of Nevada, Reno
For FY 2014 - FY 2016: Trend applied to U.S. Census Bureau 2008-2012 American Community Survey 5-Year Estimates
- ⁽⁴⁾ Total represents the average labor force during the fiscal year. Nevada State Department of Employment, Training and Rehabilitation (DETR)
- ⁽⁵⁾ Washoe County Building and Safety Department
- ⁽⁶⁾ Prior fiscal year information has been restated to reflect actual amounts rather than estimates

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

PRINCIPAL EMPLOYERS

Current year and ten years ago

<u>Employer</u>	<u>December, 2016</u>			<u>December, 2007</u>		
	<u>Employees⁽¹⁾</u>	<u>Rank</u>	<u>Percentage of Total County Employment</u>	<u>Employees⁽¹⁾</u>	<u>Rank</u>	<u>Percentage of Total County Employment</u>
Washoe County School District	8,750	1	4.16%	8,750	1	3.93%
University of Nevada, Reno	4,750	2	2.26%	4,750	2	2.13%
Renown Medical Center ⁽²⁾	3,250	3	1.55%	2,750	5	1.15%
Washoe County	2,750	4	1.31%	3,250	3	1.42%
Peppermill Hotel Casino-Reno	2,250	5	1.07%	2,250	6	1.13%
Grand Sierra Resort & Casino ⁽³⁾	2,250	6	1.07%	-	-	1.22%
International Game Technology	1,750	7	0.83%	2,750	4	1.25%
Atlantis Casino Resort	1,750	8	0.83%	1,750	10	0.84%
Silver Legacy Resort Casino	1,750	9	0.83%	2,250	8	0.96%
St. Marys	1,750	10	0.83%	-	-	-
Integrity Staffing Solutions	-	-	-	2,250	7	1.03%
City of Reno	-	-	-	2,250	9	0.92%
Total Washoe County Covered Employment	210,251			219,501		

⁽¹⁾ Nevada Revised Statutes Chapter 612 stipulates that actual employment for individual employers may not be published. The Nevada Department of Employment Training and Rehabilitation publishes employee counts in ranges of 500. The number of employees are estimated using the midpoint.

⁽²⁾ In 2007, Washoe Medical Center became Renown Medical Center.

⁽³⁾ Reno Hilton is now the Grand Sierra Resort & Casino

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

FULL TIME EQUIVALENT GOVERNMENT EMPLOYEES BY DEPARTMENT

Last ten fiscal years

<u>Department</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
Executive	4.00	4.00	2.00	2.00	2.00	6.50	7.50	8.50	8.50	8.50
Administrative services	6.75	6.75	7.25	6.50	7.50	10.50	12.00	14.50	14.50	14.25
Marketing/Communications ⁽³⁾	0.00	0.00	0.00	0.00	0.00	6.00	6.00	8.00	8.00	7.00
Finance	13.00	13.00	13.00	14.00	12.00	16.00	15.00	16.00	16.00	16.00
Engineering/Facilities maintenance ⁽²⁾	17.00	17.00	17.00	17.00	17.00	20.00	28.00	31.25	31.25	31.25
Metropolitan Planning Organization	12.50	12.50	12.50	15.00	12.00	9.00	9.00	10.50	10.50	10.50
Public transportation and Operations ⁽¹⁾	<u>24.38</u>	<u>24.88</u>	<u>21.88</u>	<u>15.50</u>	<u>20.50</u>	<u>24.50</u>	<u>15.50</u>	<u>15.50</u>	<u>15.50</u>	<u>15.00</u>
Total Budgeted Employees ⁽⁴⁾	<u>77.63</u>	<u>78.13</u>	<u>73.63</u>	<u>70.00</u>	<u>71.00</u>	<u>92.50</u>	<u>93.00</u>	<u>104.25</u>	<u>104.25</u>	<u>102.50</u>
Total Actual Employees ⁽⁵⁾	<u>64.48</u>	<u>65.00</u>	<u>65.75</u>	<u>59.25</u>	<u>64.00</u>	<u>66.50</u>	<u>73.75</u>	<u>84.25</u>	<u>94.25</u>	<u>97.75</u>

⁽¹⁾ In FY2012, Public Transportation department became known as Public Transportation and Operations department.

⁽²⁾ In FY 2012, Facilities Maintenance moved from Engineering to Public Transportation and Operations department.

⁽³⁾ In FY 2012, Marketing department was dissolved. Staff moved to Planning and Public Transportation and Operations department.

⁽⁴⁾ Source: RTC Finance Department Budget documents

⁽⁵⁾ Source: Payroll FTE count as of June 30th.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

RIDE OPERATING STATISTICS

Last ten fiscal years

<u>Fiscal Year</u>	<u>Fleet Size⁽¹⁾</u>	<u>Revenue Miles</u>	<u>Revenue Hours</u>	<u>Passengers</u>	<u>Full Time Equivalent Employees (FTE)</u>			<u>Total FTE's</u>
					<u>Bus Operators</u>	<u>Maintenance Personnel</u>	<u>Other</u>	
2017	69	2,875,232	253,097	7,416,158	141.0	27.0	19.0	187.0
2016	72	2,887,039	252,943	7,715,419	164.0	38.0	20.0	222.0
2015	81	2,888,968	252,515	8,140,908	160.0	29.0	19.0	208.0
2014	82	2,871,913	251,899	8,165,335	160.0	31.0	18.5	209.5
2013	82	2,817,697	249,569	8,050,950	168.0	29.0	18.5	215.5
2012	82	2,851,407	252,827	7,973,480	153.5	25.0	19.0	197.5
2011	92	2,878,008	251,861	7,688,345	160.0	35.0	20.5	215.5
2010	79	2,931,074	246,285	7,474,905	170.0	35.0	21.5	226.5
2009	78	3,236,164	263,704	8,449,134	169.5	31.0	24.0	224.5
2008	81	3,613,707	288,661	9,056,533	191.5	40.0	24.0	255.5

(1) Includes Peak, Spares, and Contingency.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

ACCESS OPERATING STATISTICS

Last ten fiscal years

<u>Fiscal Year</u>	<u>Fleet Size⁽¹⁾</u>	<u>Revenue Miles</u>	<u>Revenue Hours</u>	<u>Passengers</u>	<u>Full Time Equivalent Employees (FTE)</u>			<u>Total FTE's</u>
					<u>Van Operators</u>	<u>Maintenance Personnel</u>	<u>Operations Personnel</u>	
2017	54	1,376,682	85,025	231,438	40.5	4.0	14.5	59.0
2016	63	1,383,323	83,112	224,812	47.5	3.0	17.0	67.5
2015	50	1,362,329	82,869	227,060	50.0	3.0	13.0	66.0
2014	50	1,378,237	84,165	239,457	43.0	5.0	12.0	60.0
2013	50	1,341,109	82,637	232,776	42.0	5.0	12.0	59.0
2012	45	1,281,359	81,119	222,593	42.0	5.0	12.0	59.0
2011	45	1,220,072	80,185	213,804	45.5	5.0	14.0	64.5
2010	45	1,262,611	79,611	221,609	42.0	4.0	13.0	59.0
2009	50	1,415,581	90,074	238,142	45.5	4.0	15.0	64.5
2008	50	1,415,418	94,692	241,799	53.0	5.0	15.0	73.0

(1) Includes Peak and Spares. Fiscal year 2017 includes 4 vans that are scheduled for disposal.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

CAPITAL ASSET INFORMATION⁽¹⁾

As of June 30, 2017

<u>Facilities</u>	<u>Year⁽²⁾</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>
2050 Villanova Drive, Reno NV 89502	1984	1	1	1	1	1	1	1	1	1	1
600 Sutro Street, Reno NV 89512	1993	1	1	1	1	1	1	1	1	1	1
1105 Terminal Way, Reno NV 89502	2000	1	1	1	1	1	1	1	1	1	1
40 East 4th Street, Reno NV 89501	1987	-	-	-	-	-	-	-	-	-	1
1421 Victorian Avenue, Sparks NV 89432	2009	1	1	1	1	1	1	1	1	1	-
200 East 4th Street, Reno NV 89501	2011	1	1	1	1	1	1	1	-	-	-
<u>Other assets</u>											
Number of RIDE Passenger Shelters ⁽³⁾		117	116	115	113	111	111	105	106	99	97
Number of RIDE revenue vehicles (fleet) ⁽⁴⁾		69	72	81	82	82	81	82	75	78	81
Number of ACCESS revenue vehicles (fleet) ⁽⁴⁾		54	63	50	50	50	45	45	45	50	50
Number of Maintenance & Operations staff vehicle ⁽⁵⁾		24	25	27	27	29	31	32	33	33	33

⁽¹⁾ More information about capital assets can be found in the notes to the financial statements.

⁽²⁾ Fiscal year facility was acquired or construction completed.

⁽³⁾ Shelter information includes only installed shelters and RAPID stations.

⁽⁴⁾ Revenue vehicles include active fleet only. Active fleet consists of Peak, spares, and contingency vehicles.

⁽⁵⁾ Staff vehicles include RIDE, ACCESS, and RTC support vehicles.



COMPLIANCE SECTION

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Regional Transportation Commission, Reno, Sparks, and Washoe County, Nevada (RTC) as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise RTC's basic financial statements, and have issued our report thereon dated November 20, 2017.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered RTC's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of RTC's internal control. Accordingly, we do not express an opinion on the effectiveness of RTC's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did identify a deficiency in internal control, described in the accompanying Schedule of Findings and Questioned Costs as item 2017-001 that we consider to be a material weakness.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether RTC's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

RTC's Response to Finding

RTC's response to the finding identified in our audit is described in the accompanying Schedule of Findings and Questioned Costs. RTC's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Crowe Horwath LLP

Crowe Horwath LLP

Sacramento, California
November 20, 2017

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM;
REPORT ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY UNIFORM GUIDANCE**

To the Commissioners
Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

Report on Compliance for Each Major Federal Program

We have audited Regional Transportation Commission's, Reno, Sparks and Washoe County, Nevada (RTC's) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of RTC's major federal programs for the year ended June 30, 2017. RTC's major federal programs are identified in the summary of auditor's results section of the accompanying Schedule of Findings and Questioned Costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of RTC's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about RTC's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of RTC's compliance.

Opinion on Each Major Federal Program

In our opinion, RTC complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2017.

Report on Internal Control over Compliance

Management of RTC is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered RTC's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of RTC's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Crowe Horwath LLP

Crowe Horwath LLP

Sacramento, California
November 20, 2017

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2017

Federal Grantor/Pass-Through Grantor Program Title	Federal C.F.D.A. Number	Grant / Agreement Number	Grant Award Amount	Federal Expenditures 2017	Amounts Passed through to Subrecipients
<u>U. S. Department of Transportation</u>					
<u>Federal Transit Administration</u>					
Direct Award					
Federal Transit Cluster					
Federal Transit - Capital Investment Grants	20.500	#NV-04-0014	\$ 615,250	\$ 91,778	\$ -
Federal Transit - Capital Investment Grants	20.500	#NV-04-0016	5,107,876	200,211	-
Federal Transit - Capital Investment Grants	20.500	#NV-04-0020	917,800	8,865	-
		Total Capital Investment	6,640,926	300,854	-
Direct Award					
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-90-0073	5,470,989	330,343	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-90-0074	5,782,863	1,919,720	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-90-0078	5,775,854	481,652	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-95-0006	23,110,000	1,587,805	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-95-0009	5,000,000	5,000,000	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-95-0013	3,800,000	598,419	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2016-006	6,120,979	5,231,290	-
Federal Transit - Urbanized Area Formula Grant	20.507	#NV-2017-013	6,375,105	1,770,331	-
		Total Urbanized Area Formula	61,435,790	16,919,560	-
Direct Award					
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-34-0004	641,564	100,772	-
Federal Transit - Bus & Bus Facilities Formula Grant	20.526	#NV-2016-011	616,642	72,757	-
		Total Bus & Bus Facilities Formula	1,258,206	173,529	-
		Total Federal Transit Cluster	69,334,923	17,393,943	-
Direct Award					
Transit Services Programs Cluster					
Job Access and Reverse Commute Program	20.516	#NV-37-0026	118,868	64,070	64,070
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	#NV-16-0004	500,228	129,690	129,690
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	#NV-2016-010	748,280	268,982	268,982
		Total Transit Services Programs Cluster	1,367,376	462,742	462,742

Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2017

Federal Grantor/Pass-Through Grantor Program Title	Federal C.F.D.A. Number	Grant / Agreement Number	Grant Award Amount	Federal Expenditures 2017	Amounts Passed through to Subrecipients
Direct Award					
National Infrastructure Investments					
Surface Transportation Infrastructure - Discretionary Grants for Capital Investments II	20.933	#NV-79-0003	16,000,000	4,440,602	-
Total National Infrastructure Investments			16,000,000	4,440,602	-
Direct Award					
Transit Investments for Greenhouse Gas and Energy Reduction or "TIGGER" Grants					
Capital Assistance for Reducing Energy Consumption and Greenhouse Gas Emissions	20.523	#NV-88-0001	4,650,523	16,340	-
Total Capital Assistance for Reducing Energy Consumption and Greenhouse Gas Emissions			4,650,523	16,340	-
Total Federal Transit Administration			91,352,822	22,313,627	462,742
<i>Federal Highway Administration</i>					
Passed through State of Nevada Department of Transportation					
Highway Planning and Construction Cluster					
Highway Planning and Construction Grant	20.205	#PR160-15-063	600,000	143,420	-
Highway Planning and Construction Grant	20.205	#PR325-16-063	855,000	468,039	-
Highway Planning and Construction Grant	20.205	#P461-07-063	9,761,464	322,061	-
Highway Planning and Construction Grant	20.205	#PR351-12-063	27,354,132	19,579,283	-
Highway Planning and Construction Grant	20.205	#PR308-13-063	475,000	6,822	-
Highway Planning and Construction Grant	20.205	#PR332-16-063	950,000	131,217	-
Highway Planning and Construction Grant	20.205	#PR314-14-063	1,282,500	53,328	-
Highway Planning and Construction Grant	20.205	#PR322-16-063	2,228,785	259,095	-
Highway Planning and Construction Grant	20.205	#PR109-16-804	1,950,800	960,480	-
Highway Planning and Construction Grant	20.205	#P448-15-063	940,367	173,797	-
Total Highway Planning and Construction Cluster			46,398,048	22,097,542	-
Total Federal Highway Administration			46,398,048	22,097,542	-
TOTAL EXPENDITURES OF FEDERAL AWARDS:			\$ 137,750,870	\$ 44,411,169	\$ 462,742

The notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule.

**Regional Transportation Commission
Reno, Sparks and Washoe County, Nevada**

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Year ended June 30, 2017

NOTE A – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the "Schedule") includes the federal grant activity of the Regional Transportation Commission (RTC) under programs of the federal government for the year ended June 30, 2017. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the RTC, it is not intended to and does not present the financial position, changes in net assets, or cash flows of the RTC.

RTC received federal awards both directly from federal agencies and indirectly through pass-through entities. Federal financial assistance provided to a subrecipient is treated as an expenditure when it is paid to the subrecipient.

NOTE B – SIGNIFICANT ACCOUNTING POLICIES

Governmental fund types account for the RTC's federal grant activity. Therefore, expenditures in the schedule of expenditures of federal awards are recognized on the accrual basis of accounting. The RTC's summary of significant accounting policies is presented in Note A in the RTC's basic financial statements.

The RTC has not elected to use the 10% de minimis cost rate.

Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments or the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

REGIONAL TRANSPORTATION COMMISSION
 RENO, SPARKS AND WASHOE COUNTY, NEVADA
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 Year ended June 30, 2017

Section I – Summary of Auditor’s Results

Financial Statements

Type of auditor's report issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified?

 X Yes No

Significant deficiency(ies) identified?

 Yes X None reported

Noncompliance material to financial statements noted?

 Yes X No

Federal Awards

Internal control over major programs:

Material weakness(es) identified?

 Yes X No

Significant deficiency(ies) identified?

 Yes X None reported

Type of auditors' report issued on compliance for major federal programs:

Unmodified

Any audit findings disclosed that are required to be Reported in accordance with 2 CFR 200.516(a)?

 Yes X No

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
-----------------------	---

20.205 20.933	Highway Planning and Construction Cluster National Infrastructure Investments
------------------	--

Dollar threshold used to distinguish between type A and type B programs:

\$1,332,335

Auditee qualified as low-risk auditee?

 Yes X No

REGIONAL TRANSPORTATION COMMISSION
RENO, SPARKS AND WASHOE COUNTY, NEVADA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2017

Section II – Financial Statement Findings

Finding 2017-001 – Payments to Vendors

Criteria: Management is responsible for establishing and maintaining an effective system of internal control over financial reporting. Ensuring that payments are made only to authorized individuals or entities is a key component of effective internal control over financial reporting.

Condition: During the current year under audit, the Regional Transportation Commission (RTC) discovered it was the victim of an email fraud scheme. RTC received an email purportedly from one of RTC's vendors, requesting that all future payments to the vendor be processed electronically (via ACH) rather than through manual checks. When the vendor submitted a routine invoice for payment a few weeks later, RTC paid the invoice as requested, through an ACH payment to an account provided by the requester. RTC later discovered that the bank account to which they sent the ACH payment, was not an authorized account of the vendor.

Effect: A vendor payment was made to an authorized entity resulting in an original loss of \$1.4 million to RTC a portion of which was subsequently recovered.

Cause: RTC made changes to an existing vendor's payment terms without verifying the authenticity of the request for change with a known vendor contact. RTC did not have an internal control in place to appropriately segregate duties related to the process of the initiating and approving vendor file changes.

Recommendation: We recommend RTC strengthen controls over payments to vendors by requiring that all changes to payment terms be verified through known vendor contacts and approved by an RTC individual other than the individual making the change to the vendor file.

Views of responsible officials and planned corrective action: Management agrees with this finding. See corrective action plan.

Section III – Federal Award Findings and Questioned Costs

None noted.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

CORRECTIVE ACTION: PROCEDURE FOR EXISTING VENDOR CHANGES

CONTACT: Stephanie Haddock, Director of Finance/CFO

COMPLETION DATE: November 30, 2017

During the audited fiscal year and immediately upon discovering a weakness in RTC's internal controls for existing vendor changes, the RTC established, implemented, and has maintained a new procedure for existing vendor changes.

Three individuals within the department have the capability to make changes to vendors in the Costpoint accounting system, Procurement Analyst, Administrative Assistant, and Accounts Payable Supervisor. These individuals get vendor change requests generally from the Accounts Payable Specialist.

All requests for changes to the master vendor file in the Costpoint accounting system including but not limited to: form of payment, address, phone numbers, contact name, contact email and business name must be done through the vendor request form and where applicable an amendment to vendor contract.

If the vendor change request comes by mail, fax or email, it must be verified by a phone call to known business contacts. If the request comes by phone, it must be verified by email to known business contacts. If vendor is requesting a change to their business name and/or tax identification number, a new completed W-9 form must be submitted and checked via the IRS e-services website by the Accounts Payable Supervisor.

The Accounts Payable Specialist is responsible for filling out the vendor change request form. Requests for a new completed W-9 form and DBE check shall be made by the Procurement Analyst. Requests requiring an amendment to vendor contract shall be done by the Procurement Administrator. Vendor form and associated backup (W-9, contract amendment, letter, email, fax, etc.) is then given to Accounts Payable Supervisor for verification and approval. Approved vendor form is then given to Procurement Analyst for data entry into the Costpoint accounting system. If Procurement Analyst is not available, then Administrative Assistant or Accounts Payable Supervisor can data entry vendor changes into the Costpoint system.

Periodically, the master vendor file is reviewed and cleaned up. All vendors with activity more than three years in the past were placed on inactive status. As employees terminate, their vendor files are placed on inactive status.

REGIONAL TRANSPORTATION COMMISSION
RENO, SPARKS AND WASHOE COUNTY, NEVADA
SCHEDULE OF PRIOR YEAR FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2017

Finding 2016-001:

Condition: The 2016 audit report reflected the following condition:

“Subsequent to year end, the Regional Transportation Commission (RTC) discovered it was the victim of an email fraud scheme. RTC received an email purportedly from one of RTC’s vendors, requesting that all future payments to the vendor be processed electronically (via ACH) rather than through manual checks. When the vendor submitted a routine invoice for payment a few weeks later, RTC paid the invoice as requested, through an ACH payment to an account provided by the requester. RTC later discovered that the bank account to which they sent the ACH payment, was not an authorized account of the vendor.”

Status: The transaction occurred during fiscal year 2017. Therefore, the condition existed during the current reporting period. Finding 2017-001 and the corrective action plan provides an update on management’s response to the finding.



rtcwashoe.com

Your RTC. Our Community.

