



**REGIONAL TRANSPORTATION  
COMMISSION OF SOUTHERN NEVADA**

A COMPONENT UNIT OF CLARK COUNTY, NEVADA

**COMPONENT UNIT  
FINANCIAL STATEMENTS**

FOR THE FISCAL YEAR ENDED  
**JUNE 30, 2021**





LAKE MEAD PKWAY | SB

LAKE MEAD PKWAY | SB

BHX

**REGIONAL TRANSPORTATION  
COMMISSION OF SOUTHERN NEVADA**

**A COMPONENT UNIT OF CLARK  
COUNTY, NEVADA**

**COMPONENT UNIT FINANCIAL  
STATEMENTS**

**FOR THE FISCAL YEAR ENDED  
JUNE 30, 2021**



Prepared by the Department of Finance

Las Vegas, Nevada

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**JUNE 30, 2021**

**Table of Contents**

	<u>Page No.</u>
Officials	1
Financial Section:	
Independent Auditor's Report	2 - 4
Management's Discussion and Analysis	5 - 20
Basic Financial Statements:	
Government-Wide Financial Statements:	
Statement of Net Position	21 - 22
Statement of Activities	23
Fund Financial Statements:	
Governmental Funds – Balance Sheet	24
Reconciliation of the Balance Sheet to the Statement of Net Position	25
Governmental Funds – Statement of Revenues, Expenditures and Changes in Fund Balances	26
Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances to the Statement of Activities	27
Proprietary Fund – Statement of Net Position	28 - 29
Proprietary Fund – Statement of Revenues, Expenses and Changes in Net Position	30
Proprietary Fund – Statement of Cash Flows	31
Notes to Financial Statements	32 - 72
Required Supplementary Information	
Schedule of Changes in Total OPEB Liability and Related Ratios	73 - 74
Schedule of Employer Contributions	75
Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual:	
Regional Transportation Commission Fund	76
Regional Transportation Fund	77
Schedule of Proportionate Share of the Net Pension Liability	78
Schedule of Defined Benefit Plan Contributions	79
Notes to Required Supplementary Information	80 - 81

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
JUNE 30, 2021**

**Table of Contents (continued)**

	<u>Page No.</u>
Other Supplementary Information	
Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual:	
RTC Bonds Fund	82
RTC Reserve Fund	83
Highway Improvement Acquisition Fund	84
RTC Highway Improvement Fund	85
Schedule of Revenues, Expenses and Changes in Net Position – Budget and Actual – Public Transit Fund	86
Schedule of Cash Flows – Budget and Actual – Public Transit Fund	87
Schedule of Motor Vehicle Fuel Taxes and Indexed Fuel Taxes	88
Schedule of Sales Tax Collections	89



# REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

A COMPONENT UNIT OF CLARK COUNTY, NEVADA

## RTC BOARD OF COMMISSIONERS

### CHIEF EXECUTIVE OFFICER



MJ Maynard, Chief Executive Officer  
Regional Transportation Commission  
of Southern Nevada

### COUNTY COMMISSIONERS

Marilyn Kirkpatrick, Chairman  
James B. Gibson, Vice Chairman  
Michael Naft  
Ross Miller  
William McCurdy II  
Tick Segerblom  
Justin Jones



Debra March, Chairwoman  
Mayor of Henderson



Justin Jones, Vice-Chair  
Clark County Commissioner



Carolyn Goodman  
Mayor of Las Vegas



Tick Segerblom  
Clark County Commissioner



Issac Barron  
North Las Vegas Councilman



Stavros Anthony  
Las Vegas Mayor Pro Tem



George Gault  
Mesquite Councilman



Kiernan McManus  
Mayor of Boulder City

# CARES

The Coronavirus Aid, Relief, and Economic Security Act



U.S. Department of Transportation  
Federal Transit Administration

THE  
AMERICAN  
RESCUE  
PLAN

# American Rescue Plan Act of 2021



U.S. Department of Transportation  
Federal Transit Administration



CRRSAA



U.S. Department of Transportation  
Federal Transit Administration



# FINANCIAL SECTION



## INDEPENDENT AUDITOR'S REPORT

Board of Commissioners  
Regional Transportation Commission of Southern Nevada  
Las Vegas, Nevada

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities, the business-type activities, and each major fund of the Regional Transportation Commission of Southern Nevada (RTC), a component unit of Clark County, Nevada, as of and for the year ended June 30, 2021, 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.

---

(Continued)

## ***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, and each major fund of the RTC, as of June 30, 2021, and the respective changes in financial position and, where applicable, cash flows thereof 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 management's discussion and analysis and required supplementary information, 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 accompanying other supplementary information, such as the officials schedule, budgetary comparison information, schedule of motor vehicle fuel taxes and indexed fuel taxes, and schedule of sales tax collections are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The 2021 budgetary comparison information on pages 82 through 87 is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the 2021 basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the 2021 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 2021 basic financial statements or to the 2021 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 2021 budgetary comparison information is fairly stated, in all material respects, in relation to the 2021 basic financial statements as a whole.

We have previously audited, in accordance with auditing standard generally accepted in the United States of America, the basic financial statements of the RTC as of and for the year ended June 30, 2020 (not presented herein), and have issued our report thereon dated October 30, 2020, which contained unmodified opinions on the respective financial statements of the governmental activities, the business-type activities, and each major fund of the RTC. The 2020 Actual columns within the budgetary comparison schedules on pages 82 through 87 (referred to collectively as "Prior Year Comparative Information") are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is 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 as of and for the year ended June 30, 2020 ("2020 basic financial statements"). The Prior Year Comparative Information has been subjected to the auditing procedures applied in the audit of the 2020 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 2020 basic financial statements or to the 2020 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 Prior Year Comparative Information is fairly stated, in all material respects, in relation to the 2020 basic financial statements as a whole.

The officials schedule, schedule of motor vehicle fuel taxes and indexed fuel taxes and schedule of sales tax collections, as listed in the table of contents, 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.

#### **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated October 28, 2021 on our consideration of the 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 the effectiveness of the RTC's 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 the RTC's internal control over financial reporting and compliance.



Crowe LLP

Costa Mesa, California  
October 28, 2021

**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**(Unaudited)**  
**June 30, 2021**

The Management's Discussion and Analysis (MD&A) of the Regional Transportation Commission of Southern Nevada's (RTC) financial performance provides an introduction and overview to the financial statements of the RTC for the fiscal year ended June 30, 2021. The information contained in this MD&A should be considered in conjunction with the information contained in the financial statements and accompanying notes in this report.

**FINANCIAL STATEMENTS**

The RTC's financial statements are prepared in accordance with accounting principles generally accepted in the United States as promulgated by the Governmental Accounting Standards Board (GASB). The RTC is structured with several governmental funds for administration, debt service, street and highway construction, and one proprietary fund for public transit operations. In the proprietary fund and government-wide financial statements, revenues are recognized when earned, not when received and expenses are recognized when incurred, not when paid. Capital assets, except land and construction in progress, are depreciated over their estimated useful lives. A portion of net position is restricted for debt service and for street and highway projects. See the financial statement notes for a summary of the RTC's significant accounting policies. The following is a brief discussion of the structure of the basic financial statements:

Government-wide Financial Statements

The government-wide financial statements are designed to provide a broad overview of the RTC's finances. These statements are structured around the primary government. They are further divided into governmental activities and business-type activities. Governmental activities are those generally supported through taxes and intergovernmental revenues, while business-type activities are those for which a fee is charged for goods or services received, and can be subsidized with taxes.

The statement of net position presents information on all of the RTC's assets, deferred outflows of resources, liabilities and deferred inflows of resources, with the difference between assets plus deferred outflows of resources and liabilities plus deferred inflows of resources, as net position. Net position is segregated into three components: net investment in capital assets, restricted, and unrestricted net position.

The statement of activities presents information showing how the RTC's net position changed during the fiscal year. All changes in net position are reported when the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, there are some revenues and expenses reported in this statement that will result in cash flows in future fiscal periods.

## Fund Financial Statements

Fund financial statements provide detailed information about the RTC's funds. The RTC has two categories of funds.

**Governmental Funds** – Funds that are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements described above. However, unlike the government-wide financial statements, governmental fund financial statements use the modified accrual basis of accounting, which focuses on near-term inflows and outflows of available resources, as well as on balances of available resources at the end of the fiscal year. To provide a better understanding of the relationship between the governmental fund financial statements and government-wide financial statements, reconciliations are provided detailing the differences between the two financial statements' balances and results.

**Proprietary Funds** – Funds that focus on the determination of operating income, changes in net position (or cost recovery), financial position, and cash flows are reported for proprietary funds. The RTC has one type of proprietary fund, an enterprise fund. Enterprise funds are used to report an activity where fees are charged to external users. The RTC's sole enterprise fund, the Public Transit Fund, is used to account for transit operations.

## **FINANCIAL HIGHLIGHTS**

The governmental activities of the RTC consist of two highway improvement funds, two debt service funds, and two funds utilized to account for administration of the RTC and distribution of a portion of the sales and excise tax revenue. The RTC funds a portion of street and highway projects for Clark County, the City of Las Vegas, City of Henderson, City of North Las Vegas, City of Boulder City, City of Mesquite, Bunkerville, Indian Springs, Laughlin, Moapa, Moapa Valley, Mt. Charleston, and Searchlight, (collectively referred to as the Jurisdictions) through a nine cent motor vehicle fuel tax, an indexed fuel tax, and a portion of the sales and excise tax revenue allocated to the RTC Highway Improvement Fund. The business-type activities consist solely of the RTC Public Transit System, accounted for in an enterprise fund. The continued construction of streets and highways, public transit facilities, and the acquisition of public transit equipment accounts for the majority of the changes in the balances reported in the statement of net position.

**General.** The spread of the novel strain of coronavirus called COVID-19 ("COVID-19") is having significant negative impacts throughout the world, including within the State of Nevada and Clark County. To date there have been numerous cases and deaths from COVID-19 in the State, including the County. The County's economy is heavily dependent on tourism and gaming and the impacts of the spread of COVID-19 and federal, State and local actions related thereto and its adverse effect on the level of economic activity within the County could continue to impact the RTC's financial operations.

**State Response.** On March 12, 2020, the Governor of the State (the "Governor") issued an emergency declaration (the "Declaration") pursuant to State law in response to the outbreak of COVID-19 to, among other actions, activate the State Emergency Operations Center in an effort to provide a more centralized response to the outbreak, and suspend the standard procurement process for the State to allow for a more expedited process to purchase, as necessary, emergency food supplies, services and equipment by the Administrator of the State Purchasing Division.

On March 17, 2020, and in several directives that followed in March and April, the Governor directed that (i) all businesses other than essential businesses and services (which essential businesses and services include pharmacies, grocery stores, drug and convenience stores, banks and financial institutions, hardware stores, and gas stations, and fire, police, transit, and health care services) remain closed; and (ii) citizens should avoid all social gatherings and maintain social distancing for non-family members (collectively, the “Stay Home Directive”). The implementation of the Declaration led to the closure of most resorts and casinos during the third week of March 2020 as well as a severe decline in economic activity within the County.

On June 4, 2020, certain casinos and resorts within the County resumed limited operations with measures in place to encourage social distancing and sanitizing of common areas. While many businesses and public facilities have reopened, some restrictions remain in place.

On October 26, 2020, the Governor announced a statewide vaccine distribution program. The plan distributes a vaccine to healthcare workers and vulnerable populations first, then expands to include retail workers, teachers, and some university staff.

On February 12, 2021, the Governor announced he would begin lifting coronavirus restrictions over a three-month period beginning Feb. 15. The capacity limit on bars and restaurants increased from 25% to 35%, and the limit on private outdoor gatherings increased from 10 to 25. The new rules also allow houses of worship, casino floors, and gyms to operate at 35% capacity. The Governor said he would loosen restrictions again on March 15 and May 1.

On April 13, 2021, the Governor announced that beginning May 1 governance over most public health orders would transition from the state to local counties allowing them to ease restrictions at the pace they see fit. This excluded the mask mandate, which remained in force statewide until further notice. The Governor expected all counties to have lifted restrictions by June 1, 2021.

On June 1, 2021, Clark County ended all other COVID-19 restrictions. Statewide cases and hospitalizations began to rise later that month, mainly due to vaccine hesitancy and the emergence of the Delta variant. By July 2021, Nevada's infection rate was among the worst in the U.S., reaching its highest level since February. Facemasks were mandated again for indoor settings in counties where the infection rate was high. Clark County saw a particularly high number of cases, due to its population density, low vaccination rates, and tourism industry.

The Delta variant caused an increase in the number of breakthrough infections, and Nevada sought federal assistance for testing and vaccination efforts. The rise in cases and hospitalizations continued into August 2021, with the Delta variant accounting for nearly all cases. In Clark County, cases and hospitalizations began to decrease later in the month, while hospitalizations remained high in Washoe County and rural counties in northern Nevada.

Statewide, cases saw a decline during September 2021. Clark County Commission declared COVID-19 misinformation a public health crisis, becoming one of the few U.S. jurisdictions to do so. The declaration was essentially a statement with no ramifications for those who spread inaccurate information. Cases continued their decline in October 2021, following increased vaccination efforts. With more than half of the state vaccinated, the Governor said he did not expect to issue any new pandemic restrictions.

***Effect on RTC's Operations.*** The pandemic has taken its toll on the RTC. In order to limit the spread of COVID-19, the Governor of the State of Nevada ordered a statewide closure of all schools and non-essential businesses beginning March 18, 2020. Since then a number of directives have been issued by the Governor, allowing for a measured reopening approach. As a result of these mitigation measures, the southern Nevada economy has been strained.

***Revenue Impacts to the RTC.*** Sales tax, fuel tax and transit fee revenues constitute the RTC's primary sources of revenue. In comparing fiscal year 2021 with fiscal year 2020, Sales tax increased by 8.5%, Motor Vehicle Fuel Tax (MVFT) revenues declined by 0.6%, Indexed Fuel Tax 1 (IFT 1) increased by 7.0%, Indexed Fuel Tax 2 (IFT 2) increased by 48.6%, mainly due to a scheduled rate increase, and transit fares declined by 25.5%. Management believes that federal stimulus programs have bolstered retail sales in Clark County helping to mitigate the economic strain of the pandemic.

The RTC received a total of \$112.3 million from the Federal Transit Administration under the Coronavirus Aid, Relief, and Economic Security (CARES) Act that will significantly support in operating the Public Transit System. Of the \$112.3 million, the RTC has recognized \$63.6 million of the grant as revenue in the current fiscal year and \$48.7 in fiscal year 2020.

The RTC will receive a total of \$60.1 million from the Federal Transit Administration under the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act of 2021 that will significantly support in operating the Public Transit System. Of the \$61.1 million, the RTC has recognized \$59.1 million of the grant as revenue in the current fiscal year.

The RTC will receive a total of \$131.1 million from the Federal Transit Administration under the American Rescue Plan (ARP) Act of 2021 that will significantly support in operating the Public Transit System. Of the \$131.1 million, the RTC has recognized \$1.6 million of the grant as revenue in the current fiscal year.

***Expense Impacts to the RTC.*** To address the impact of COVID-19, RTC reduced operating expenses and cut or delayed capital projects in the Public Transit Fund. The RTC also laid off or furloughed about 15% of its work force, implemented a hiring freeze, reduced management pay by 3.5% to 5%, and negotiated a 0% Cost of Living Adjustment (COLA) and a 5% concession with the employees' labor union.

Condensed Statements of Net Position  
June 30, 2021 and 2020

	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
<b>ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>						
Current and other assets	\$ 456,117,630	\$ 444,340,471	\$ 359,268,631	\$ 196,190,668	\$ 815,386,261	\$ 640,531,139
Net capital assets	12,585,329	13,369,970	410,718,828	423,356,301	423,304,157	436,726,271
Total assets	468,702,959	457,710,441	769,987,459	619,546,969	1,238,690,418	1,077,257,410
Deferred outflows of resources	19,889,309	19,650,750	5,826,819	5,650,174	25,716,128	25,300,924
Total assets and deferred outflows of resources	\$ 488,592,268	\$ 477,361,191	\$ 775,814,278	\$ 625,197,143	\$ 1,264,406,546	\$ 1,102,558,334
<b>LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>						
Long-term liabilities	\$ 877,992,463	\$ 849,692,140	\$ 32,074,470	\$ 29,275,347	\$ 910,066,933	\$ 878,967,487
Other liabilities	71,506,169	81,309,375	34,250,587	21,275,332	105,756,756	102,584,707
Total liabilities	949,498,632	931,001,515	66,325,057	50,550,679	1,015,823,689	981,552,194
Deferred inflows of resources	5,547,544	6,807,265	5,213,719	6,158,910	10,761,263	12,966,175
Total liabilities and deferred inflows of resources	955,046,176	937,808,780	71,538,776	56,709,589	1,026,584,952	994,518,369
<b>NET POSITION</b>						
Net investment in capital assets	12,585,329	13,369,970	401,498,990	415,382,916	414,084,319	428,752,886
Restricted	366,129,678	347,563,564	-	-	366,129,678	347,563,564
Unrestricted (deficit)	(845,168,915)	(821,381,123)	302,776,512	153,104,638	(542,392,403)	(668,276,485)
TOTAL NET POSITION	\$ (466,453,908)	\$ (460,447,589)	\$ 704,275,502	\$ 568,487,554	\$ 237,821,594	\$ 108,039,965

### **Governmental Activities**

In June of 2013, the Nevada State Legislature passed Assembly Bill No. 413 authorizing Clark County to impose additional taxes on fuels, gasoline, diesel, compressed natural gas, and liquefied petroleum gas, for motor vehicles referred to as Indexed Fuel Tax. Under Indexed Fuel Tax, fuel taxes are increased annually by the ten-year rolling average of the Producer Price Index for non-residential construction not to exceed 7.8%. On September 3, 2013, the Clark County Commission adopted Ordinance No. 4126, which imposed the IFT 1 commencing on January 1, 2014 and further increases were calculated and imposed on July 1, 2014, July 1, 2015, and July 1, 2016 to a maximum 10 cents per gallon of additional fuel tax. The RTC receives 8.8 cents and Clark County receives 1.2 cents of the 10 cents.

In November, 2016 the voters in Clark County approved additional indexing of fuel taxes that became effective July 1, 2017 and terminates after 2026 unless a proposal to continue the indexing is approved by a majority of voters in Clark County at the November 3, 2026 general election. On March 21, 2017, the Clark County Commission adopted Ordinance No. 4466, which continued the Indexed Fuel Taxes (IFT 2) commencing on July 1, 2017. In addition to the 7.8% limit on annual fuel tax rate increases, the Clark County Commission imposed an additional annual limit of 4 cents per gallon on fuel sold.

- The 5.9% decrease in net capital assets was mainly due to approximately \$785,000 in depreciation recorded.
- The 1.2% increase in deferred outflows of resources is primarily due to an increase of approximately \$1,069,000 as a direct result of GASB Statement No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* and the amortization of deferred outflow of resources related to bond refunding of approximately \$435,000 with an offset adjustment of approximately \$1,265,000 to the deferred outflow of resources related to pensions in accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*. In fiscal year 2021, the RTC refunded Sales and Excise Tax Series 2010C bonds.

- The increase in long-term liabilities is due to refunding Sales and Excise Tax Series 2010C amounting to \$140,560,000 by issuing MVFT refunding bond Series 2020C amounting to \$91,590,000 with a premium of approximately \$26,200,000, the issuance of IFT2 bond Series 2021 amounting to \$100,000,000 with a premium of approximately \$15,200,000, an increase in net pension liability of approximately \$1,100,000 as a direct result of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* and an increase in total OPEB liability of approximately \$2,200,000 as a direct result of GASB Statement No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* with an offset on regularly scheduled payment of principal for bonds amounting to \$55,885,000 and amortization of premiums and discount of approximately \$11,700,000.
- The 12% decrease in other liabilities was primarily due to a decrease of approximately \$8,800,000 in accounts payable related to streets and highways construction activity toward the end of the fiscal year 2021 and decrease of approximately \$1,200,000 in accrued interest due to a lower revenue and refunding bond balance.
- The 19% decrease in deferred inflows of resources was primarily due to a reduction of the deferred inflows related to other postemployment benefits of approximately \$444,000 as a direct result of GASB Statement No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* with an offset of approximately \$815,000 to the deferred inflow of resources related to pensions in accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*.
- Restricted net position is mostly comprised of net resources for the Jurisdictions' street and highway projects and debt service. Available resources for the Jurisdictions' street and highway projects increased by approximately \$18,500,000 mainly due to refunding Sales and Excise Tax Series 2010C amounting to \$140,560,000 by issuing MVFT refunding bond Series 2020C amounting to \$91,590,000 with a premium of approximately \$26,200,000 and the issuance of IFT2 bond Series 2021 amounting to \$100,000,000 with a premium of approximately \$15,200,000.
- The RTC reimburses the Jurisdictions for approved expenditures on street and highway projects, and the Jurisdictions retain and maintain the improved assets. The RTC's borrowing to help fund jurisdictional street and highway improvement projects contributes to the accumulated deficit in the RTC governmental funds as the resulting debt is retained and serviced by the RTC. The increase in the unrestricted deficit is due to the issuance of MVFT refunding bond Series 2020C and Fuel Tax Indexing Bond Series 2021 with an offset of scheduled principal payments as discussed above under long-term liabilities.

### **Business-Type Activities**

- Current and other assets increased primarily due to an increase in cash of approximately \$153,000,000 as a direct result of reimbursement from the federal government related to the CARES Act, CRRSA Act and ARP Act and an increase in sales tax receivable due to the influx of federal stimulus funding. In fiscal year 2021, RTC received approximately \$88,700,000 in cash reimbursement and recorded a receivable of approximately \$20,700,000 from the CRRSA Act and ARP Act funds.
- The increase in deferred outflows of resources is primarily due an adjustment of approximately \$999,000 in deferred outflows related to other postemployment benefits as a direct result of GASB Statement No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* with an offset of approximately \$823,000 to the deferred outflow of resources related to

pensions in accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*.

- Long-term liabilities increased due to an adjustment in the other postemployment benefits of approximately \$1,900,000 as a direct result of GASB Statement No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, an adjustment of approximately \$696,000 to the net pension liability in accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* and an increase in compensated absences of approximately \$185,000.
- The increase in other liabilities is primarily due to an increase in accounts payable of approximately \$12,900,000, which is mainly due to significant increase in transit services and equipment procurement in fiscal year 2021.
- The decrease in deferred inflows of resources was primarily due to an adjustment to deferred inflows related to pension of approximately \$530,000 in accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* with an offset to the recording of deferred inflows related to other postemployment benefits of approximately \$415,000 as a direct result of GASB Statement No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.
- The net position amounts fluctuated in relation to current and other assets and capital assets as described previously.

Condensed Statements of Activities  
For the years ended June 30, 2021 and 2020

	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
<b>PROGRAM REVENUES</b>						
Charges for services	\$ -	\$ -	\$ 60,972,947	\$ 64,535,635	\$ 60,972,947	\$ 64,535,635
Operating grants and contributions	3,751,837	3,528,604	124,483,262	48,771,941	128,235,099	52,300,545
Capital grants and contributions	22,519,807	15,646,277	40,270,528	13,643,296	62,790,335	29,289,573
<b>GENERAL REVENUES</b>						
Motor vehicle fuel tax	182,185,592	168,732,321	-	-	182,185,592	168,732,321
Jet-aviation fuel tax	2,747,757	3,224,947	-	-	2,747,757	3,224,947
Sales and excise tax	57,644,108	53,127,502	172,932,325	159,382,503	230,576,433	212,510,005
Interest income	(1,755,759)	14,296,257	2,707,677	4,824,965	951,918	19,121,222
Other	5,058,663	6,126,036	115,589	169,146	5,174,252	6,295,182
	<u>272,152,005</u>	<u>264,681,944</u>	<u>401,482,328</u>	<u>291,327,486</u>	<u>673,634,333</u>	<u>556,009,430</u>
<b>EXPENSES</b>						
Public works	268,798,783	282,364,899	-	-	268,798,783	282,364,899
Interest on long-term debt	21,239,420	28,570,924	-	-	21,239,420	28,570,924
Public transit	-	-	253,814,501	272,296,332	253,814,501	272,296,332
	<u>290,038,203</u>	<u>310,935,823</u>	<u>253,814,501</u>	<u>272,296,332</u>	<u>543,852,704</u>	<u>583,232,155</u>
Changes in net position before transfers	(17,886,198)	(46,253,879)	147,667,827	19,031,154	129,781,629	(27,222,725)
Net transfers	<u>11,879,879</u>	<u>14,900,000</u>	<u>(11,879,879)</u>	<u>(14,900,000)</u>	<u>-</u>	<u>-</u>
Change in net position	(6,006,319)	(31,353,879)	135,787,948	4,131,154	129,781,629	(27,222,725)
Net position - beginning	<u>(460,447,589)</u>	<u>(429,093,710)</u>	<u>568,487,554</u>	<u>564,356,400</u>	<u>108,039,965</u>	<u>135,262,690</u>
Net position - ending	<u>\$ (466,453,908)</u>	<u>\$ (460,447,589)</u>	<u>\$ 704,275,502</u>	<u>\$ 568,487,554</u>	<u>\$ 237,821,594</u>	<u>\$ 108,039,965</u>

Fluctuations in revenues and expenses for fiscal year 2021 compared to fiscal year 2020 are explained below.

#### Governmental Activities

- During fiscal year 2021, UPWP grant reimbursement increased approximately \$250,000 from more ongoing studies.
- RTC and Nevada Department of Transportation (NDOT) entered into an inter-local “Advanced Construction” agreement where RTC has the construction performed in advance of NDOT reimbursements. This agreement was entered into for the construction of the Boulder City Bypass/I-11 project. NDOT agreed to reimburse the RTC for 95% of I-11 expenditures up to approximately \$233,506,000 with federal Surface Transportation Program (STP) funds over an eight-year period that began in 2014. The reimbursement is limited to the amount of STP funds NDOT has received from the Federal Highway Administration and that are available to pay out. In fiscal year 2021, NDOT made the final reimbursement of \$22,509,807 to the RTC for the I-11 project. The Boulder City Bypass project was officially opened in August 2018.
- Motor vehicle fuel tax revenue increased mainly due to approximately \$9,200,000 in refunds not taken by distributors of special fuel subject to the IFT. The maximum amount of IFT for special fuels that is subject to refund is 20% per NRS 373.083,1(c). The Department of Motor Vehicles withholds the 20% throughout the year, and if the refunds are not applied for and given to the distributors, they are remitted to the RTC.

- Jet-aviation fuel tax revenue decreased by 14.8% mainly due to the impact of the COVID-19 pandemic on operations at McCarran International Airport.
- Sales and excise tax revenue increased by 8.5% mainly due to the impact of the federal stimulus funds paid to individuals, small businesses, corporations and local and state government.
- The decrease in interest income was mainly due to GASB 31 adjustments by the Clark County Treasurer. In compliance with GASB 31 and in accordance with RTC accounting policies summarized in the accompanying notes, the RTC accounts for market fluctuations in the interest income accounts.
- The decrease in other income was mainly due to the reduction in Build America Bonds rebate of approximately \$1,650,000 due to the refunding of Sales and Excise Tax Revenue Bonds, Series 2010C of approximately \$140,560,000 with an offset of approximately \$770,000 for right of way reimbursement.
- Spending on public works decreased by 5.1% primarily due to the RTC and the members jurisdictions decreasing their efforts to improve and build roadways from the sales tax funds and redirecting all projects, if eligible, to use available indexed fuel tax and motor vehicle fuel tax revenues, bond proceeds and cash balances.
- The decrease in interest on long-term debt was mainly attributable to refunding of Sales and Excise Tax Revenue Bonds, Series 2010C of approximately \$140,560,000 and the final payment on Sales and Excise Tax Revenue Bonds, Series 2010B of approximately \$11,5395,000.
- The 20.3% decrease in net transfers was mainly attributable to management reducing funds needed to cover general fund expenses.

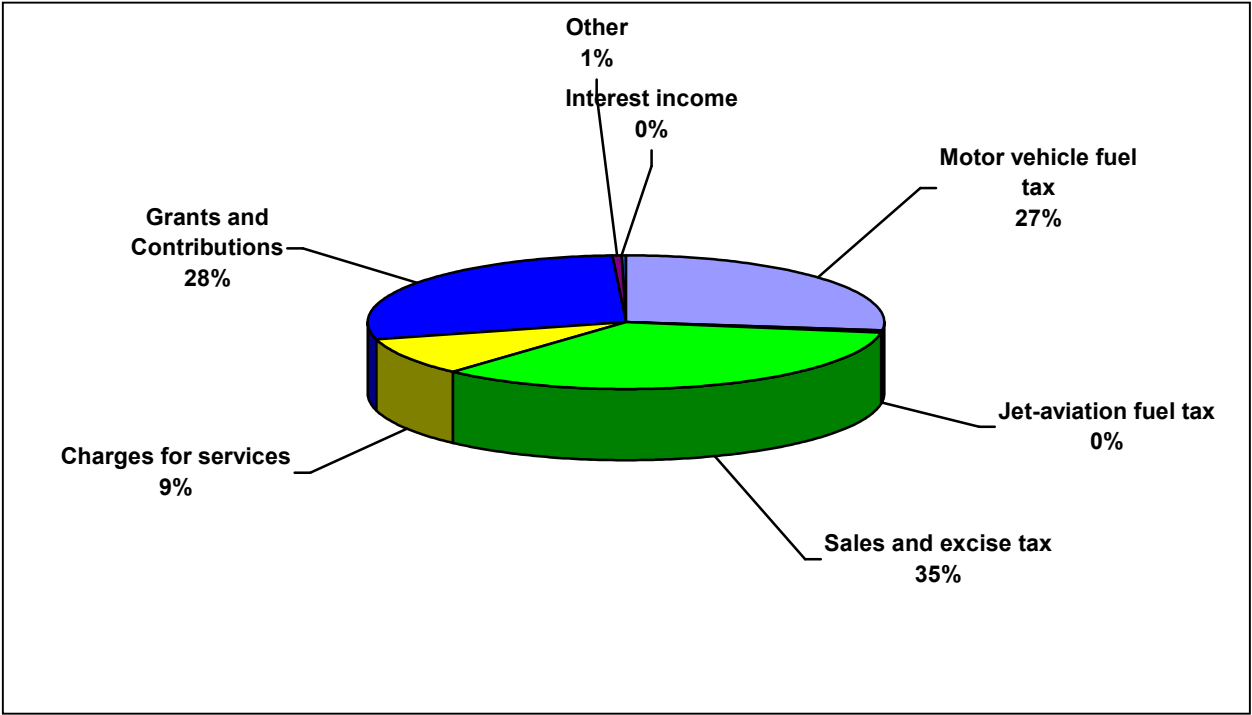
#### Business-Type Activities

- Charges for services decreased approximately \$3,600,000 for fiscal year 2021. Charges for services include transit fees paid for rides on the public transit system and advertising on the buses and bus shelters. Due to the COVID-19 pandemic as stated in the financial highlights section, the RTC experienced a decrease in transit fare revenue of approximately \$13,900,000 for the entire system in fiscal year 2021 with an offset of \$13,400,000 from IRS CNG excise tax rebates. The RTC also recorded a decrease in reimbursement for Medicaid rides of approximately \$1,600,000 and a decrease of approximately \$1,100,000 from vehicle wrap advertising revenue.
- Capital grants revenue for business-type activities fluctuates annually based on the volume of capital procurements and the timing of grant awards. The increase in capital grants in fiscal year 2021 is primarily due to grant award and reimbursement for 30 fixed route compressed natural gas (CNG) buses and 33 CNG paratransit buses versus grant award and reimbursement for 10 fixed route CNG buses and 13 CNG paratransit buses in fiscal year 2020.
- As mentioned under Governmental Activities, Sales and excise tax increased by 8.5% mainly due to the impact of the federal stimulus funds.
- Interest income decreased as explained under Governmental Activities.

- Public transit expenses decreased approximately \$19,000,000 primarily due the COVID-19 pandemic that resulted to the following: fixed route service hours were reduced by 125,770 hours compared to the prior year, which included several service reductions, the average fixed route rate per service hour increased by 2.8%, for a net decrease in the cost of providing fixed route service of approximately \$4,700,000. Both the Core paratransit service provider and Senior Transportation service provider have experienced reduced demand for service resulting in approximately \$4,300,000 decrease or 105,220 service hour reduction. In fiscal year 2021, RTC received approximately \$4,600,000 in IRS CNG excise tax rebates that help offset the cost of CNG paid to Southwest Gas. With the reduced service and less diesel vehicle usage, RTC was able to save on fuel cost of approximately \$3,400,000. One-time start-up costs were incurred in fiscal year 2020 in transitioning the paratransit service and security services to a new provider amounting to approximately \$1,100,000 and \$800,000 respectively.

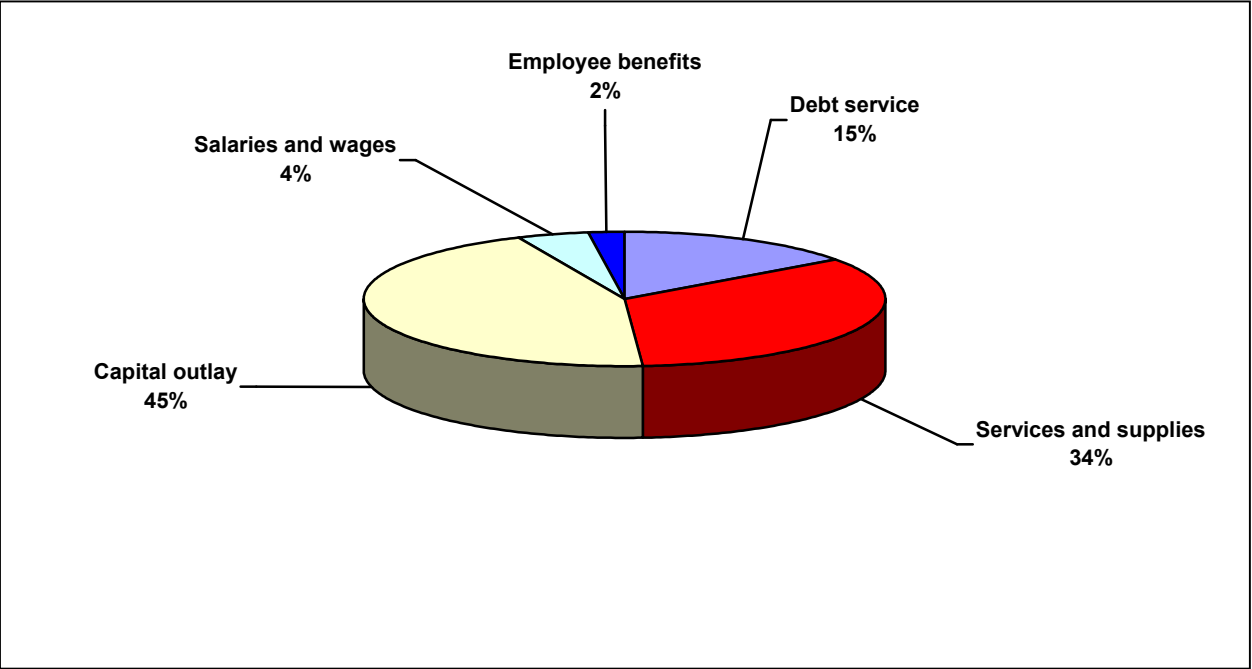
# REVENUES

The following chart shows the components of revenues for the fiscal year ended June 30, 2021:



# EXPENDITURES

The following chart shows the components of expenditures for the fiscal year ended June 30, 2021:



**CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES**

During fiscal year 2021, the RTC expended \$265,036,634 on street and highway improvement projects for the Jurisdictions, RTC Transit capital asset projects, such as vehicle procurements and facilities construction and RTC equipment. The following identifies the street and highway capital improvement expenditures to the Jurisdictions and RTC capital expenditures:

Street and highway capital improvement	\$222,349,888
RTC Transit equipment, buildings, land, and improvements	42,686,746

All RTC capital asset acquisitions and improvements exceeding \$5,000 are capitalized at cost. Acquisitions are funded from a variety of sources, including federal grants, state grants, debt issuance and local funds. Expenditures for the funding of street and highway capital improvement projects are not reported as assets on the RTC’s financial statements, but are reported as capital outlay for others, and are required to be recorded as assets on the financial statements of the Jurisdictions that own and are responsible for maintenance and repair of the assets. Additional information on the RTC’s capital assets and commitments can be found within the notes to the financial statements.

## LONG-TERM DEBT ADMINISTRATION

A comprehensive debt management policy is an important foundation of sound financial management. This policy sets forth the parameters for issuing debt, managing outstanding debt, defining RTC responsibilities, delineating the purposes for which debt may be issued, defining debt objectives, identifying the type and amount of permissible debt, defining the method of sale that may be used, and defining other structural features. The policy also includes a debt capacity analysis.

On July 8, 2021, an updated Debt Management Policy was adopted by the RTC. Nevada Revised Statutes 350.013 requires the Debt Management Policy be updated on an annual basis and transmitted to the State of Nevada, Department of Taxation and the Clark County Debt Management Commission.

The following is a summary of bond transactions and balances for the year ended June 30, 2021:

	Beginning Balance	Additions	Deletions	Ending Balance
Revenue bonds	<u>\$ 809,253,566</u>	<u>\$ 233,029,820</u>	<u>\$ 208,117,017</u>	<u>\$ 834,166,369</u>

Bonds payable at June 30, 2021, are comprised of the following individual issues:

	Original Amount	Interest Rate	Balance June 30, 2021
<b>Highway Improvement and Refunding Revenue Bonds</b>			
Motor Vehicle Fuel Tax Revenue:			
Series 2011	118,105,000	4.00-5.00%	\$ 40,765,000
Series 2016	107,350,000	5.00%	65,785,000
Series 2016B	43,495,000	5.00%	43,495,000
Series 2020C	91,590,000	5.00%	91,590,000
Indexed Fuel Tax Revenue:			
Series 2014A	100,000,000	3.00-5.00%	79,135,000
Series 2015	85,000,000	5.00%	74,135,000
Series 2017	150,000,000	4.00-5.00%	135,610,000
Series 2019	60,000,000	5.00%	57,015,000
Series 2021	100,000,000	2.00-5.00%	100,000,000
Sales and Excise Tax Revenue:			
Series 2016	36,405,000	5.00%	33,535,000
Plus unamortized premium			113,101,369
Total			<u>\$ 834,166,369</u>

Issuing highway improvement bonds allows the RTC to fund the construction of street and highway projects for the benefit of the Jurisdictions in a more expeditious manner than funding these projects on a "pay as you go" basis from available tax revenue. Funding street and highway projects with debt also spreads the payment for the assets over the useful life of the assets, and does not burden current tax payers with the full cost of assets that will serve the public and future tax payers for many years. Clark County has issued all outstanding bonds for the RTC in the County's name. Repayment of the highway improvement bonds is pledged by twelve cents of motor vehicle fuel tax per gallon of fuel sold within Clark County, all Indexed Fuel Taxes collected in Clark County, and 0.25% sales and excise tax collected in Clark County.

The RTC debt management policy stipulates that the debt service coverage ratio must be greater than or equal to 150%, which is calculated by dividing net pledged revenue by the maximum annual debt service, with which we believe that the RTC is in compliance. See note 7 to the financial statements for the calculations of the debt service coverage ratio for fiscal year 2021.

## PUBLIC TRANSIT STATISTICS

The RTC coordinates transportation programs and services to provide for a safe, accessible, and efficient regional transportation network that enhances the quality of life for Southern Nevada's residents and visitors. As part of this mission, the RTC operates a fixed route bus service and a paratransit service in Southern Nevada. The Americans with Disabilities Act of 1990 requires all fixed route bus service operators to provide a comparable paratransit service for the elderly and disabled.

	2021	2020	2019	2018	2017
Ridership - fixed route	35,005,016	56,009,390	64,406,024	63,779,330	63,961,848
% increase (decrease)	(37.5%)	(13.0%)	1.0%	(0.3%)	(2.6%)
Ridership - paratransit	1,011,265	1,371,428	1,647,714	1,641,083	1,556,126
% increase (decrease)	(26.3%)	(16.8%)	0.4%	5.5%	(0.6%)

The COVID-19 pandemic has significantly affected the service level and ridership. See financial highlights section for more detailed discussion.

## BUDGET

In May 2020, the RTC Board of Commissioners approved the budget for fiscal year 2021. During the COVID-19 pandemic, the RTC team worked closely with local financial experts Hobbs, Ong and Associates and Applied Analysis to come up with the budget estimates.

In June 2021, the RTC Board of Commissioners approved budget augmentations for The Regional Transportation Fund (2) amounting to \$13,700,511 for payments to the Clark County Department of Air Quality and transfers to the RTC Highway Improvement Fund (6), for The Highway Improvement Acquisition Fund (5) amounting to \$95,300,000 for additional capital outlay expenses and for The RTC Highway Improvement Fund (6) amounting to \$9,528,874 for transfer costs associated with the refunding of Clark County, Nevada, Sales and Excise Tax Refunding Bonds, Series 2016.

The Regional Transportation Commission Fund (1) is the general operating fund of the RTC. Federal and state grant revenue and total expenditures for this fund were under budget primarily due to the COVID-19 pandemic. RTC reduced operating and capital costs based on projected revenue decline.

The Regional Transportation Fund (2) is a special revenue fund for the purpose of accounting for half of the additional sales tax approved by voters in 2002. The services and supplies for this fund consist of statutory amounts paid to the Clark County Department of Air Quality (CCDOAQ) at 8% of the sales tax approved by voters in 2002. Sales tax revenue increased by 41.7% from the original budget, which is mainly attributable to federal stimulus funds. Transfers out of this fund are sent to the general fund (1) and the highway improvement fund (6) and are directly related to the amount of sales tax revenue, and therefore transfers declined due to the decrease in sales tax revenue.

The RTC Bonds Fund (3) is utilized to account for the accumulation and payment of semi-annual debt service payments. In compliance with GASB 31, investments are adjusted to fair value in this circumstance, and in accordance with RTC accounting policies summarized in the accompanying notes, the RTC accounts for market fluctuations in the interest income accounts. For fiscal year 2021, interest income was approximately -\$760,000.

The RTC Reserve Fund (4) is utilized to account for the debt service reserve funds required by all Clark County debt issued for the RTC. In compliance with GASB 31, investments are adjusted to fair value in this circumstance, and in accordance with RTC accounting policies summarized in the accompanying notes, the RTC accounts for market fluctuations in the interest income accounts. During the fiscal year, the reserve fund decreased by approximately \$14,100,000 mainly due to a \$19,600,000 use of reserve funds for the refunding of Sales and Excise Tax Revenue Bonds, Series 2010C with an offset of approximately \$5,000,000 in additional reserves from the issuance of the Fuel Tax Indexing Bond Series 2021.

The Highway Improvement Acquisition Fund (5) is a special revenue fund used to account for the nine cent Clark County MVFT revenue and Indexed Fuel Tax (IFT) revenue. In fiscal year 2021, the RTC received final reimbursement from NDOT amounting to \$22,379,029 for the I-11 project. Due to the federal stimulus funds, MVFT revenue increased by 59.0% from the original budget and IFT came in over budget by 61.7%. The RTC received approximately \$9,200,000 in refunds not taken by distributors of special fuel subject to the IFT. The maximum amount of IFT for special fuels that is subject to refund is 20% per NRS 373.083,1(c). The Department of Motor Vehicles withholds the 20% throughout the year, and if the refunds are not applied for and given to the distributors, they are remitted to the RTC. The decrease in interest income was mainly due to GASB 31 adjustments by the Clark County Treasurer. In compliance with GASB 31, investments are adjusted to fair value in this circumstance, and in accordance with RTC accounting policies summarized in the accompanying notes, the RTC accounts for market fluctuations in the interest income accounts. The increase spending on roadway projects was a direct result of working with the jurisdictions to award more projects in fiscal year 2021.

The Highway Improvement Fund (6) is a special revenue fund used to account for half of the additional sales tax approved by voters in 2001 after transfers to fund 1 for FAST AMS operations and payments to CCDOAQ. Capital outlay and intergovernmental capital grants were under budget due to the jurisdictions spending more on roadway projects using fuel tax indexing funds. Transfers in were over the original budget primarily due to a higher than budgeted sales tax revenue which is a direct result of the impact of federal stimulus funds.

The Public Transit Fund (50) is an enterprise fund that contains all financial activity for all aspects of the RTC Transit System. The COVID-19 pandemic has caused several revenue and operational impacts to the RTC. System-wide transit fare revenue declined approximately \$13,900,000. The RTC also recorded a decrease in reimbursement for Medicaid rides of approximately \$1,600,000. Services and supplies expenses were under budget by approximately \$15,700,000 primarily due operational cuts. Sales tax revenue was higher by 41.7% from the original budget mainly due to federal stimulus funds. Federal and state grants revenue fluctuates annually based on the volume of capital procurements and the timing of grant awards. In fiscal year 2021, RTC reduced capital outlay expenses by approximately \$40,700,000 that resulted in reduced grant reimbursement. Additionally, the RTC grants team focused all efforts in getting the CRRSA Act funds and ARP Act funds awarded and executed in fiscal year 2021 resulting in grant revenue of approximately \$124,400,000. The decrease in interest income was mainly due to GASB 31 adjustments by the Clark County Treasurer. In compliance with GASB 31, investments are adjusted to fair value in this circumstance, and in accordance with RTC accounting policies summarized in the accompanying notes, the RTC accounts for market fluctuations in the interest income accounts.

Management continues its effort to manage resources in order to enhance efficiency in providing transit services and fund streets and highways projects.

## CREDIT RATINGS

Through June 30, 2021, Clark County has issued all revenue and refunding bonds on behalf of the RTC. The bond rating at June 30, 2021, for the Clark County, Nevada Highway Revenue (Motor Vehicle Fuel Tax) Improvement and Refunding Bonds from Moody's Investors Service, Inc. was Aa3, and the rating from Standard & Poor's Rating Service was AA-. The bond rating at June 30, 2021, for the Clark County, Nevada Highway Revenue Bonds (Indexed Fuel Tax and Subordinate Motor Vehicle Fuel Tax) from Moody's Investors Service, Inc. was Aa3, and the rating from Standard & Poor's Rating Service was AA-. The bond rating at June 30, 2021, for the Clark County, Nevada Sales and Excise Tax Revenue (Street and Highway Projects) Refunding Bonds from Moody's Investors Service, Inc. was Aa3, and the rating from Standard & Poor's Rating Service was AA-.

## ECONOMIC FACTORS AND FUTURE BUDGETS

In preparing revenue forecasts and future budgets the RTC mainly monitors sales tax and fuel tax revenues. In addition to tax revenues, local economic indicators are monitored. These economic indicators are considered in preparing revenue forecasts and future budgets for tax revenue and transit fare revenue. The unemployment rate for Clark County, Nevada in July 2021 was 7.7%, which was significantly down from 16.4% in July 2020. The hotel/motel occupancy rate for the Las Vegas metropolitan area for July 2021 year-to-date was 60.4% which was significantly up from July 2020 year-to-date of 42.8%. These indicators reflect the slow recovery from the COVID-19 pandemic on the local economy. Please see financial highlights section for detailed discussion on COVID-19 impacts and federal stimulus funding.

The RTC maintains healthy cash reserves in the fuel tax and sales tax streets and highways programs, and did not reduce expenditures for road construction in these programs in the fiscal year 2022 budget.

In the event fiscal year 2022 revenues fall below current estimates, the RTC may offset the revenue shortfall with the use of additional unrestricted reserves, implement cost containment measures, issue revenue bonds or a combination.

**Future Impacts.** The degree of impact from COVID-19 to the RTC's financial operations is difficult to predict due to the evolving nature of the COVID-19 transmission, including uncertainties relating to the duration of the outbreak and what additional actions may be taken by governmental authorities to contain or mitigate its current impact or to respond to an additional rapid escalation of cases, if any. The RTC also cannot predict the timeframe for tourism and visitors to casinos to return to the levels prior to the onset of the COVID-19 pandemic.

## REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of the RTC's finances for all those interested. Questions concerning any of the information provided in this report or requests for additional information should be addressed in writing to Marc Traasdahl, Chief Financial Officer, Regional Transportation Commission of Southern Nevada, 600 South Grand Central Parkway, Suite 350, Las Vegas, NV 89106-4512 or by e-mail to [Traasdahlm@rtcsnv.com](mailto:Traasdahlm@rtcsnv.com).



# BASIC FINANCIAL STATEMENTS



**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF NET POSITION**  
**JUNE 30, 2021**

	<b>Governmental Activities</b>	<b>Business-type Activities</b>	<b>Total</b>
<b>ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>			
<b>ASSETS:</b>			
Cash and investments:			
In custody of the County Treasurer			
Unrestricted	\$ 8,255,454	\$ 264,802,400	\$ 273,057,854
Restricted	207,933,959	-	207,933,959
Cash in bank			
Unrestricted	2,926,324	9,405,478	12,331,802
Restricted	23,086,552	-	23,086,552
Cash on hand	500	14,700	15,200
In custody of the fiscal agent	142,031,883	-	142,031,883
Accounts receivable, net	2,951,576	36,270,609	39,222,185
Interest receivable	433,368	527,664	961,032
Internal balances	2,969,970	(2,969,970)	-
Due from other governmental units	65,393,525	50,957,273	116,350,797
Prepaid expenses	134,520	260,477	394,997
Capital assets, not being depreciated	698,830	56,577,401	57,276,231
Capital assets, net of accumulated depreciation	11,886,499	354,141,427	366,027,926
 Total assets	 468,702,959	 769,987,459	 1,238,690,418
<b>DEFERRED OUTFLOWS OF RESOURCES:</b>			
Deferred outflows related to pensions	6,171,427	4,316,643	10,488,070
Loss on bond refunding	12,118,450	-	12,118,450
Deferred outflows related to other post employment benefits	1,599,432	1,510,176	3,109,608
Total deferred outflows of resources	19,889,309	5,826,819	25,716,128
 TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	 \$ 488,592,268	 \$ 775,814,278	 \$ 1,264,406,546

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF NET POSITION**  
**JUNE 30, 2021**

	<b>Governmental Activities</b>	<b>Business-type Activities</b>	<b>Total</b>
<b>LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>			
<b>LIABILITIES:</b>			
Accounts payable	\$ 54,158,344	\$ 33,368,594	\$ 87,526,938
Accrued payroll	1,084,353	754,848	1,839,201
Accrued interest	16,079,775	-	16,079,775
Other current liabilities	183,697	127,145	310,842
Long-term liabilities:			
Portion due or payable within one year:			
Bonds and notes payable	48,750,000	-	48,750,000
Compensated absences	1,294,441	814,662	2,109,103
Portion due or payable after one year:			
Bonds and notes payable	785,416,369	-	785,416,369
Compensated absences	1,881,657	1,215,958	3,097,615
Total OPEB liability	9,047,249	8,455,651	17,502,900
Net pension liability	31,602,747	21,588,199	53,190,946
	<u>949,498,632</u>	<u>66,325,057</u>	<u>1,015,823,689</u>
<b>DEFERRED INFLOWS OF RESOURCES:</b>			
Deferred inflows related to pensions	1,583,326	1,112,828	2,696,154
Deferred inflows related to other post employment benefits	3,964,218	4,100,891	8,065,109
Total deferred inflows of resources	<u>5,547,544</u>	<u>5,213,719</u>	<u>10,761,263</u>
	<u>955,046,176</u>	<u>71,538,776</u>	<u>1,026,584,952</u>
<b>TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>			
<b>NET POSITION</b>			
Net investment in capital assets	12,585,329	401,498,990	414,084,319
Restricted for:			
Capital projects and intergovernmental capital grants	237,228,995	-	237,228,995
Debt service	128,900,683	-	128,900,683
Unrestricted (deficit)	<u>(845,168,915)</u>	<u>302,776,512</u>	<u>(542,392,403)</u>
TOTAL NET POSITION	<u>\$ (466,453,908)</u>	<u>\$ 704,275,502</u>	<u>\$ 237,821,594</u>

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF ACTIVITIES**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

Functions/Programs	Expenses	Program Revenue			Net (Expense) Revenues and Changes in Net Position		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
<b>GOVERNMENTAL ACTIVITIES:</b>							
Public works	\$ 268,798,783		\$ 3,751,837	\$ 22,519,807	\$ (242,527,139)		\$ (242,527,139)
Interest on long-term debt	21,239,420		-	-	(21,239,420)		(21,239,420)
TOTAL GOVERNMENTAL ACTIVITIES	290,038,203		3,751,837	22,519,807	(263,766,559)		(263,766,559)
<b>BUSINESS-TYPE ACTIVITIES:</b>							
Public transit	253,814,501	\$ 60,972,947	124,483,262	40,270,528		\$ (28,087,764)	(28,087,764)
Total	\$ 543,852,704	\$ 60,972,947	\$ 128,235,099	\$ 62,790,335	(263,766,559)	(28,087,764)	(291,854,323)
General Revenues:							
Fuel taxes					184,933,349	-	184,933,349
Sales and excise tax					57,644,108	172,932,325	230,576,433
Interest income					(1,755,759)	2,707,677	951,918
Other					5,058,663	115,589	5,174,252
Transfers					11,879,879	(11,879,879)	-
Total general revenues and transfers					257,760,241	163,875,712	421,635,952
Changes in net position					(6,006,319)	135,787,948	129,781,629
Net position - beginning					(460,447,589)	568,487,554	108,039,965
Net position - ending					\$ (466,453,908)	\$ 704,275,502	\$ 237,821,594

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**BALANCE SHEET**  
**GOVERNMENTAL FUNDS**  
**JUNE 30, 2021**

	General Fund	Special Revenue Fund	Debt Service Funds		Capital Project Funds		Total Governmental Funds
	Regional Transportation Commission	Regional Transportation	RTC Bonds	RTC Reserve	Highway Improvement Acquisition	RTC Highway Improvement	
<b>ASSETS</b>							
Cash and investments:							
In custody of the County Treasurer							
Unrestricted	\$ 8,255,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,255,454
Restricted	-	881,617	67,170,878	31,983,676	40,287,151	67,610,637	207,933,959
Cash in bank							
Unrestricted	2,926,324	-	-	-	-	-	2,926,324
Restricted	-	96,464	-	-	22,501,353	488,735	23,086,552
Cash on hand	500	-	-	-	-	-	500
In custody of the fiscal agent	-	-	-	52,668,559	89,363,324	-	142,031,883
Accounts receivable, net	2,865,158	-	-	-	51,037	35,381	2,951,576
Interest receivable	16,550	1,767	134,801	63,960	80,758	135,532	433,368
Due from other funds	7,194,850	-	-	-	4,778,461	16,530,991	28,504,302
Due from other governmental units	13,654	16,985,758	-	-	47,404,814	989,299	65,393,525
Prepaid expenses	9,520	-	-	-	125,000	-	134,520
TOTAL ASSETS	<u>\$ 21,282,010</u>	<u>\$ 17,965,606</u>	<u>\$ 67,305,679</u>	<u>\$ 84,716,195</u>	<u>\$ 204,591,897</u>	<u>\$ 85,790,575</u>	<u>\$ 481,651,962</u>
<b>LIABILITIES AND FUND BALANCES</b>							
<b>LIABILITIES:</b>							
Accounts payable	\$ 2,607,162	\$ 2,717,721	\$ -	\$ -	\$ 47,641,471	\$ 1,191,990	\$ 54,158,344
Accrued payroll	1,084,353	-	-	-	-	-	1,084,353
Due to other funds	-	14,268,036	7,041,416	-	4,224,880	-	25,534,332
Other liabilities	88,561	-	-	-	95,136	-	183,697
Total liabilities	<u>3,780,076</u>	<u>16,985,757</u>	<u>7,041,416</u>	<u>-</u>	<u>51,961,487</u>	<u>1,191,990</u>	<u>80,960,726</u>
<b>FUND BALANCES:</b>							
Nonspendable fund balance	9,520	-	-	-	125,000	-	134,520
Restricted fund balance	-	979,849	60,264,263	84,716,195	152,505,410	84,598,585	383,064,302
Unassigned fund balance	17,492,414	-	-	-	-	-	17,492,414
Total fund balances	<u>17,501,934</u>	<u>979,849</u>	<u>60,264,263</u>	<u>84,716,195</u>	<u>152,630,410</u>	<u>84,598,585</u>	<u>400,691,236</u>
TOTAL LIABILITIES AND FUND BALANCES	<u>\$ 21,282,010</u>	<u>\$ 17,965,606</u>	<u>\$ 67,305,679</u>	<u>\$ 84,716,195</u>	<u>\$ 204,591,897</u>	<u>\$ 85,790,575</u>	<u>\$ 481,651,962</u>

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**RECONCILIATION OF THE BALANCE SHEET TO THE STATEMENT OF NET POSITION**  
**JUNE 30, 2021**

---

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

<b>Fund balance - governmental funds</b>	<b>\$ 400,691,236</b>
--	-----------------------

Capital assets used in governmental activities are not current financial resources; and therefore, are not reported in the fund financial statements, but are reported in the statement of net position.

Capital assets	\$ 28,997,949	
Less accumulated depreciation	<u>(16,412,620)</u>	12,585,329

Long-term liabilities, including bonds and loans payable, are not due and payable in the current period; and therefore, are not reported in the fund financial statements.

Bonds and notes payable	(721,065,000)	
Unamortized issuance premiums	(113,101,369)	
Loss on bond refunding	12,118,450	
Deferred outflows of resources - pension	6,171,427	
Deferred outflows of resources - other post employment benefit	1,599,432	
Accrued interest payable	(16,079,775)	
Compensated absences	(3,176,098)	
Total OPEB liability	(9,047,249)	
Net pension liability	(31,602,747)	
Deferred inflows of resources - pension	(1,583,326)	
Deferred inflows of resources - other post employment benefit	<u>(3,964,218)</u>	(879,730,473)

<b>Total net position - governmental activities</b>	<b><u>\$ (466,453,908)</u></b>
---	--------------------------------

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES**  
**GOVERNMENTAL FUNDS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	General Fund	Special Revenue Fund	Debt Service Funds		Capital Project Funds		Total
	Regional Transportation Commission	Regional Transportation	RTC Bonds	RTC Reserve	Highway Improvement Acquisition	RTC Highway Improvement	Governmental Funds
<b>REVENUES</b>							
Intergovernmental revenue:							
Federal and state grants	\$ 3,892,615	\$ -	\$ -	\$ -	\$ 22,379,029	\$ -	\$ 26,271,644
Fuel taxes	-	-	-	-	182,185,592	2,747,757	184,933,349
Sales and excise tax	-	57,644,108	-	-	-	-	57,644,108
Interest	61,210	(9,453)	(758,658)	485,501	(1,770,288)	235,929	(1,755,759)
Other	2,624,225	-	1,339,460	-	769,896	325,082	5,058,663
Total revenues	6,578,050	57,634,655	580,802	485,501	203,564,229	3,308,768	272,152,005
<b>EXPENDITURES</b>							
Current:							
Salaries and wages	15,987,312	-	-	-	-	-	15,987,312
Employee benefits	6,621,443	-	-	-	-	-	6,621,443
Services and supplies	9,725,022	9,223,056	2,900	-	10,838	145,644	19,107,460
Debt service:							
Principal	-	-	55,885,000	-	-	-	55,885,000
Interest	-	-	31,880,721	-	-	-	31,880,721
Bond issuance costs	-	-	-	-	1,623,630	-	1,623,630
Capital outlay	-	-	-	-	217,997,710	4,352,178	222,349,888
Total expenditures	32,333,777	9,223,056	87,768,621	-	219,632,178	4,497,822	353,455,454
Excess (deficiency) of revenues over (under) expenditures	(25,755,727)	48,411,599	(87,187,819)	485,501	(16,067,949)	(1,189,054)	(81,303,449)
<b>OTHER FINANCING SOURCES (USES)</b>							
Transfers in	28,779,401	-	84,848,736	-	9,528,875	166,480,875	289,637,887
Transfers out	-	(48,421,021)	(1,100,000)	-	(207,367,000)	(20,869,987)	(277,758,008)
Revenue bond issued	-	-	-	4,973,086	95,026,914	-	100,000,000
Refunding bond issued	-	-	-	76,140	91,513,860	-	91,590,000
Premium on bond issued	-	-	-	-	41,439,820	-	41,439,820
Payment to refund bond	-	-	(6,649,364)	(19,597,398)	-	(116,959,418)	(143,206,180)
Total other financing sources (uses)	28,779,401	(48,421,021)	77,099,372	(14,548,172)	30,142,469	28,651,470	101,703,519
<b>CHANGES IN FUND BALANCES</b>	3,023,674	(9,422)	(10,088,447)	(14,062,671)	14,074,519	27,462,416	20,400,070
Fund balances - beginning	14,478,260	989,271	70,352,710	98,778,866	138,555,890	57,136,169	380,291,166
Fund balances - ending	\$ 17,501,934	\$ 979,849	\$ 60,264,263	\$ 84,716,195	\$ 152,630,409	\$ 84,598,585	\$ 400,691,236

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES**  
**TO THE STATEMENT OF ACTIVITIES**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

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

**Changes in fund balances - governmental funds** \$ 20,400,070

Governmental funds report outlays for capital assets as expenditures because such outlays use current financial resources. In contrast such outlays are allocated over the assets' estimated useful lives as depreciation expense for the period in the statement of activities.

Capital outlay	\$ 222,349,888	
Less capital outlay to others	(222,349,888)	
Capital asset additions	-	
Less current year depreciation	(784,641)	(784,641)

The issuance of long-term debt (e.g. bonds and notes) 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. Also, governmental funds report the effect of premiums, discounts, and similar items when debt is first issued, whereas these amounts are amortized over the life of the related debt in the statement of activities.

Revenue bond issued	(100,000,000)	
Premium on revenue bond issued	(15,190,129)	
Refunding bond issued	(91,590,000)	
Premium on refunding bond issued	(26,249,691)	
Principal payments	55,885,000	
Payment to refund bond	143,206,180	
Amortization of loss on bond refunding	(2,229,953)	
Amortization of bond premiums	11,709,902	
Amortization of bond discounts	(18,943)	(24,477,634)

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

Change in accrued interest payable	1,180,295	
Change in compensated absences	(92,762)	
Change in net pension liability and deferred inflows and outflows of resources related to pension	(1,521,001)	
Change in total OPEB liability and deferred inflows and outflows of resources related to OPEB	(710,646)	(1,144,114)

**Change in net position - governmental activities** \$ (6,006,319)

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF NET POSITION**  
**PROPRIETARY FUND**  
**JUNE 30, 2021**

	<u>Public Transit</u>
<b>ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	
Current assets:	
Cash and cash equivalents:	
In custody of the County Treasurer	\$ 264,802,400
Cash in bank	9,405,478
Cash on hand	14,700
Accounts receivable	36,270,609
Interest receivable	527,664
Due from other governmental units	50,957,273
Prepaid expenses	260,477
Total current assets	<u>362,238,601</u>
Non-current assets:	
Capital assets:	
Land and construction in progress	56,577,401
Buildings and improvements	244,424,131
Equipment	446,528,106
Accumulated depreciation	<u>(336,810,810)</u>
Total non-current assets	<u>410,718,828</u>
Total assets	<u>772,957,429</u>
Deferred outflows of resources	
Deferred outflows related to pensions	4,316,643
Deferred outflows related to other post employment benefits	<u>1,510,176</u>
Total deferred outflows of resources	<u>5,826,819</u>
Total assets and deferred outflows of resources	<u><u>\$ 778,784,248</u></u>

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF NET POSITION**  
**PROPRIETARY FUND**  
**JUNE 30, 2021**

	<u>Public Transit</u>
<b>LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>	
Current liabilities:	
Accounts payable	\$ 33,368,594
Accrued payroll	754,848
Compensated absences	814,662
Due to other funds	2,969,970
Other current liabilities	<u>127,145</u>
Total current liabilities	<u>38,035,219</u>
Non-current liabilities:	
Compensated absences	1,215,958
Total OPEB liability	8,455,651
Net pension liability	<u>21,588,199</u>
Total non-current liabilities	<u>31,259,808</u>
Total liabilities	<u>69,295,027</u>
Deferred inflows of resources	
Deferred inflows related to pensions	1,112,828
Deferred inflows related to other post employment benefits	<u>4,100,891</u>
Total deferred inflows of resources	<u>5,213,719</u>
Total liabilities and deferred inflows of resources	<u>74,508,746</u>
<b>NET POSITION</b>	
Net investment in capital assets	401,498,990
Unrestricted	<u>302,776,512</u>
Total net position	<u>\$ 704,275,502</u>

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**PROPRIETARY FUND**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	<u>Public Transit</u>
<b>OPERATING REVENUES</b>	
Charges for services:	
Transit fees	\$ 45,407,687
Transit advertising	1,953,066
Other	<u>13,612,194</u>
Total operating revenues	<u>60,972,947</u>
<b>OPERATING EXPENSES</b>	
Salaries and wages	10,386,289
Employee benefits	6,187,024
Services and supplies	181,916,969
Depreciation	<u>55,324,219</u>
Total operating expenses	<u>253,814,501</u>
Operating loss	<u>(192,841,554)</u>
<b>NON-OPERATING REVENUES</b>	
Intergovernmental revenue:	
Sales and excise tax	172,932,325
Interest income	2,707,677
Federal and state grants and contributions	100,500
FTA CARES Act, CRRSAA and ARP grant revenues	124,382,762
Gain on sale of capital assets	<u>115,589</u>
Total non-operating revenues	<u>300,238,853</u>
Income before capital contributions and transfers	107,397,299
<b>CAPITAL CONTRIBUTIONS AND TRANSFERS:</b>	
Federal and state grants and contributions	40,270,528
Transfers out	<u>(11,879,879)</u>
Total capital contributions and transfers	<u>28,390,649</u>
<b>CHANGE IN NET POSITION</b>	135,787,948
Net position - beginning	<u>568,487,554</u>
Net position - ending	<u><u>\$ 704,275,502</u></u>

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**STATEMENT OF CASH FLOWS**  
**PROPRIETARY FUND**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	Public Transit
<b>Cash flows from operating activities:</b>	
Cash received from customers	\$ 40,352,390
Cash paid for employees and benefits	(14,755,709)
Cash paid for services and supplies	(165,581,315)
Other operating receipts	13,612,194
Net cash used in operating activities	<u>(126,372,440)</u>
<b>Cash flows from non-capital financing activities:</b>	
Cash provided by sales and excise tax	154,582,417
Federal and state grants	133,917,605
Transfers to other funds	(11,393,243)
Net cash provided by non-capital financing activities	<u>277,106,779</u>
<b>Cash flows from capital and related financing activities:</b>	
Acquisition, construction, or improvements of capital assets	(41,440,295)
Proceeds from sale of capital assets	115,589
Federal and state grants	41,136,505
Net cash provided by capital and related financing activities	<u>(188,201)</u>
<b>Cash flows from investing activities:</b>	
Interest received	<u>2,602,023</u>
Increase in cash and cash equivalents	153,148,161
Cash and cash equivalents - beginning of year	<u>121,074,417</u>
Cash and cash equivalents - end of year	<u><u>\$ 274,222,578</u></u>
<b>Reconciliation of operating loss to net cash flows used in operating activities:</b>	
Operating loss	\$ (192,841,554)
Adjustments to reconcile operating loss to net cash used in operating activities:	
Depreciation	55,324,219
Increase in accounts receivable	(2,396,185)
Decrease in prepaid expenses	134,989
Increase in accounts payable	11,605,162
Increase in accrued payroll	140,317
Decrease in other current liabilities	(16,675)
Increase in compensated absences	184,873
Net increase in total OPEB liability and related deferred inflows and deferred outflows	503,925
Net increase in net pension liability and related deferred inflows and deferred outflows	<u>988,490</u>
Net cash used in operating activities	<u><u>\$ (126,372,440)</u></u>
<b>Non-cash investing, capital and related financing activities:</b>	
Capital assets purchased included in accounts payable and retention payable	<u><u>\$ 9,219,839</u></u>

See accompanying notes to financial statements.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

---

**NOTE 1 – Summary of Significant Accounting Policies**

The Reporting Entity

In accordance with Nevada Revised Statutes (NRS) 373, ordinance 226 was adopted by the Clark County Board of Commissioners on June 7, 1965, creating the Regional Streets and Highway Commission. On December 4, 1979, its name was changed to the Regional Transportation Commission. On September 21, 2000, the name was changed to the Regional Transportation Commission of Southern Nevada (the “RTC”). The RTC is governed by an 8 member Board of Commissioners (the “Board”), comprised of elected officials, as follows:

1. Two representatives appointed from the Clark County Board of Commissioners
2. Two representatives appointed from the governing board of the City of Las Vegas
3. One representative appointed from each of the governing boards of the Cities of Boulder City, Henderson, North Las Vegas and Mesquite

When initially adopted, the creating ordinance provided for a one cent per gallon tax on motor vehicle fuel sold (gasoline) in Clark County (the “County”). On September 1, 1969, the tax was increased to two cents per gallon and remained in effect until April 1, 1983, at which time the tax was increased to four cents per gallon and remained at that rate until January 1, 1992. On November 6, 1990, Clark County voters approved an advisory ballot question increasing the motor vehicle fuel tax levy along with five other taxes. In 1991, the State of Nevada Legislature responded to this voter mandate and passed Senate Bill 112 in March 1991. On April 16, 1991, the County passed an ordinance increasing the tax on motor vehicle fuel. The effective dates and tax rates per gallon this tax were: January 1, 1992, five cents; January 1, 1993, seven cents; January 1, 1994, eight cents, and January 1, 1995, nine cents.

In June of 2013, the Nevada State Legislature passed Assembly Bill No. 413, authorizing Clark County to impose additional taxes on fuels (gasoline, diesel, compressed natural gas, and liquefied petroleum gas) for motor vehicles referred to as Indexed Fuel Tax (IFT 1). Under IFT 1, Motor Vehicle Fuel Taxes are increased annually by the ten year average of a Producer Price Index (PPI) for nonresidential construction not to exceed 7.8%. The IFT 1 consist of index based excise taxes imposed on the rates of 12 existing base fuel taxes, seven of which are imposed by the State, four of which are imposed by the United States, and one of which is imposed by the County. Some of the taxes imposed by the State are for the benefit of the County. On September 3, 2013, the Clark County Commission adopted Ordinance No. 4126, which imposed the IFT 1 commencing on January 1, 2014 and further increases were calculated and imposed on July 1, 2014, July 1, 2015, and July 1, 2016 to a maximum 10 cent per gallon additional fuel tax (8.8 cents paid to the RTC and 1.2 cents paid to Clark County). As of July 1, 2016, the 10 cents per gallon tax rate was attained and will remain in effect until all outstanding bonds that have a lien against this revenue have been paid.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 1 – Summary of Significant Accounting Policies (continued)**

On November 8, 2016 the voters in Clark County, Nevada approved additional indexing of fuel taxes that became effective July 1, 2017 and terminates after 2026 unless a proposal to continue indexing is approved by a majority of the registered voters of the County at the November 3, 2026 general election. As a result of the additional indexing the rates imposed on fuel taxes, as adjusted to account for prior indexing, will be further increased in each year for inflation based on PPI for nonresidential construction not to exceed 7.8% or 4 cents per gallon. On March 21, 2017, the Clark County Commission adopted Ordinance No. 4466, which continued the Indexed Fuel Taxes (IFT 2) commencing on July 1, 2017, and placed the additional annual limit on increases to 4 cents per gallon. Revenue from additional indexing of State based fuel taxes generated in Clark County is required to be sent to the State Highway Fund and must be spent on roadway projects in Clark County.

In accordance with NRS 377A, an ordinance was adopted by the County on April 16, 1991, levying a one quarter of one percent sales tax for public mass transit.

In November 2002, Clark County voters approved an advisory ballot question providing for a variety of new taxes to fund public transit, transportation infrastructure, air quality and traffic management. The 2003 Nevada Legislature passed enabling legislation allowing the County to increase aviation fuel tax, sales tax, and residential development tax for these purposes. These tax increases were enacted by the Board of County Commissioners on July 1, 2003, with the tax increases taking effect on October 1, 2003.

The RTC is a discretely presented component unit of the Clark County, Nevada financial reporting entity because the County issues debt on behalf of the RTC. The accounting policies of the RTC conform to accounting principles generally accepted in the United States as applicable to governmental entities.

**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 activities of the RTC. The effects of interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes and intergovernmental activities, are reported separately from business-type activities that rely to a significant extent on user fees and charges for services.

The statement of activities demonstrates the degree to which the direct expenses of a given function are 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 included among program revenues are reported as general revenues.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 1 – Summary of Significant Accounting Policies (continued)**

Separate financial statements are provided for governmental and proprietary funds. All governmental funds are considered to be major funds and they are reported in separate columns in the governmental fund financial statements.

Measurement Focus, Basis of Accounting and Financial Statement Presentation

Government-Wide Financial Statements

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 related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental Fund Financial Statements

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current year or soon enough thereafter to pay liabilities of the current year. For this purpose, the RTC considers revenues to be available if they are collected within 90 days after the end of the current fiscal year. Expenditures generally are recorded when a liability is incurred, as under accrual accounting; however, debt service, compensated absences and other post employment benefits expenditures are recorded only when payment is due.

Fuel taxes, sales and excise taxes, interest revenue, and charges for services associated with the current fiscal year are considered subject to accrual and have been recognized as revenues in the current year.

The RTC reports the following major governmental funds:

***Regional Transportation Commission Fund (1)*** – this is the general operating fund of the RTC. It is used to account for all resources and cost of operations traditionally associated with governments, which are not required to be accounted for in other funds.

***Regional Transportation Fund (2)*** – this fund serves as a pass-through account for revenues received from the November 2002, voter-approved Question 10 tax, which are used to pay for transportation infrastructure enhancements.

***RTC Bonds Fund (3)*** – this fund is used to account for the payment of principal and interest, and the cost of operations associated with the debt service for the RTC's outstanding debt.

***RTC Reserve Fund (4)*** – this fund is used to accumulate a continuing reserve only to be used to prevent deficiencies in the payment of principal and interest associated with the RTC's outstanding debt.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 1 – Summary of Significant Accounting Policies (continued)**

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

**Highway Improvement Acquisition Fund (5)** – this fund is used to account for the funding of construction of roads and streets paid for from motor vehicle fuel taxes, indexed fuel taxes and proceeds of revenue bonds.

**RTC Highway Improvement Fund (6)** – this fund is used to account for the funding of construction of roads and streets paid for from the November 2002, Question 10 voter approved Jet-Aviation fuel tax and sales tax increase in 2003 and proceeds of revenue bonds.

The RTC reports the following major proprietary fund:

**Public Transit Fund (50)** – this fund is used to account for the operations of the RTC public transit system.

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.

Proprietary funds distinguish 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 a proprietary fund's principal ongoing operations. The principal operating revenues of the RTC's enterprise fund are charges to customers for public transit and services. Operating expenses for the enterprise fund include the cost of public transit 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/unassigned resources are available for use, it is the RTC's policy to use restricted resources first, then to use unrestricted/unassigned resources as they are needed.

Assets, Deferred Outflows, Liabilities, Deferred Inflows, and Net Position or Fund Balance

Cash and Investments

The majority of cash and investment transactions of the RTC are handled by the County Treasurer's office. Cash balances are combined and invested as permitted by law in combination with County funds. Investments are reported at fair value on the balance sheet and statement of net position. Fair value is the amount at which a financial instrument could be exchanged in a current transaction between willing parties other than in a forced or liquidation sale. Changes in the fair value of investments are part of interest earnings of the individual funds.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 1 – Summary of Significant Accounting Policies (continued)**

Assets, Deferred Outflows, Liabilities, Deferred Inflows, and Net Position or Fund Balance (continued)

Cash and cash equivalents include cash in bank, cash on hand, cash in custody of Clark County Treasurer or fiscal agent, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

At June 30, 2021, a significant portion of the RTC's cash and cash equivalents were deposited in the custody of the County Treasurer or a fiscal agent, in a manner similar to an external investment pool. These amounts are sufficiently liquid to permit withdrawals in the form of cash at any time without prior notice or penalty; and therefore, they are deemed to be cash equivalents.

Receivables and Payables

Activities between funds that are representative of lending/borrowing arrangements outstanding or transfers to be recorded upon receipt of revenue at the end of the fiscal year are reported to as due to/from other funds.

Prepaid Expenses

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid expenses in both government-wide and fund financial statements and are reported as expenditures in the governmental fund financial statements when incurred.

Capital Assets

Capital assets, which include land, construction in progress, buildings, equipment, and furniture, 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 and an estimated useful life in excess of one year. Such assets are recorded at historical cost. Donated capital assets are recorded at acquisition cost on the date of donation.

The costs of normal maintenance and repairs that do not significantly add to the functionality of the asset or materially extend the asset life are not capitalized.

Major outlays for capital assets and improvements that are part of a construction project are capitalized and depreciated once the projects are placed in service. Prior to that time, they are reported as construction in progress.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 1 – Summary of Significant Accounting Policies (continued)**

Assets, Deferred Outflows, Liabilities, Deferred Inflows, and Net Position or Fund Balance (continued)

Capital assets are depreciated using the straight line method over the following estimated useful lives:

<u>Capital Assets</u>	<u>Years</u>
Buildings and improvements	7 - 50
Equipment	5 - 12
Transit vehicles and equipment	5 - 12

For federally funded assets, the RTC follows the federal guidelines for depreciation.

Compensated Absences

It is the RTC's policy to permit employees to accumulate earned, but unused vacation and sick leave benefits. Such benefits are accrued when incurred in the government-wide and proprietary fund financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of accrued benefits for employees that resign or retire prior to year end, but are paid for these benefits subsequent to year end.

Long-Term Obligations

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 type statements of net position. Bond premiums, discounts, and deferred refunding charges are amortized over the life of the bonds using the straight line method, which approximates the effective interest method. Bonds payable are reported net of applicable bond premiums or discounts.

In the governmental fund financial statements, bond premiums and discounts, as well as issuance costs, are recognized 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 whereas 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.

Other Postemployment Benefits (OPEB)

Effective July 1, 2017, the RTC implemented the provisions of GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. This Statement replaces the requirements of Statements No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, as amended.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 1 – Summary of Significant Accounting Policies (continued)**

Assets, Deferred Outflows, Liabilities, Deferred Inflows, and Net Position or Fund Balance (continued)

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the pension plan's fiduciary net position and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Deferred outflows and inflows of resources

The statement of net position and balance sheet include separate sections for deferred outflows of resources and deferred inflows of resources. Deferred outflows of resources represent a consumption of net position that applies to future periods that will be recognized as an expense or expenditure in future periods. Deferred inflows of resources represent an acquisition of net position or fund balance that applies to future periods and will be recognized as revenue in future periods.

Fund Balance

Governmental funds for the RTC report nonspendable fund balance, restricted fund balance and unassigned fund balance.

Nonspendable fund balance is for assets that never will be converted to cash. All RTC nonspendable fund balance pertains to prepaid expenses.

Restricted fund balance is legally restricted by outside parties or enabling legislation for a specific purpose. Restricted fund balance for the Regional Transportation fund is restricted for transportation infrastructure. Restricted fund balances for the RTC Bonds fund and the RTC Reserve fund are restricted for servicing the RTC's debt. Restricted fund balances for the Highway Improvement Acquisition fund and the RTC Highway Improvement fund are restricted for the funding of street construction.

Unassigned fund balance in the Regional Transportation Commission fund is the excess of nonspendable fund balance.

When both restricted resources and other resources (*i.e.*, committed, assigned and unassigned) can be used for the same purposes, it is the RTC's policy to use restricted resources first. Furthermore, when committed, assigned and unassigned resources can be used for the same purpose, it is the RTC's policy to use committed resources first, assigned second, and unassigned last.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 1 – Summary of Significant Accounting Policies (continued)**

Assets, Deferred Outflows, Liabilities, Deferred Inflows, and Net Position or Fund Balance (continued)

Net Position

Net investment in capital assets consists of capital assets, net of accumulated depreciation and capital-related borrowings.

Restricted for capital projects and intergovernmental capital grants has constraints placed on use by external parties such as creditors, grants, laws or regulations.

Restricted for debt service has constraints placed on use by external parties such as creditors, laws or regulations.

Unrestricted/(deficit) consist of any portion of net position not already classified as either net investment in capital assets or net position-restricted. It also consists of borrowings used to finance capital outlay to others.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from these estimates.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 2 – Stewardship, Compliance and Accountability**

The RTC adopts annual budgets for the general fund and all special revenue, debt service, and capital project funds. All budgets are adopted on a basis consistent with applicable accounting principles generally accepted in the United States and used by the RTC for financial reporting.

The RTC uses the following procedures to establish, modify, and control the budgetary data presented in the financial statements:

- a. Prior to April 15, the RTC submits to the Nevada State Department of Taxation the tentative budget for the next fiscal year, commencing on July 1. The tentative budget as submitted contains the proposed expenditures and means of funding and financing them.
- b. The Nevada State Department of Taxation notifies the RTC of its acceptance of the tentative budget.
- c. Public hearings are conducted on the third Thursday in May.
- d. After all the changes have been noted and hearings closed, the RTC Board of Commissioners adopts the final budget on or before June 1.
- e. The NRS require budget controls to be exercised at the function level. The Chief Executive Officer or designee is authorized to transfer budgeted amounts within functions or funds, but the RTC Board of Commissioners must approve any transfers between funds or increases to a fund's original appropriated level.
- f. Increases to a fund's budget (augmentations) other than by transfers are accomplished through formal RTC Board of Commissioners action.
- g. All appropriations lapse at the end of the fiscal year. Encumbrances are re-appropriated in the ensuing fiscal year.

**Compliance with Nevada Revised Statutes**

Per NRS 354.626, the RTC is required to report and explain expenditures that exceeded budgeted appropriations at the legal level for each of its funds. For the fiscal year ended June 30, 2021, the RTC had a fund or function with expenditures in excess of appropriations. This fund is the Regional Transportation Fund (2) amounting to approximately \$220,000, due to higher than projected sales and excise tax revenue collection, which in turn increased the proportionate payment to the Clark County Department of Air Quality.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 2 – Stewardship, Compliance and Accountability (continued)**

New Accounting Pronouncements

In January 2017, GASB issued Statement No. 84, “*Fiduciary Activities*”. The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether the government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018.

In August 2018, GASB issued Statement No. 90, “*Majority Equity Interests – an amendment of GASB Statements No. 14 and No.61*”. The primary objectives of this Statement are to improve the consistency and comparability of reporting a government’s majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018.

In March 2020, GASB issued Statement No. 93, “*Replacement of Interbank Offered Rates*”. Some governments have entered into agreements in which variable payments made or received depend on an interbank offered rate (IBOR) – most notably, the London Interbank Offered Rate (LIBOR). As a result of global reference rate reform, LIBOR is expected to cease to exist in its current form at the end of 2021, prompting governments to amend or replace financial instruments for the purpose of replacing LIBOR with other reference rates, by either changing the reference rate or adding or changing fallback provisions related to the reference rate. The objective of this Statement is to address those and other accounting and financial reporting implications that result from the replacement of an IBOR. The removal of LIBOR as an appropriate benchmark interest rate is effective for reporting periods ending after December 31, 2021. All other requirements of this Statement are effective for reporting periods beginning after June 15, 2020.

On May 8, 2020, GASB issued Statement No. 95, “*Postponement of the Effective Dates of Certain Authoritative Guidance*”. The Statement is intended to provide relief to governments and other stakeholders in light of the COVID-19 pandemic. The guidance postpones by one year the effective date of Statement No. 84, “*Fiduciary Activities*” and Statement No. 90, “*Majority Equity Interests – an amendment of GASB Statements No. 14 and No.61*”, to December 15, 2019. The guidance postpones by one year the effective date of Statement No. 93, “*Replacement of Interbank Offered Rates*” to June 15, 2021.

Adoption of these statements had no effect on the RTC’s net position or changes therein.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 3 – Cash and Investments**

The majority of all cash and investments of RTC are included in the investment pool of the County Treasurer or are in the custody of a fiscal agent. As of June 30, 2021, cash and investments are summarized as follows:

Clark County Investment Pool	\$ 480,991,813
Cash and Investments with fiscal agent	142,031,883
Cash in bank	35,418,354
Cash on hand	<u>15,200</u>
Total cash and investments	<u>\$ 658,457,250</u>

The RTC's cash and cash equivalents on deposit with financial institutions, including cash and cash equivalents in the custody of the County Treasurer or a fiscal agent, are often in excess of federally-insured limits, and the risk of losses related to such concentrations may be increasing as a result of current economic conditions including, but not limited to, weakness in the commercial and investment banking systems. The extent of a future loss, if any, to be sustained as a result of uninsured deposits in the event of a future failure of a financial institution; however, is not subject to estimation at this time.

According to the NRS, County monies must be deposited with federally insured banks, credit unions, or savings and loan associations within the County. The County is authorized to use demand accounts, time accounts, and certificates of deposit. The County's deposits are fully covered by federal depository insurance or securities collateralized in the State of Nevada Collateral Pool. Securities used as such collateral must total 102 percent of the deposits with each financial institution.

The NRS specifically requires collateral for demand deposits and specifies that collateral for time deposits may be of the same type as those described for permissible investments. Permissible investments are similar to allowable County investments described below, except the NRS permits a longer term and includes securities issued by municipalities within Nevada. The County's, and therefore, the RTC's deposits are fully covered by federal depository insurance or collateral held by the County's agent in the County's name. The County monitors the Nevada Collateral Pool to ensure full collateralization.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 3 – Cash and Investments (continued)**

When investing monies, the County is required to be in conformance with NRS and written policies adopted by the Board of County Commissioners designating allowable investments and the safeguarding of those investments. The County invests monies both by individual fund and through a pooling of monies. The pooled monies, referred to as the investment pool, are theoretically invested as a combination of monies from each fund belonging to the pool. In this manner, the County Treasurer is able to invest the monies at a higher interest rate for a longer period of time. Interest is apportioned monthly to each fund in the pool based on the average daily cash balances of the funds for the month in which the investment matures. Cash and investments in the custody of the County Treasurer comprise the investment pool. Securities purchased by the County are delivered against payments and held in a custodial safekeeping account with the trust department of a bank designated by the County.

Due to the nature of the investment pool, it is not possible to separately identify any specific investment as being that of the RTC. Instead, the RTC owns a proportionate share of each investment, based on the RTC's participation percentage in the investment pool.

**Interest Rate Risk**

Interest rate risk is defined as the risk that changes in interest rates will adversely affect the fair value of an investment. Duration is a measure of the present value of a fixed income's cash flows and is used to estimate the sensitivity of a security's price to interest rate changes.

As of June 30, 2021, Cash and Investments with fiscal agent are comprised of \$13,647 in cash and \$142,018,236 in investments. The \$142,018,236 of RTC investments with fiscal agent are categorized as follows:

<u>Investment Type</u>	<u>Fair Value</u>	<u>Investment Maturities (in years)</u>	
		<u>Less Than 1</u>	<u>1 to 3</u>
Debt Securities:			
U.S. Treasuries	\$ 84,265,664	\$ 69,991,000	\$ 14,274,664
U.S. Agencies	18,052,996	7,699,982	10,353,014
Money Market Funds	24,369,576	24,369,576	-
Forward Delivery Agreements	15,330,000	15,330,000	-
	<u>\$ 142,018,236</u>	<u>\$ 117,390,558</u>	<u>\$ 24,627,678</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 3 – Cash and Investments (continued)**

**Fair Value Measurements**

In accordance with GASB 72, investments and derivative instruments are valued at fair value. Securities classified at Level 1 of the fair value hierarchy are valued using prices quoted in active markets for those securities or offer same day liquidity at a price of par. Securities classified at Level 2 of the fair value hierarchy are generally valued using a matrix pricing technique. Matrix pricing is the process of estimating the market price of a bond based on the quoted prices of more frequently traded comparable bonds. Securities classified at Level 3 of the fair value hierarchy generally are not traded on the open market and include Forward Delivery Agreements, and State and Local Government Series (SLGS) securities which are purchased from the U.S. Department of Treasury through a subscription process, but can be redeemed through the Bureau of Fiscal Service by a redemption request.

As of June 30, 2021, Cash and Investments with fiscal agent are comprised of \$13,647 in cash and \$142,018,236 in investments. The \$142,018,236 of RTC investments with fiscal agent are measured at fair value as follows:

<u>Investment Type</u>	<u>Fair Value</u>	<u>Quoted Prices in Active Markets for Identical Assets (Level 1)</u>	<u>Significant Other Observable Inputs (Level 2)</u>	<u>Significant Unobservable Inputs (Level 3)</u>
Debt Securities:				
U.S. Treasuries	\$ 84,265,664	\$ 84,265,664	\$ -	\$ -
U.S. Agencies	18,052,996	-	18,052,996	-
Money Market Funds	24,369,576	24,369,576	-	-
Forward Delivery Agreements	15,330,000	-	-	15,330,000
	<u>\$ 142,018,236</u>	<u>\$ 108,635,240</u>	<u>\$ 18,052,996</u>	<u>\$ 15,330,000</u>

**Custodial Credit Risk**

Custodial credit risk is the risk that, in the event of the failure of the counterparty to a transaction, the RTC will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. As of June 30, 2021, the RTC had no investment securities exposed to custodial credit risk.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 3 – Cash and Investments (continued)**

**Credit Risk**

Credit risk is defined as the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Credit quality is evaluated by one of the independent bond rating agencies, for example Moody's Investors Services (Moody's). The lower the rating, the greater the chance, in the rating agency's opinion, that the bond issuer will default, or fail to meet its payment obligations. Generally, the lower a bond's credit rating, the higher its yield should be to compensate for the additional risk.

As of June 30, 2021, Cash and Investments with fiscal agent are comprised of \$13,647 in cash and \$142,018,236 in investments. The \$142,018,236 of RTC investment with fiscal agent were categorized by credit quality rating as follows:

<u>Investment Type</u>	<u>Fair Value</u>	<u>Quality Ratings by Moody's Investors Service</u>			
		<u>Aaa</u>	<u>Aa</u>	<u>P-1</u>	<u>Unrated</u>
Debt Securities:					
U.S. Treasuries	\$ 84,265,664	\$ 14,274,664	\$ -	\$ 69,991,000	\$ -
U.S. Agencies <sup>(1)</sup>	18,052,996	16,017,616	-	-	2,035,380
Money Market Funds	24,369,576	24,369,576	-	-	-
Forward Delivery Agreements	15,330,000	-	15,330,000	-	-
	<u>\$ 142,018,236</u>	<u>\$ 54,661,856</u>	<u>\$ 15,330,000</u>	<u>\$ 69,991,000</u>	<u>\$ 2,035,380</u>

<sup>(1)</sup> Unrated U.S. federal agency securities are Farmer Mac securities not rated by either Moody's or Standard & Poor's.

**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 County's investment policy limits the amount that may be invested in obligations of any one issuer, except direct obligations of the U.S. government or federal agencies, to no more than five percent of the investment pool. GASB Statement No. 40 requires disclosure of all investments in any one issuer that represent five percent or more of total investments. At June 30, 2021, the following investments exceeded five percent of investments with fiscal agent:

Federal Home Loan Banks (FHLB)	5.50%
--------------------------------	-------

**GASB 31**

GASB Statement No. 31 requires the County to adjust the carrying amount of its investment portfolio to reflect the change in fair value. Interest revenue is increased or decreased in relation to this adjustment of unrealized gain or loss. Net interest income in the funds reflects this positive or negative fair value adjustment.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 4 – Accounts Receivable and Due from Other Governmental Units**

Accounts receivable and due from other governmental units as of June 30, 2021, were as follows:

	<b>Governmental Activities</b>					
	<b>General Fund</b>	<b>Special Revenue Fund</b>	<b>Capital Project Funds</b>			
	<b>Regional Transportation Commission</b>	<b>Regional Transportation</b>	<b>Highway Improvement Acquisition</b>	<b>RTC Highway Improvement</b>	<b>Total</b>	<b>Business-type Activities</b>
Accounts receivable	\$ 2,865,158	\$ -	\$ 487,417	\$ 35,381	\$ 3,387,956	\$ 36,270,609
Less allowance for uncollectible receivables	-	-	(436,380)	-	(436,380)	-
Accounts receivables, net	<u>\$ 2,865,158</u>	<u>\$ -</u>	<u>\$ 51,037</u>	<u>\$ 35,381</u>	<u>\$ 2,951,576</u>	<u>\$ 36,270,609</u>
Due from other governmental units	<u>\$ 13,654</u>	<u>\$ 16,985,758</u>	<u>\$ 47,404,814</u>	<u>\$ 989,299</u>	<u>\$ 65,393,525</u>	<u>\$ 50,957,273</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

**NOTE 5 – Capital Assets**

Capital asset activity for the year ended June 30, 2021, consisted of the following:

	Balance July 1, 2020	Increases	Decreases	Balance June 30, 2021
<b>Governmental activities:</b>				
Capital assets not being depreciated:				
Construction in progress	\$ 700,008	\$ -	\$ 1,178	\$ 698,830
Capital assets being depreciated:				
Buildings	18,890,798	1,178	-	18,891,976
Equipment	9,407,143	-	-	9,407,143
Total capital assets being depreciated	28,297,941	1,178	-	28,299,119
Less accumulated depreciation for:				
Buildings	7,596,580	328,527	-	7,925,107
Equipment	8,031,399	456,114	-	8,487,513
Total accumulated depreciation	15,627,979	784,641	-	16,412,620
Total capital assets being depreciated, net	12,669,962	(783,463)	-	11,886,499
Governmental activities capital assets, net	<u>\$ 13,369,970</u>	<u>\$ (783,463)</u>	<u>\$ 1,178</u>	<u>\$ 12,585,329</u>
<b>Business-type activities:</b>				
Capital assets not being depreciated:				
Land	\$ 32,440,386	\$ -	\$ -	\$ 32,440,386
Construction in progress	18,351,651	42,686,746	36,901,382	24,137,015
Total capital assets not being depreciated	50,792,037	42,686,746	36,901,382	56,577,401
Capital assets being depreciated:				
Buildings and improvements	236,683,445	7,740,686	-	244,424,131
Transit vehicles and equipment	470,888,846	29,160,696	53,521,436	446,528,106
Total capital assets being depreciated	707,572,291	36,901,382	53,521,436	690,952,237
Less accumulated depreciation for:				
Buildings and improvements	87,414,332	7,903,689	-	95,318,021
Transit vehicles and equipment	247,593,695	47,420,530	53,521,436	241,492,789
Total accumulated depreciation	335,008,027	55,324,219	53,521,436	336,810,810
Total capital assets being depreciated, net	372,564,264	(18,422,837)	-	354,141,427
Business-type activities capital assets, net	<u>\$ 423,356,301</u>	<u>\$ 24,263,909</u>	<u>\$ 36,901,382</u>	<u>\$ 410,718,828</u>
	<u>Governmental activities</u>	<u>Business-type activities</u>		
FY 2021 depreciation expense	<u>\$784,641</u>	<u>\$55,324,219</u>		

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

**NOTE 6 – Interfund Balances and Transfers**

Interfund balances as of June 30, 2021, consisted of the following:

Receivable Fund	Payable Fund				Total
	Regional Transportation	RTC Bonds	Highway Improvement Acquisition	Public Transit	
Regional Transportation Commission	\$ -	\$ -	\$ 4,224,880	\$ 2,969,970	\$ 7,194,850
Highway Improvement Acquisition	-	4,778,461	-	-	4,778,461
RTC Highway Improvement	14,268,036	2,262,955	-	-	16,530,991
Totals	<u>\$ 14,268,036</u>	<u>\$ 7,041,416</u>	<u>\$ 4,224,880</u>	<u>\$ 2,969,970</u>	<u>\$ 28,504,302</u>

These balances result from the time lag between the dates that: (1) revenue is recognized, (2) receipt from the other fund, and (3) payments between funds are made.

Interfund transfers for the year ended June 30, 2021, consisted of the following:

Transfers Out	Transfers In				Total
	Regional Transportation Commission	RTC Bonds	Highway Improvement Acquisition	RTC Highway Improvement	
Regional Transportation	\$ -	\$ -	\$ -	\$ 48,421,021	\$ 48,421,021
RTC Bonds	-	-	-	1,100,000	1,100,000
Highway Improvement Acquisition	16,899,522	73,507,624	-	116,959,854	207,367,000
RTC Highway Improvement	-	11,341,112	9,528,875	-	20,869,987
Public Transit	11,879,879	-	-	-	11,879,879
Total	<u>\$ 28,779,401</u>	<u>\$ 84,848,736</u>	<u>\$ 9,528,875</u>	<u>\$ 166,480,875</u>	<u>\$ 289,637,887</u>

Transfers are used to: (1) move revenues from the fund that statute or budget requires collecting them to the fund that statute or budget requires to expend them, and (2) move receipts restricted for debt service from the funds collecting the receipts to the debt service fund to provide adequate cash when debt service payments become due.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

**NOTE 7 – Long-Term Debt**

Revenue and Refunding Bonds

Clark County on behalf of the RTC issues revenue bonds, refunding bonds and pledges revenue derived from fuel tax and the sales and excise tax to pay debt service. Highway Improvement Revenue and Refunding bonds outstanding at June 30, 2021, were as follows:

	<u>Original Amount</u>	<u>Maturity Dates</u>	<u>Interest Rate</u>	<u>Balance June 30, 2021</u>
Motor vehicle fuel tax bonds:				
Series 2011	118,105,000	July 1, 2023	4.00-5.00%	\$ 40,765,000
Series 2016	107,350,000	July 1, 2024	5.00%	65,785,000
Series 2016B	43,495,000	July 1, 2028	5.00%	43,495,000
Series 2020C	91,590,000	July 1, 2030	5.00%	91,590,000
Fuel tax indexing bonds:				
Series 2014A	100,000,000	July 1, 2034	3.00-5.00%	79,135,000
Series 2015	85,000,000	July 1, 2035	5.00%	74,135,000
Series 2017	150,000,000	July 1, 2037	4.00-5.00%	135,610,000
Series 2019	60,000,000	July 1, 2029	5.00%	57,015,000
Series 2021	100,000,000	July 1, 2041	2.00-5.00%	100,000,000
Sales and excise tax bonds:				
Series 2016	36,405,000	July 1, 2029	5.00%	<u>33,535,000</u>
Total highway improvement revenue and refunding bonds				<u><u>\$ 721,065,000</u></u>

At June 30, 2021, the debt service requirements to maturity were as follows:

<u>Year ending June 30</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2022	\$ 48,750,000	\$ 32,867,726	\$ 81,617,726
2023	53,925,000	30,822,675	84,747,675
2024	57,085,000	28,060,775	85,145,775
2025	48,910,000	25,413,000	74,323,000
2026	47,775,000	22,995,875	70,770,875
2027-2031	265,875,000	75,724,625	341,599,625
2032-2036	138,360,000	26,215,225	164,575,225
2037-2041	53,730,000	3,390,450	57,120,450
2042	<u>6,655,000</u>	<u>66,550</u>	<u>6,721,550</u>
Total debt service requirements	<u><u>\$ 721,065,000</u></u>	<u><u>\$ 245,556,901</u></u>	<u><u>\$ 966,621,901</u></u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 7 – Long-Term Debt (continued)**

Revenue and Refunding Bonds (continued)

On October 29, 2020, Clark County on behalf of the RTC refunded Series 2010C sales and excise tax bonds with an outstanding value of \$140,560,000, by issuing Series 2020C motor vehicle fuel tax bonds with replacement value of \$91,590,000. The refunding bonds had premiums of \$26,249,692. This refunding resulted in a net present value savings of \$46,657,818.

The net cash flow savings that resulted from the refunding are as follows:

	Prior Net Cash	Refunded Debt	Net Cash Flow	Net Present
Refunding Debt	Flows	Service	Savings	Value of Net
				Cash Flow
				Savings
MVFT Series 2020C	\$ 172,843,345	\$ 125,557,942	\$ 47,285,404	\$ 46,657,818

On May 12, 2021, Clark County on behalf of the RTC issued \$100,000,000 in tax exempt highway revenue bonds, Series 2021. The revenue bonds had a premium of \$15,901,129. Principal payments will begin in July 2023. All debt service payments will be funded with Indexed Fuel Tax revenue. The bond proceeds will be used to fund Streets and Highways construction and improvement projects.

Arbitrage Rebate and Debt Covenant Requirements

The federal Tax Reform Act of 1986 imposes a rebate requirement with respect to some bonds issued by the County for the RTC. Under this Act, an amount may be required to be rebated to the United States Treasury (called “arbitrage”) for interest on the bonds to qualify for exclusion from gross income for federal income tax purposes. Rebutable arbitrage is computed as of each installment computation date and as of the most recent such date the RTC’s management believes that there is no rebatable arbitrage amount due. Future calculations might result in adjustments to this determination.

Long-term debt obligations are subject to restrictive debt covenants, including certain revenue levels, debt service coverage ratios and maintenance of a debt reserve account, for which management believes the RTC, is in compliance.

Pledged Revenues

Motor vehicle fuel tax revenue bonds issued for RTC purposes are collateralized by a maximum of twelve cents per gallon of motor vehicle fuel tax and all Indexed Fuel Tax levied by the County, except that portion required to be allocated as direct distributions for those political subdivisions not included in the “Las Vegas Valley Area Major Street and Highway Plan.”

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 7 – Long-Term Debt (continued)**

Pledged Revenues (continued)

The collateralized twelve cents includes the County's share of three cents per gallon tax levied by the State pursuant to NRS 365.180 and 365.190 and accounted for in other County funds, and the County's share of the Indexed Fuel Taxes.

The net pledged revenues related to motor vehicle fuel taxes for the year ended June 30, 2021, were as follows:

Pledged revenues (net of administrative expenditures):	
County share motor vehicle fuel tax (\$.03)	\$ 19,976,479
RTC share motor vehicle fuel tax (\$.09)	68,014,551
	<u>87,991,030</u>
Direct distributions allocated for certain political subdivisions not included in the Las Vegas Valley Area Major Street and Highway Plan	<u>(1,842,916)</u>
Net pledged revenues	<u><u>\$ 86,148,114</u></u>

Indexed Fuel Tax includes taxes calculated and imposed on motor vehicle fuel tax, and special fuels taxes that consist of taxes on diesel fuel, taxes on compressed natural gas, and taxes on liquefied petroleum gas.

The net pledged revenues related to indexed fuel taxes for the year ended June 30, 2021, were as follows:

Pledged revenues (net of administrative expenditures):	
County share Indexed Fuel Taxes	\$ 11,505,362
RTC share Indexed Fuel Taxes	114,171,042
Subordinate Motor Vehicle Fuel Tax Revenue	
Net pledge Motor Vehicle Fuel Tax Revenue	\$ 86,148,114
Principal and interest payment	<u>(35,028,625)</u>
	<u>51,119,489</u>
	176,795,893
Direct distributions allocated for certain political subdivisions not included in the Las Vegas Valley Area Major Street and Highway Plan	<u>(1,782,031)</u>
Net pledged revenues	<u><u>\$ 175,013,862</u></u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 7 – Long-Term Debt (continued)**

Pledged Revenues (continued)

Sales and excise tax revenue bonds issued for RTC purposes are collateralized by 1/4% sales and excise tax and a 1 cent jet aviation fuel tax in Clark County.

The net pledged revenues related to sales and excise tax and jet aviation fuel tax for the year ended June 30, 2021, were as follows:

Pledged revenues:

Sales and excise tax	\$ 115,288,216
Jet aviation fuel tax	<u>2,747,757</u>

Total net pledged revenues	<u><u>\$ 118,035,973</u></u>
----------------------------	------------------------------

The debt coverage ratios for net pledged revenues for the year ended June 30, 2021, were as follows:

	Motor Vehicle Fuel Tax	Indexed Fuel Tax	Sales and Excise Tax and Jet Aviation Fuel Tax
Net pledged revenues	\$ 86,148,114	\$ 175,013,862	\$ 118,035,973
Total principal and interest payment based on Maximum Annual Debt Service	<u>40,360,567</u>	<u>41,036,775</u>	<u>4,638,875</u>
Debt coverage ratio	<u>2.13</u>	<u>4.26</u>	<u>25.44</u>
Required debt coverage ratio	<u>1.50</u>	<u>1.50</u>	<u>1.50</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

**NOTE 8 - Changes in Long-Term Liabilities**

Long-term liability activity for the year ended June 30, 2021, was as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
<b>Governmental activities:</b>					
Bonds payable:					
Revenue and refunding bonds	\$ 725,920,000	\$ 191,590,000	\$ 196,445,000	\$ 721,065,000	\$ 48,750,000
Unamortized issuance premium	83,352,509	41,439,820	11,690,960	113,101,369	-
Unamortized issuance discount	(18,943)	-	(18,943)	-	-
Total bonds payable	809,253,566	233,029,820	208,117,017	834,166,369	48,750,000
Compensated absences	3,083,336	1,387,203	1,294,441	3,176,098	1,294,441
Total OPEB liability	6,823,068	9,047,249	6,823,068	9,047,249	-
Net pension liability	30,532,170	3,308,518	2,237,941	31,602,747	-
Governmental activities Long-term liabilities	<u>\$ 849,692,140</u>	<u>\$ 246,772,790</u>	<u>\$ 218,472,467</u>	<u>\$ 877,992,463</u>	<u>\$ 50,044,441</u>
<b>Business-type activities:</b>					
Compensated absences	\$ 1,845,748	999,534	814,662	\$ 2,030,620	\$ 814,662
Total OPEB liability	6,537,161	8,455,651	6,537,161	8,455,651	-
Net pension liability	20,892,438	2,150,182	1,454,421	21,588,199	-
Business-type activities Long-term liabilities	<u>\$ 29,275,347</u>	<u>\$ 11,605,367</u>	<u>\$ 8,806,244</u>	<u>\$ 32,074,470</u>	<u>\$ 814,662</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 9 - Operating Lease Commitments**

The RTC was party to one operating lease at June 30, 2021, as follows:

<u>Lessor</u>	<u>FY21 Average Monthly Rental</u>	<u>Date Lease Commenced</u>	<u>Date Lease Terminates</u>
LiveWork, LLC	<u>\$ 159,654</u>	January 5, 2008	January 4, 2048

Total rent expense for fiscal year 2021 was \$1,915,844. The following is a schedule of future minimum lease payments for the operating lease as of June 30, 2021:

Year ending June 30:

2022	\$ 1,973,319
2023	2,062,556
2024	2,154,470
2025	2,219,104
2026	2,285,677
2027-2031	12,759,704
2032-2036	15,222,829
2037-2041	18,161,433
2042-2046	21,667,304
2047-2048	<u>7,241,506</u>
Total future minimum lease payments	<u>\$ 85,747,902</u>

The RTC entered into a 40-year land lease with LiveWork, LLC on April 2, 2007, as amended by First Amendment of Lease dated September 17, 2007. The base rent is \$1,250,000 per annum with a 3% annual escalation beginning in January 2009, and an additional 3% escalation in the 5th, 10th, 15th, 20th, 30th, and 35th years. This operating lease is cancelable if funds become unavailable. As a condition of the lease agreement, the RTC provided the lessor with a \$5,000,000 letter of credit as a security deposit. The security deposit shall be reduced by an amount equal to \$1,250,000 until the balance reaches the base security amount. Base security amount shall mean an amount equal to 1 year's then base rent. The reduction starts on the first day of the lease year immediately following the lease year in which the RTC commences operation of the terminal and on the first day of each subsequent lease year until the security deposit reaches the base security amount. As of June 30, 2021, a \$1,944,156 letter of credit was issued and unused.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 10 - Net Position and Fund Balances**

Net Position

At June 30, 2021, the RTC's government-wide statement of net position accumulated deficit is mainly attributable to borrowings to fund jurisdictional street and highway improvement projects. The resultant debt is retained and serviced by the RTC while the improved assets are owned and maintained by the Jurisdictions. Net position restricted for debt service totaled \$128,900,683. This amount is made up of restricted funds exclusively for debt service of \$144,980,458 less accrued interest payable of \$16,079,775.

Fund Balances

Included in the amounts restricted for capital projects and intergovernmental capital grants on the Governmental Funds Balance Sheet are direct distributions representing that portion of the County motor vehicle fuel tax and Indexed Fuel Tax required to be allocated for use by those political entities not included wholly or in part in the "Las Vegas Valley Area Major Street and Highway Plan." The allocation to these entities is made based on the ratio of their assessed valuation to the total County assessed valuation.

The following is a schedule of changes in the reserve for direct distributions in the Highway Improvement Acquisition Fund (5) for the year ended June 30, 2021:

	Balance July 1, 2020	Current Year Increases	Current Year Decreases	Balance June 30, 2021
City of Boulder City	\$ 2,994,233	\$ 1,113,809	\$ (3,972,366)	\$ 135,676
Bunkerville	309,968	42,688	-	352,656
Indian Springs	214,347	21,938	-	236,285
Laughlin	6,103,487	701,663	-	6,805,150
City of Mesquite	6,518,987	1,976,442	(3,907,500)	4,587,929
Moapa Town	1,959,007	90,697	-	2,049,704
Moapa Valley	1,529,185	276,941	(4,500,000)	(2,693,874)
Mt. Charleston	1,001,161	67,593	-	1,068,754
Searchlight	380,916	47,408	(250,000)	178,324
Total	<u>\$ 21,011,291</u>	<u>\$ 4,339,179</u>	<u>\$ (12,629,866)</u>	<u>\$ 12,720,604</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 11 - Defined Benefit Pension Plan**

*Plan Description*

RTC employees are covered by the State of Nevada Public Employees' Retirement System (the "System"). The System was established on July 1, 1948, by the State Legislature and is governed by the Public Employees' Retirement Board whose seven members are appointed by the Governor. All public employees who meet certain eligibility requirements participate in the System, which is a cost-sharing multiple-employer defined benefit plan.

The RTC does not exercise any control over the System. Nevada Revised Statute 286.110 states that: "Respective participating public employers are not liable for any obligation of the System."

Benefits provided

Benefits, as required by the NRS, are determined by the number of years of accredited service at the 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, and July 1, 2015. Benefit payments to which participants may be entitled under the System include pension, disability, and survivor benefits. Benefits may only be amended through legislation.

Monthly benefit allowances for regular members are computed at 2.5% for service credits earned prior to July 1, 2001, and 2.67% for service credits earned after July 1, 2001, of average compensation (36 consecutive months of highest compensation) for each accredited year of service prior to retirement up to a maximum of 90% of the average compensation for employees who entered the system prior to July 1, 1985, and 75% for those entering after that date. The System 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 the employee's life and various optional monthly payments to a named beneficiary after the employee's death. Employees are eligible for retirement benefits at age 65 with 5 years of service, at age 60 with 10 years of service and at any age with 30 years of service. Post-retirement increases are provided by authority of NRS 286.575-579

The 2009 Legislature made changes to the System. The benefit allowances for members enrolled on or after January 1, 2010, are computed at 2.5% for service credits of average compensation (36 consecutive months of highest compensation, however; salary subject to 10% cap if it has increased more than 10% from the prior year) for each accredited year of service prior to retirement up to a maximum of 75% of the average compensation. Early retirement benefit reduction based on years, months and days increased from 4% to 6% for each full year. Employees are eligible for retirement benefits at age 65 with 5 years of service, at age 62 with 10 years of service and at any age with 30 years of service.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 11 - Defined Benefit Pension Plan (continued)**

Benefits provided (continued)

The 2015 Legislature made additional changes to the System. A member who has an effective date of membership on or after July 1, 2015, is eligible to retire at age 65 if the member has at least 5 years of service, at age 62 if the member has at least 10 years of service, at age 55 if the member has at least 30 years of service and at any age if the member has at least 33 1/3 years of service. For a regular member who has an effective date of membership on or after July 1, 2015, a monthly service retirement allowance must be determined by multiplying the member's average compensation by 2.25% for each year of service earned. A regular member who has an effective date of membership on or after July 1, 2015, is entitled to a benefit of not more than 75% of the member's average compensation with the member's eligibility for service credit ceasing at 33 1/3 years of service.

Contributions

Contribution rates are established by NRS 286.410, which provides for yearly increases until such time as the actuarially determined unfunded liability of the System is reduced to zero. The RTC is obligated to contribute all amounts due under the System. The contribution rate for eligible employees and the RTC's required contributions are as follows:

	FISCAL YEAR ENDING JUNE 30, 2021	
	Employer	Employee
Contribution rates	14.625%	14.625%
Contractually required contribution - statutorily determined	\$ 3,422,796	\$ 3,476,437

Basis of accounting

Employers participating in the System's cost sharing multiple-employer defined benefit plans are required to report pension information in their financial statements for fiscal periods beginning on or after June 15, 2014, in accordance with Governmental Accounting Standards Board (GASB) Statement No. 68, Accounting and Financial Reporting for Pensions.

The underlying financial information used to prepare the pension allocation schedules is based on the System's financial statements. The System's financial statements are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP) that apply to governmental accounting for fiduciary funds.

Contributions for employer pay dates that fall within the System's fiscal year ending June 30, 2020, are used as the basis for determining each employer's proportionate share of the collective pension amounts.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 11 - Defined Benefit Pension Plan (continued)**

*Investment Policy*

The System's policies which determine the investment portfolio target asset allocation are established by the 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, 2020:

Asset Class	Target Allocation	Long-Term Geometric Expected Real Rate of Return*
U.S. stocks	42%	5.50%
International stocks	18%	5.50%
U.S. bonds	28%	0.75%
Private Markets	12%	6.65%

\* As of June 30, 2020, PERS' long-term inflation assumption was 2.75%

*Pension Liability*

Net Pension Liability

The employer allocation percentage of the net pension liability was based on the employer contributions due on wages paid during the measurement period. Each employer's proportion of the net pension liability is based on their employer contributions relative to the total combined employer contributions for all employers for the period ended June 30, 2020.

The following is the percentage of the RTC to the Total Plan and any changes from the previous measurement date to June 30, 2020:

	Net Pension Liability as of June 30, 2019	Net Pension Liability as of June 30, 2020	Change from previous measurement date
RTC	\$ 51,424,608	\$ 53,190,946	\$ 1,766,338
Total Plan	\$ 13,635,963,390	\$ 13,928,336,726	\$ 292,373,336
RTC's % to the Total Plan	0.37712%	0.38189%	0.00477%

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 11 - Defined Benefit Pension Plan (continued)**

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the System's Comprehensive Annual Financial Report, available on the System's website.

Pension Liability Discount Rate Sensitivity

The following presents the net pension liability of the System as of June 30, 2020, calculated using the discount rate of 7.50%, as well as what the System's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.50%) or 1- percentage-point higher (8.50%) than the current discount rate:

	1% Decrease in Discount Rate (6.50%)	Discount Rate (7.50%)	1% Increase in Discount Rate (8.50%)
Net Pension Liability	<u>\$ 82,957,293</u>	<u>\$ 53,190,946</u>	<u>\$ 28,442,403</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 11 - Defined Benefit Pension Plan (continued)**

Actuarial Assumptions

The System's net pension liability was measured as of June 30, 2020, 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	2.75%
Investment Rate of Return	7.50%
Productivity pay increase	0.50%
Projected salary increases	4.25% to 9.15%, depending on service Rates include inflation and productivity increases
Other assumptions	Same as those used in the June 30, 2020 funding actuarial valuation
Actual mortality assumption used:	
<i>Healthy:</i>	Headcount-Weighted RP-2014 Healthy Annuitant Table projected to 2020 with Scale MP-2016, set forward one year for spouses and beneficiaries. For ages less than 50 <sup>(1)</sup> , mortality rates are based on the Headcount-Weighted RP-2014 Employee Mortality Tables. Those mortality rates are adjusted by the ratio of the mortality rate for healthy annuitants at age 50 to the mortality rate for employees at age 50. The mortality rates are then projected to 2020 with Scale MP-2016.
<i>Disabled:</i>	Headcount-Weighted RP-2014 Disabled Retiree Table, set forward four years.
<i>Pre-Retirement:</i>	Headcount-Weighted RP-2014 Employee Table, projected to 2020 with Scale MP-2016.

<sup>(1)</sup> The RP-2014 Healthy Annuitant Mortality Tables have rates only for ages 50 and later

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 11 - Defined Benefit Pension Plan (continued)**

Actuarial Assumptions (continued)

Actuarial assumptions used in the June 30, 2020 valuation were based on the results of the experience study for the period July 1, 2012 through June 30, 2016.

Actuarial assumptions used in the June 30, 2020 valuation did not change from the actuarial assumptions used in the June 30, 2019 valuation.

The discount rate used to measure the total pension liability was 7.50% as of June 30, 2020 and June 30, 2019. 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, 2020, was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term 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, 2020. There were no changes to the plan between the measurement date of the net pension liability and the employer's reporting date that are expected to have a significant effect on the net pension liability.

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

As of June 30, 2021, the total employer pension expense is \$6,219,702. At June 30, 2020, the measurement date, the 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	\$ 1,652,606	\$ 686,825
Changes of assumptions	1,494,076	-
Net difference between projected and actual earnings on investments	-	2,009,329
Changes in proportion and differences between actual contributions and proportionate share of contributions	3,918,592	-
Contributions subsequent to the measurement date	3,422,796	-
	\$ 10,488,070	\$ 2,696,154

Average expected remaining service lives 6.13 years

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 11 - Defined Benefit Pension Plan (continued)**

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources  
Related to Pensions (continued)

Deferred outflows of resources resulting from contributions made subsequent to the measurement date will be recognized as a reduction of the net pension liability in the reporting year ending June 30, 2022. Deferred outflows/(inflows) of resources related to pension will be recognized as follows:

Reporting period ended June 30:

2022	\$ 636,751
2023	1,533,637
2024	1,217,702
2025	762,229
2026	201,600
Thereafter	17,201
	<u>\$ 4,369,120</u>

Additional Information

The total pension liability is calculated by the System's actuary. The plan's fiduciary net position is reported in the System's financial statements and the net pension liability is disclosed in the System's notes to the financial statements. 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 (CAFR) available on the System's website: [www.nvpers.org](http://www.nvpers.org) under Quick Links – Publications. An annual report containing financial statements and required information may be obtained by writing to State of Nevada Public Employees' Retirement System, 693 W. Nye Lane, Carson City, Nevada 89703-1599, or by calling (775) 687-4200.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 12 - Other Post-Employment Benefits (OPEB)**

Plan description

The RTC participates in Clark County's Retiree Health Program Plan (RHPP), a non-trust, single-employer defined benefit postemployment healthcare plan, as well as the State of Nevada's Public Employee Benefit Plan (PEBP), a non-trust, agent multiple-employer defined benefit postemployment healthcare plan.

In accordance with NRS, retirees of RTC may continue insurance through existing plans of insurance, if enrolled as an active employee at the time of retirement. Retirees are offered medical, dental, prescription drugs, and life insurance benefits for themselves and their dependents. Retirees may choose RHPP between the Clark County Self-Funded Group Medical and Dental Benefits Plan (Self-Funded Plan) and a health maintenance organization (HMO) plan.

PEBP is administered by a nine member governing board. PEBP provides medical, prescription, dental and vision benefits to retirees. Eligibility and subsidy requirements are governed by NRS and can only be established or amended through legislation. In 2008, NRS was amended. As a result of this amendment, the number of retirees for whom the RTC is obligated to provide PEBP postemployment benefits is limited to eligible employees who retired from RTC service prior to September 1, 2008. PEBP is a closed plan, and therefore, no current employees are covered by the Plan.

RHPP benefit provisions are established and amended through negotiations between Clark County and the SEIU employee union. The RTC has an interlocal agreement with Clark County which allows Clark County to negotiate with the SEIU on RTC's behalf for RHPP benefits.

There are no assets accumulated in a trust to pay related benefits to both RHPP and PEBP.

The RHPP is included in the financial statements of Clark County as an internal service fund (the Self-Funded Group Insurance fund). The RHPP is not administered as a qualifying trust or equivalent arrangement. The RHPP and PEBP reports may be obtained by writing or calling the plans at the following addresses or numbers:

Clark County, Nevada  
PO Box 551210  
500 S. Grand Central Parkway  
Las Vegas, NV 89155-1210  
(702) 455-3895

Public Employee Benefit Plan  
901 South Stewart Street, Suite 1001  
Carson City, NV 89701  
(800) 326-5496

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 12 - Other Post-Employment Benefits (OPEB) (continued)**

Funding Policy

Retirees in the RHPP receive no direct subsidy from the RTC. Under State law, retiree loss experience is pooled with active loss experience for the purpose of setting rates. The difference between the true claims cost and the blended premium is an implicit rate subsidy that creates an OPEB cost for the RTC.

The RTC is required to pay the PEBP an explicit subsidy, based on years of service, for retirees who are enrolled in this plan. The subsidy is set by the State Legislature.

Benefits Provided

PEBP plan provides medical, dental, prescription drug, Medicare Part B, and life insurance coverage to eligible retirees and their spouses. Benefits are provided through a third-party insurer.

RHPP provides medical, dental, prescription drug, and life insurance coverage to eligible active and retired employees and beneficiaries. Benefit provisions are established and amended through negotiations between the respective unions and the Health District.

Plan membership\*

At July 1, 2020, OPEB plan membership consisted of the following:

	<u>PEBP</u>	<u>RHPP</u>	<u>TOTAL ALL PLANS</u>
Retired members currently receiving benefits	21	39	60
Married spouses of retired members currently receiving benefits	-	14	14
Active members	-	334	334
Total	<u>21</u>	<u>387</u>	<u>408</u>

As of November 1, 2008, PEBP was closed to any new participants.

\* All participating Clark County employer entities reflected in the PEBP and RHPP OPEB Valuation Report.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 12 - Other Post-Employment Benefits (OPEB) (continued)**

Actuarial assumptions and methods

The Total OPEB Liability (TOL) as of June 30, 2021 was determined by an actuarial valuation as of June 30, 2020. Update procedures were used to roll forward the total OPEB liability to the measurement date.

In particular, the following assumptions were applied to all periods included in the June 30, 2020 measurement:

Reporting Date	June 30, 2021
Valuation Date & Census Data	Valuation date as of June 30, 2020 based on the census provided by the County as of June 30, 2020.
Discount Rate	3.5% per annum (BOY) 2.21% per annum (EOY) <i>Source: Bond Buyer 20-Bond GO index</i>
Salary Increase Rate	3.0% per annum
Marriage Rate	30% of future retirees are assumed married with a spouse at retirement, eligible for plan benefits. This is based on the current retiree population.
Spouse Age	Male spouses are assumed to be three years older than female spouses.
Medicare Eligibility	All future retirees are assumed to be eligible for Medicare at age 65, unless specified in the census data provided by the County. Indicators were provided for retirees not eligible for Medicare.
Actuarial Cost Method	Entry Age Normal based on level percentage of salary
Amortization Method	<i>Experience/Assumptions</i> gains and losses are amortized over a closed period of 13.9 average remaining service to expected retirement age of active and inactive plan members (who have no future service).  <i>Investment</i> gains and losses are amortized over a closed period of 5 years starting the current fiscal year.
Mortality Rates	Pub-2010 headcount weighted mortality table, projected generationally using Scale MP-2020, applied on a gender-specific basis for general and safety personnel.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 12 - Other Post-Employment Benefits (OPEB) (continued)**

Actuarial assumptions and methods (continued)

Health Care Cost Trend Rate	The health care cost trend assumptions are used to project the cost of health care in future years. The following annual trends are based on the current HCA Consulting trend study, and are applied on a select and ultimate basis. Select trends are reduced 0.5% each year until reaching the ultimate trend rate.		
	<u>Expense Type</u>	<u>Select</u>	<u>Ultimate</u>
	Pre-Medicare Medical and Rx Benefits	7.00%	4.00%
	Medicare Benefits	6.00%	4.00%
	Administrative Fees	4.00%	4.00%
	Dental	4.00%	4.00%

Changes in the Total OPEB liability

	<u>PEBP</u>	<u>RHPP</u>	<u>Total</u>
Total OPEB liability			
Service cost	\$ -	\$ 768,438	\$ 768,438
Interest	40,293	452,737	493,030
Differences between expected and actual experience	190,532	1,065,293	1,255,825
Changes of assumptions	255,955	1,453,626	1,709,581
Benefit payments	(70,112)	(14,091)	(84,203)
Net change in total OPEB liability	<u>416,668</u>	<u>3,726,003</u>	<u>4,142,671</u>
Total OPEB liability, beginning	<u>1,186,286</u>	<u>12,173,943</u>	<u>13,360,229</u>
Total OPEB liability, ending	<u>\$ 1,602,954</u>	<u>\$ 15,899,946</u>	<u>\$ 17,502,900</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 12 - Other Post-Employment Benefits (OPEB) (continued)**

Sensitivity of the Total OPEB Liability to changes in the discount rate

The following presents the Total OPEB Liability (TOL) of the RTC as of June 30, 2020, calculated using the municipal bond rate of 2.21%, as well as what the RTC's TOL would be if it were calculated using a discount rate that is 1-percentage-point lower (1.21% municipal bond rate) or 1- percentage-point higher (3.21% municipal bond rate) than the current rate:

	1% Decrease (1.21%)	Current (2.21%)	1% Increase (3.21%)
PEBP	\$ 1,843,000	\$ 1,602,954	\$ 1,407,000
RHPP	19,266,000	15,899,946	13,279,000
Total OPEB liability	<u>\$ 21,109,000</u>	<u>\$ 17,502,900</u>	<u>\$ 14,686,000</u>

Sensitivity of the Total OPEB Liability to changes in the healthcare cost trend rate

The following presents the Total OPEB Liability of the RTC as of June 30, 2020, as well as what the RTC's Total OPEB Liability would be if it were calculated using a trend rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate.

	1% Decrease Ultimate	Current Trend Ultimate	1% Increase Ultimate
PEBP	\$ 1,417,000	\$ 1,602,954	\$ 1,826,000
RHPP	13,272,000	15,899,946	19,241,000
Total OPEB liability	<u>\$ 14,689,000</u>	<u>\$ 17,502,900</u>	<u>\$ 21,067,000</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

**NOTE 12 - Other Post-Employment Benefits (OPEB) (continued)**

OPEB Expense and Deferred Outflows/Inflows of Resources related to OPEB

For the year ended June 30, 2021, RTC recognized OPEB expense of \$1,084,730. At June 30, 2021, RTC reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 988,654	\$ 5,508,524
Changes in assumptions	1,999,902	2,556,585
Benefits paid after the measurement date	121,052	-
Total	<u>\$ 3,109,608</u>	<u>\$ 8,065,109</u>

Deferred outflows of resources resulting from benefits paid subsequent to the measurement date will be recognized as a reduction to the total OPEB liability in the reporting year ending June 30, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources will be recognized in the OPEB expense as follows:

Year ended June:

2022	\$ (623,225)
2023	(623,225)
2024	(623,225)
2025	(623,225)
2026	(623,225)
Thereafter	<u>(1,960,428)</u>
Total	<u>\$ (5,076,553)</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 13 - Risk Management**

The RTC's operating activities are comprised primarily of providing both public transit services and transportation-planning services in southern Nevada; and therefore, realization of the RTC's receivables and its future operations could be affected by an adverse change in the economic conditions in the area.

In the ordinary course of its operations, claims are filed against the RTC. It is the opinion of management that these claims will not have a material adverse effect on the RTC's financial position, results of operation, or cash flows.

The RTC does not accrue for estimated future legal and defense costs, if any, to be incurred in connection with outstanding or threatened litigation and other disputed matters but rather, records such as period costs when services are rendered.

The RTC is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters.

The RTC maintains insurance policies for Workers' Compensation, Commercial Property, Commercial General Liability, Commercial Auto Liability, Cyber Liability, Excess Liability, Employment Practices Liability, Employed Lawyers, Public Officials Directors and Officers coverage and Employee Benefits Liability.

Under the insurance policies with various insurance carriers, the RTC is only responsible to pay the deductibles and co-insurance amounts stipulated in the policies.

The RTC entered into an interlocal agreement with the County for the provision of employee health insurance benefits.

Workers' Compensation

The RTC has placed insurance coverage with a licensed and rated carrier which includes Coverage A – Workers' Compensation Benefits with Statutory Limits and Coverage B Employer's Liability – Bodily Injury Each Accident \$1,000,000, Bodily Injury by Disease (Policy Limit) \$1,000,000, and Bodily Injury by Disease (Each Employee) \$1,000,000. No deductible applies to this coverage. Claims are reported by the RTC directly to the insurance carrier.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 13 - Risk Management (continued)**

Commercial Property

The RTC has placed insurance coverage with a licensed and rated carrier for all RTC facilities. Building, Business Personal Property/Contents, and Equipment (including Mechanical Breakdown) are insured for Replacement Cost on a Blanket basis not to exceed \$275,000,000 with a \$100,000 retention. Builder's Risk/Course of Construction policies are purchased by the RTC for any project constructed on RTC property with limits and deductible levels varying by project size and type. (For projects not constructed on RTC property, the General Contractor or Construction Manager is responsible for placement of Builder's Risk/Course of Construction policies). Claims are reported to the RTC's insurance carrier by the RTC's insurance broker.

Commercial General Liability

The RTC has placed insurance coverage with a licensed and rated carrier which includes \$5,000,000 limits for Bodily Injury/Property Damage (Each Occurrence) and Personal and Advertising Injury, \$5,000,000 limit for Products/Completed Operations Aggregate, and \$5,000,000 limit for General Aggregate. A \$100,000 Self Insured Retention applies. Employee Benefits Liability is also included on a Claims Made Basis (which is common for this type of insurance) with the limit included in the General Liability limit. A \$100,000 Self Insured Retention applies. Claims are reported by the RTC to the Third Party Administrator (TPA).

Commercial Auto Liability

The RTC has placed insurance coverage with a licensed and rated carrier which includes \$5,000,000 limits for Owned Automobile Bodily Injury and Property Damage and \$500,000 Uninsured/Underinsured Motorist. Comprehensive and Collision Physical Damage Coverage is maintained on most vehicles but is not maintained on older vehicles with low value. Also included is Hired and Non Owned Auto Liability with limits of \$5,000,000 for Bodily Injury and Property Damage. A \$100,000 Self Insured Retention applies. Hired Auto Physical Damage coverage is also in place based on the Lesser of Actual Cash Value or Repair cost. A \$2,500 deductible applies. Claims are reported by the RTC to the Third Party Administrator (TPA).

Commercial auto insurance for the RTC's revenue service vehicles is being covered by the contractors operating and maintaining transit services.

Cyber Liability

The RTC has placed insurance coverage with a non-admitted and rated insurance carrier, which includes a \$2,000,000 aggregate for most modules of coverage with a \$50,000 deductible.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

**NOTE 13 - Risk Management (continued)**

Excess Liability

The RTC has placed insurance coverage with a licensed and rated carrier which includes \$5,000,000 in limits for Combined Bodily Injury and Property Damage Each Occurrence and General Aggregate. The Excess Liability policy provides additional liability limits over and above the Commercial General Liability, Auto Liability, Employers Liability and Employee Benefit Liability. Claims are reported to the RTC's insurance carrier by the RTC's insurance broker.

Employment Practices Liability

The RTC has placed insurance coverage with a licensed and rated insurance carrier, which includes \$2,000,000 in coverage for each claim and in the Aggregate. A \$100,000 retention/deductible applies for each claim. Coverage is written on a Claims Made basis (which is common for this type of insurance). Claims are reported to the RTC's insurance carrier by the RTC's insurance broker.

Employed Lawyers

The RTC has placed insurance coverage with a licensed and rated insurance carrier, which includes \$1,000,000 in coverage for each claim and in the Aggregate. A \$0 retention/deductible applies for Insurance Clause (A) and a \$5,000 retention/deductible applies for Insuring Clause (B). Coverage is written on a Claims Made basis (which is common for this type of insurance). Claims are reported to the RTC's insurance carrier by the RTC's insurance broker.

Public Officials Directors and Officers Liability

The RTC has placed insurance coverage with a licensed and rated carrier, which includes \$2,000,000 for each claim and in the Aggregate. A \$0 retention/deductible applies for Insuring Clause (A) and a \$50,000 retention/deductible applies for Insuring Clause (B) and Insuring Clause (C). Coverage is written on a Claims Made basis (which is common for this type of insurance). Claims are reported to the RTC's insurance carrier by the RTC's insurance broker.

Over the past three years, no settlements have exceeded any of the above insurance coverages.

**NOTE 14 - Commitments**

Construction commitments include roadway projects with various local entities for \$474,515,028.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**NOTES TO FINANCIAL STATEMENTS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(CONTINUED)**

---

**NOTE 15 – COVID-19**

On March 11, 2020, the World Health Organization declared the novel strain of coronavirus (COVID-19) a global pandemic and recommended containment and mitigation measures worldwide. The COVID-19 outbreak in the United States has caused business disruption through mandated and voluntary closings of businesses and shelter in place orders for all but those deemed essential services. While the business disruption is currently expected to be temporary, there is considerable uncertainty around the duration of the closings and shelter in place orders. The spread COVID-19 is having significant negative impacts throughout the world, including within the State of Nevada and Clark County. To date there have been numerous cases and deaths from COVID-19 in the State, including the County. The County's economy is heavily dependent on tourism and gaming and the impacts of the spread of COVID-19 and federal, State and local actions related thereto and its adverse effect on the level of economic activity within the County could continue to impact the RTC's financial operations.

Sales tax, fuel tax and transit fee revenues constitute the RTC's primary sources of revenue. In comparing fiscal year 2021 with fiscal year 2020, Sales tax increased by 8.5%, Motor Vehicle Fuel Tax (MVFT) revenues declined by 0.6%, Indexed Fuel Tax 1 (IFT 1) increased by 7.0%, Indexed Fuel Tax 2 (IFT 2) increased by 48.6%, mainly due to a scheduled rate increase based on the ten year average of a Producer Price Index (PPI), and transit fares declined by 25.5%. The RTC was awarded a total of \$112 million from the Federal Transit Administration under the Coronavirus Aid, Relief, and Economic Security (CARES) Act, \$60.1 million from the Federal Transit Administration under the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act of 2021, and \$131.1 million from the Federal Transit Administration under the American Rescue Plan (ARP) Act of 2021 that will significantly support in operating the Public Transit System.

To address the impact of COVID-19, RTC reduced operating expenses and cut or delayed capital projects in the Public Transit Fund. The RTC also laid off or furloughed about 15% of its work force, implemented a hiring freeze, reduced management pay by 3.5% to 5%, and negotiated a 0% Cost of Living Adjustment (COLA) and a 5% concession with the employees labor union.

The degree of impact from COVID-19 to the RTC's financial operations is difficult to predict due to the evolving nature of the COVID-19 transmission, including uncertainties relating to the duration of the outbreak and what additional actions may be taken by governmental authorities to contain or mitigate its current impact or to respond to a second rapid escalation of cases, if any. The RTC also cannot predict the timeframe for tourism and visitors to casinos to return to the levels prior to the onset of the COVID-19 pandemic. The ultimate financial impact and duration cannot be estimated at this time.



# REQUIRED SUPPLEMENTARY INFORMATION

DUDE, WHERE'S YOUR MASK?

*Masks keep you and*

**¡LISTO CUANDO  
TÚ LO ESTÉS!**

El RTC se esfuerza en acomodar a los pasajeros a medida que el sur de Nevada continúa reabriendo. Esto es lo que puede esperar cuando viaja con nosotros:

**RTC**

## RTC PLAN DE SEGURIDAD DE 14 PUNTOS

### LO QUE ESPERAMOS DE NUESTROS PASAJEROS:

#### 1 CUBIERTA FACIAL



¿Por favor, use su máscara siempre? Cúbrala en RTC, en el sur de Nevada y en cualquier otro momento. ¡Puede ayudar a prevenir la propagación!

#### 2 DISTANCIAMIENTO SOCIAL



Mantenga al menos 6 pies de distancia entre usted y sus compañeros.

### QUE HACEMOS POR NUESTROS PASAJEROS

3

#### ENTREGA DE EQUIPO



El RTC ofrece una estación de lavado de manos y un dispensador de alcohol en gel en cada parada. ¡Mantenga las manos limpias!

4

#### VEHÍCULO CON MÁSCARA DE FILTRO



El RTC utiliza vehículos con filtros de aire HEPA para reducir la propagación de virus.

5

#### MÁS AUTÓBUSES



El RTC ha aumentado el número de autobuses para reducir el tiempo de espera.

6

#### RECOMENDAMOS LA DISTANCIA SOCIAL



El RTC recomienda mantener una distancia de 6 pies entre usted y sus compañeros.

7

#### RECOMENDAMOS EL USO DE MÁSCARA



El RTC recomienda usar una máscara en todo momento.

8

#### EVITE SENTARSE EN EL PASAJERO



El RTC recomienda evitar sentarse en el pasajero para reducir el riesgo de propagación.

9

#### RECOMENDAMOS EL USO DE MÁSCARA



El RTC recomienda usar una máscara en todo momento.

10

#### RECOMENDAMOS EL USO DE MÁSCARA



El RTC recomienda usar una máscara en todo momento.

### TECNOLOGÍAS EN EL VEHÍCULO SIENDO CONSIDERADO

11

#### FILTROS DE AIRE HEPA



El RTC utiliza vehículos con filtros de aire HEPA para reducir la propagación de virus.

12

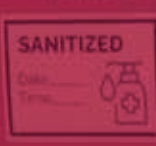
#### CONTEO DE PASAJEROS



El RTC realiza un conteo de pasajeros para reducir el tiempo de espera.

13

#### INFORMACIÓN DE SANIDAD



El RTC proporciona información de salud para reducir el riesgo de propagación.

14

#### PROTECTOR MICROBACTERIANO



El RTC utiliza protectores microbacterianos para reducir el riesgo de propagación.

VISITE [rtcnev.com/coronavirus](https://rtcnev.com/coronavirus) para más información.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**REQUIRED SUPPLEMENTARY INFORMATION**  
**SCHEDULE OF CHANGES IN TOTAL OPEB LIABILITY AND RELATED RATIOS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**LAST TEN YEARS**

Changes in the Total OPEB liability

	<b>PEBP**</b>			
	<b>FY2018*</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Total OPEB liability				
Service Cost	\$ -	\$ -	\$ -	\$ -
Interest	37,523	48,382	43,206	40,293
Changes of benefit terms	-	-	-	-
Difference between expected and actual experience	27,873	(99)	-	190,532
Changes of assumptions	(107,325)	(61,506)	61,411	255,955
Benefit payments	<u>(85,082)</u>	<u>(66,783)</u>	<u>(69,525)</u>	<u>(70,112)</u>
Net change in OPEB liability	(127,011)	(80,006)	35,092	416,668
Total OPEB liability, beginning	<u>1,358,211</u>	<u>1,231,200</u>	<u>1,151,194</u>	<u>1,186,286</u>
Total OPEB liability, ending	<u>\$ 1,231,200</u>	<u>\$ 1,151,194</u>	<u>\$ 1,186,286</u>	<u>\$ 1,602,954</u>
Covered-employee payroll	N/A	N/A	N/A	N/A
Total OPEB Liability as a percentage of covered-employee payroll***	N/A	N/A	N/A	N/A

	<b>RHPP</b>			
	<b>FY2018*</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Total OPEB liability				
Service Cost	\$ 1,548,246	\$ 1,507,770	\$ 642,438	\$ 768,438
Interest	534,440	653,038	426,942	452,737
Changes of benefit terms	-	-	-	-
Difference between expected and actual experience	(82,457)	(6,975,593)	-	1,065,293
Changes of assumptions	(2,389,821)	(1,445,416)	761,168	1,453,626
Benefit payments	<u>(60,628)</u>	<u>(74,873)</u>	<u>(92,495)</u>	<u>(14,091)</u>
Net change in OPEB liability	(450,220)	(6,335,074)	1,738,053	3,726,003
Total OPEB liability, beginning	<u>17,221,184</u>	<u>16,770,964</u>	<u>10,435,890</u>	<u>12,173,943</u>
Total OPEB liability, ending	<u>\$ 16,770,964</u>	<u>\$ 10,435,890</u>	<u>\$ 12,173,943</u>	<u>\$ 15,899,946</u>
Covered-employee payroll	24,154,050	25,829,219	25,682,156	27,467,067
Total OPEB Liability as a percentage of covered-employee payroll***	69.43%	40.40%	47.40%	57.89%

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF CHANGES IN TOTAL OPEB LIABILITY AND RELATED RATIOS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021  
LAST TEN YEARS**

Changes in the Total OPEB liability (continued)

	<b>TOTAL</b>			
	<b>FY2018*</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Total OPEB liability				
Service Cost	\$ 1,548,246	\$ 1,507,770	\$ 642,438	\$ 768,438
Interest	571,963	701,420	470,148	493,030
Changes of benefit terms	-	-	-	-
Difference between expected and actual experience	(54,584)	(6,975,692)	-	1,255,825
Changes of assumptions	(2,497,146)	(1,506,922)	822,579	1,709,581
Benefit payments	<u>(145,710)</u>	<u>(141,656)</u>	<u>(162,020)</u>	<u>(84,203)</u>
Net change in OPEB liability	(577,231)	(6,415,080)	1,773,145	4,142,671
Total OPEB liability, beginning	<u>18,579,395</u>	<u>18,002,164</u>	<u>11,587,084</u>	<u>13,360,229</u>
Total OPEB liability, ending	<u><u>\$ 18,002,164</u></u>	<u><u>\$ 11,587,084</u></u>	<u><u>\$ 13,360,229</u></u>	<u><u>\$ 17,502,900</u></u>
Covered-employee payroll	24,154,050	25,829,219	25,682,156	27,467,067
Total OPEB Liability as a percentage of covered-employee payroll***	74.53%	44.86%	52.02%	63.72%

\*This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, RTC will only present information for available years.

\*\*PEBP is a closed plan; and therefore, no current employees are covered by the PEBP.

\*\*\*Covered-employee payroll represents the employees that are provided with OPEB through the OPEB plan.

*The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.*

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**REQUIRED SUPPLEMENTARY INFORMATION**  
**SCHEDULE OF EMPLOYER CONTRIBUTIONS**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**LAST TEN YEARS**

	<b>PEBP</b>			
	<b>FY2018*</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Contractually required contributions	\$ -	\$ -	\$ -	\$ -
Contributions in relation to the contractually required contributions	60,753	69,525	61,610	57,867
Contribution deficiency (excess)	<u>\$ (60,753)</u>	<u>\$ (69,525)</u>	<u>\$ (61,610)</u>	<u>\$ (57,867)</u>
Covered-employee payroll	N/A	N/A	N/A	N/A
Total OPEB Liability as a percentage of covered-employee payroll***	N/A	N/A	N/A	N/A

	<b>RHPP</b>			
	<b>FY2018*</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Contractually required contributions	\$ -	\$ -	\$ -	\$ -
Contributions in relation to the contractually required contributions	145,977	92,495	273,486	63,185
Contribution deficiency (excess)	<u>\$ (145,977)</u>	<u>\$ (92,495)</u>	<u>\$ (273,486)</u>	<u>\$ (63,185)</u>
Covered-employee payroll	\$ 25,829,219	\$ 25,682,156	\$ 27,467,067	\$ 28,905,085
Total OPEB Liability as a percentage of covered-employee payroll***	0.57%	0.36%	1.00%	0.22%

	<b>TOTAL</b>			
	<b>FY2018*</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Contractually required contributions	\$ -	\$ -	\$ -	\$ -
Contributions in relation to the contractually required contributions	206,730	162,020	335,096	121,052
Contribution deficiency (excess)	<u>\$ (206,730)</u>	<u>\$ (162,020)</u>	<u>\$ (335,096)</u>	<u>\$ (121,052)</u>
Covered-employee payroll	\$ 25,829,219	\$ 25,682,156	\$ 27,467,067	\$ 28,905,085
Total OPEB Liability as a percentage of covered-employee payroll***	0.80%	0.63%	1.22%	0.42%

\*This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, RTC will only present information for available years.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**REQUIRED SUPPLEMENTARY INFORMATION**  
**REGIONAL TRANSPORTATION COMMISSION FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>REVENUES</b>					
Intergovernmental revenue:					
Federal and state grants	\$ 7,030,000	\$ 7,030,000	\$ 3,892,615	\$ (3,137,385)	\$ 3,683,263
Interest	-	-	61,210	61,210	188,121
Other	2,689,523	2,689,523	2,624,225	(65,298)	2,867,933
Total revenues	9,719,523	9,719,523	6,578,050	(3,141,473)	6,739,317
<b>EXPENDITURES</b>					
Current:					
Salaries and wages	16,942,041	16,942,041	15,987,312	954,729	17,004,681
Employee benefits	7,176,238	7,176,238	6,621,443	554,795	6,879,593
Services and supplies	13,306,551	13,306,551	9,725,022	3,581,529	11,428,816
Capital outlay	729,333	729,333	-	729,333	250,500
Total expenditures	38,154,163	38,154,163	32,333,777	5,820,386	35,563,590
<b>OTHER FINANCING SOURCES</b>					
Transfers in	28,779,401	28,779,401	28,779,401	-	35,571,773
<b>CHANGES IN FUND BALANCE</b>	344,761	344,761	3,023,674	2,678,913	6,747,500
Fund balance - beginning	9,862,977	9,862,977	14,478,260	4,615,283	7,730,760
Fund balance - ending	\$ 10,207,738	\$ 10,207,738	\$ 17,501,934	\$ 7,294,196	\$ 14,478,260

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**REQUIRED SUPPLEMENTARY INFORMATION**  
**REGIONAL TRANSPORTATION FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>REVENUES</b>					
Intergovernmental revenue:					
Sales and excise tax	\$ 40,693,189	\$ 54,393,700	\$ 57,644,108	\$ 3,250,408	\$ 53,127,502
Interest	-	-	(9,453)	(9,453)	224,658
Total revenues	40,693,189	54,393,700	57,634,655	3,240,955	53,352,160
<b>EXPENDITURES</b>					
Current:					
Services and supplies	6,810,910	9,002,992	9,223,056	(220,064)	8,500,400
<b>OTHER FINANCING (USES)</b>					
Transfers out	(34,282,279)	(45,790,708)	(48,421,021)	(2,630,313)	(44,627,102)
<b>CHANGES IN FUND BALANCE</b>	(400,000)	(400,000)	(9,422)	390,578	224,658
Fund balance - beginning	884,613	884,613	989,271	104,658	764,613
Fund balance - ending	\$ 484,613	\$ 484,613	\$ 979,849	\$ 495,236	\$ 989,271

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY  
LAST TEN FISCAL YEARS<sup>(1)</sup>**

	<b>2015<sup>(2)</sup></b>	<b>2016<sup>(2)</sup></b>	<b>2017<sup>(2)</sup></b>	<b>2018<sup>(2)</sup></b>	<b>2019<sup>(2)</sup></b>	<b>2020<sup>(2)</sup></b>	<b>2021<sup>(2)</sup></b>
Proportion of the net pension liability	0.30%	0.32%	0.34%	0.35%	0.36%	0.38%	0.38%
Proportionate share of the net pension liability	\$ 31,745,509	\$ 36,390,157	\$ 45,585,275	\$ 46,940,485	\$ 49,753,570	\$ 51,424,608	\$ 53,190,946
Covered Payroll	\$ 17,820,279	\$ 19,031,511	\$ 20,196,986	\$ 21,701,021	\$ 23,042,664	\$ 24,454,614	\$ 25,246,920
Proportionate share of the net pension liability as a percentage of the covered payroll	178%	191%	226%	216%	216%	210%	211%
Plan's fiduciary net position	\$ 33,575,081,157	\$ 34,610,720,184	\$ 35,002,028,906	\$ 38,686,253,408	\$ 41,431,686,852	\$ 44,284,252,583	\$ 46,735,117,356
Plan fiduciary net position as a percentage of the total pension liability	76.30%	75.10%	72.20%	74.40%	75.24%	76.46%	77.04%

<sup>(1)</sup>Fiscal year 2015 was the first year of implementation, therefore only seven years are shown.

<sup>(2)</sup>The amounts presented for each fiscal year were determined as the year-end that occurred one year prior.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF DEFINED BENEFIT PLAN CONTRIBUTIONS  
LAST TEN FISCAL YEARS <sup>(1)</sup>**

<b>Fiscal Plan Year Ending June 30</b>	<b>Contractually required contribution (statutorily determined)</b>	<b>Contributions in relation to the statutorily determined contributions</b>	<b>Contribution deficiency (excess)</b>	<b>Covered payroll</b>	<b>Contributions as a percentage of the covered payroll</b>
2015	\$ 2,450,307	\$ 2,450,307	\$ -	\$ 19,031,511	12.875%
2016	\$ 2,827,578	\$ 2,827,578	\$ -	\$ 20,196,986	14.000%
2017	\$ 3,038,143	\$ 3,038,143	\$ -	\$ 21,701,021	14.000%
2018	\$ 3,225,973	\$ 3,225,973	\$ -	\$ 23,042,664	14.000%
2019	\$ 3,423,646	\$ 3,423,646	\$ -	\$ 24,454,614	14.000%
2020	\$ 3,692,362	\$ 3,692,362	\$ -	\$ 25,246,920	14.625%
2021	\$ 3,422,796	\$ 3,422,796	\$ -	\$ 23,403,733	14.625%

(1) Fiscal year 2015 was the first year of implementation, therefore only seven years are shown.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

---

**NOTE 1 - Postemployment Benefits Other Than Pensions**

There are no assets accumulated in a trust to pay related benefits.

**Changes of Assumptions PEBP Plan**

The \$416,668 increase in the liability from June 30, 2020 to June 30, 2021 is primarily due to the decrease in the assumed discount rate from 3.5% as of June 30, 2019 to 2.21% as of June 30, 2020.

The \$35,092 increase in the liability from June 30, 2019 to June 30, 2020 is primarily due to the decrease in the assumed discount rate from 3.87% as of June 30, 2018 to 3.5% as of June 30, 2019.

**Change of Assumptions RHPP**

The \$3,726,003 increase in the liability from June 30, 2020 to June 30, 2021 is primarily due to the decrease in the assumed discount rate from 3.5% as of June 30, 2019 to 2.21% as of June 30, 2020.

The \$1,738,053 increase in the liability from June 30, 2019 to June 30, 2020 is primarily due to the decrease in the assumed discount rate from 3.87% as of June 30, 2018 to 3.5% as of June 30, 2019 and difference between expected and actual experience.

**NOTE 2 - Budgetary Information**

The accompanying required supplementary general fund schedule of revenues, expenditures and changes in fund balances presents the original adopted budget, the final amended budget and actual fund data. The original budget was adopted on a basis consistent with the RTC's financial accounting policies and with accounting principles generally accepted in the United States. All amendments made to the original budget were as prescribed by law and similarly consistent.

The RTC uses the following procedures to establish, modify and control the budgetary data presented in the financial statements:

- a. Prior to April 15, the RTC Chief Executive Officer submits to the Nevada State Department of Taxation the tentative budget for the next fiscal year, commencing on July 1. The budget as submitted contains the proposed expenditures and means of financing them.
- b. The Nevada State Department of Taxation notifies the RTC of its acceptance of the budget.
- c. Public hearings are conducted on the third Thursday in May.
- d. After all changes have been noted and hearings closed, the RTC governing board adopts the budget on or before June 1.

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION  
FOR THE YEAR ENDED JUNE 30, 2021  
(CONTINUED)**

---

NOTE 2 - Budgetary Information (continued)

- e. The RTC's Chief Executive Officer is authorized to transfer budgeted amounts within functions or funds, but any other transfers must be approved by the RTC governing board.
- f. Increases to a fund's budget (augmentations) other than by transfers are accomplished through formal board action.
- g. Formal budgetary control is employed for all RTC funds.
- h. Statutory regulations require budget control to be exercised at the function level within the Regional Transportation commission fund, which serves as the RTC's general fund. Budget control is exercised at the fund level for all funds.
- i. All unencumbered appropriations lapse at the end of the fiscal year. Encumbrances are re-appropriated in the ensuing fiscal year.
- j. Budgets are adopted on a basis consistent with the method used to report on governmental funds, which are prepared in accordance with accounting principles generally accepted in the United States of America.

Additional budgetary information can be found in Note 2 to the RTC's financial statements on page 40 of this report.

NOTE 3 – Changes in Pension Benefits

The 2015 Legislature made additional changes to the System. A member who has an effective date of membership on or after July 1, 2015, is eligible to retire at age 65 if the member has at least 5 years of service, at age 62 if the member has at least 10 years of service, at age 55 if the member has at least 30 years of service and at any age if the member has at least 33 1/3 years of service. For a regular member who has an effective date of membership on or after July 1, 2015, a monthly service retirement allowance must be determined by multiplying the member's average compensation by 2.25 percent for each year of service earned. A regular member who has an effective date of membership on or after July 1, 2015, is entitled to a benefit of not more than 75 percent of the member's average compensation with the member's eligibility for service credit ceasing at 33 1/3 years of service.



# OTHER SUPPLEMENTARY INFORMATION



Vallejo Stadium

**RAIDER**

RAID



**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**RTC BONDS FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>REVENUES</b>					
Interest	\$ -	\$ -	\$ (758,658)	\$ (758,658)	\$ 2,333,962
IRS Rebate - Build America Bonds	-	-	1,339,460	1,339,460	2,993,932
Total revenues	-	-	580,802	580,802	5,327,894
<b>EXPENDITURES</b>					
Current:					
Services and supplies	10,000	10,000	2,900	7,100	3,062
Debt Service:					
Principal	55,885,000	55,885,000	55,885,000	-	50,975,000
Interest	34,305,473	34,305,473	31,880,721	2,424,752	35,840,201
Total expenditures	90,200,473	90,200,473	87,768,621	2,431,852	86,818,263
<b>OTHER FINANCING SOURCES (USES)</b>					
Transfers in	80,046,550	80,046,550	84,848,736	4,802,186	90,470,398
Transfers out	-	-	(1,100,000)	(1,100,000)	-
Payment to refund bond	-	-	(6,649,364)	(6,649,364)	-
Total other financing sources	80,046,550	80,046,550	77,099,372	(2,947,178)	90,470,398
<b>CHANGES IN FUND BALANCE</b>	(10,153,923)	(10,153,923)	(10,088,447)	65,476	8,980,029
Fund balance - beginning	67,009,065	67,009,065	70,352,710	3,343,645	61,372,681
Fund balance - ending	\$ 56,855,142	\$ 56,855,142	\$ 60,264,263	\$ 3,409,121	\$ 70,352,710

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**RTC RESERVE FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>REVENUES</b>					
Interest	\$ -	\$ -	\$ 485,501	\$ 485,501	\$ 4,213,725
<b>OTHER FINANCING SOURCES (USES)</b>					
Proceeds from revenue bond issued	1,830,402	1,830,402	4,973,086	3,142,684	5,427,200
Refunding bond issued	-	-	76,140	76,140	-
Payment to refund bond	(14,056,000)	(14,056,000)	(19,597,398)	(5,541,398)	-
Transfers out	(5,259,937)	(5,259,937)	-	5,259,937	-
Total other financing sources (uses)	(17,485,535)	(17,485,535)	(14,548,172)	2,937,363	5,427,200
<b>CHANGES IN FUND BALANCE</b>	(17,485,535)	(17,485,535)	(14,062,671)	3,422,864	9,640,925
Fund balance - beginning	95,392,513	95,392,513	98,778,866	3,386,353	89,137,941
Fund balance - ending	<u>\$ 77,906,978</u>	<u>\$ 77,906,978</u>	<u>\$ 84,716,195</u>	<u>\$ 6,809,217</u>	<u>\$ 98,778,866</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**HIGHWAY IMPROVEMENT ACQUISITION FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>REVENUES</b>					
Intergovernmental revenue:					
Federal and state grants	\$ 22,379,029	\$ 22,379,029	\$ 22,379,029	\$ -	\$ 15,491,618
Motor vehicle fuel taxes	42,768,388	67,196,754	68,014,551	817,797	68,443,991
Fuel tax indexing	68,392,770	105,099,241	114,171,041	9,071,800	100,288,330
Interest	-	-	(1,770,288)	(1,770,288)	5,298,210
Other	-	-	769,896	769,896	-
Total revenues	<u>133,540,187</u>	<u>194,675,024</u>	<u>203,564,229</u>	<u>8,889,205</u>	<u>189,522,149</u>
<b>EXPENDITURES</b>					
Current:					
Services and supplies	150,609	150,609	10,838	139,771	72,440
Debt Service:					
Bond issuance costs	484,950	484,950	1,623,630	(1,138,680)	332,966
Capital outlay	<u>140,000,000</u>	<u>235,300,000</u>	<u>217,997,710</u>	<u>17,302,290</u>	<u>197,966,311</u>
Total expenditures	<u>140,635,559</u>	<u>235,935,559</u>	<u>219,632,178</u>	<u>16,303,381</u>	<u>198,371,717</u>
<b>OTHER FINANCING SOURCES (USES)</b>					
Transfers in		9,528,875	9,528,875	-	-
Transfers out	(212,286,010)	(212,286,010)	(207,367,000)	4,919,010	(77,529,942)
Proceeds from revenue bond issued	96,990,000	96,990,000	95,026,914	(1,963,086)	54,572,800
Refunding bond issued	-	-	91,513,860	91,513,860	-
Premium on bond issued	<u>26,867,233</u>	<u>26,867,233</u>	<u>41,439,820</u>	<u>14,572,587</u>	<u>11,095,305</u>
Total other financing sources (uses)	<u>(88,428,777)</u>	<u>(78,899,903)</u>	<u>30,142,469</u>	<u>109,042,371</u>	<u>(11,861,837)</u>
<b>CHANGES IN FUND BALANCE</b>	<u>(95,524,149)</u>	<u>(120,160,438)</u>	<u>14,074,520</u>	<u>134,234,957</u>	<u>(20,711,405)</u>
Fund balance - beginning	<u>205,659,472</u>	<u>205,659,472</u>	<u>138,555,890</u>	<u>(67,103,582)</u>	<u>159,267,295</u>
Fund balance - ending	<u>\$ 110,135,323</u>	<u>\$ 85,499,034</u>	<u>\$ 152,630,410</u>	<u>\$ 67,131,375</u>	<u>\$ 138,555,890</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**RTC HIGHWAY IMPROVEMENT FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>REVENUES</b>					
Fuel taxes	\$ 2,994,591	\$ 2,994,591	\$ 2,747,757	\$ (246,834)	\$ 3,224,947
Interest	-	-	235,929	235,929	2,037,581
Other	271,068	271,068	325,082	54,014	264,171
Total revenues	3,265,659	3,265,659	3,308,768	43,109	5,526,699
<b>EXPENDITURES</b>					
Current:					
Services and supplies	3,692	3,692	145,644	(141,952)	5,050
Capital outlay	24,000,000	24,000,000	4,352,178	19,647,822	37,313,950
Total expenditures	24,003,692	24,003,692	4,497,822	19,505,870	37,319,000
<b>OTHER FINANCING SOURCES (USES)</b>					
Transfers in	160,786,279	172,294,708	166,480,875	(5,813,833)	38,855,329
Transfers out	(5,904,125)	(15,432,999)	(20,869,987)	(5,436,988)	(27,840,456)
Payment to refund bond	(126,504,000)	(126,504,000)	(116,959,418)	9,544,582	-
Total other financing sources (uses)	28,378,154	30,357,709	28,651,470	(1,706,239)	11,014,873
<b>CHANGES IN FUND BALANCE</b>	7,640,121	9,619,676	27,462,416	17,842,740	(20,777,430)
Fund balance - beginning	68,005,728	68,005,728	57,136,169	(10,869,559)	77,913,597
Fund balance - ending	\$ 75,645,849	\$ 77,625,404	\$ 84,598,585	\$ 6,973,181	\$ 57,136,169

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**PUBLIC TRANSIT FUND**  
**SCHEDULE OF REVENUES, EXPENSES AND CHANGES IN NET POSITION - BUDGET AND ACTUAL (BUDGETARY BASIS)**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>OPERATING REVENUES</b>					
Charges for services:					
Transit fees	\$ 45,393,726	\$ 45,393,726	\$ 45,407,687	\$ 13,961	\$ 60,942,045
Transit Advertising	1,600,000	1,600,000	1,953,066	353,066	3,050,000
Federal and state grants and contributions	74,000,000	74,000,000	100,500	(73,899,500)	100,500
Other	1,400,000	1,400,000	13,612,194	12,212,194	543,590
Total operating revenues	122,393,726	122,393,726	61,073,447	(61,320,278)	64,636,135
<b>OPERATING EXPENSES</b>					
Salaries and wages	11,608,073	11,608,073	10,386,289	1,221,784	11,900,404
Employee benefits	7,468,172	7,468,172	6,187,024	1,281,148	6,082,969
Services and supplies	197,577,531	197,577,531	181,916,969	15,660,562	198,940,480
Depreciation	60,000,000	60,000,000	55,324,219	4,675,781	55,372,479
Total operating expenses	276,653,776	276,653,776	253,814,501	22,839,275	272,296,332
Operating loss	(154,260,050)	(154,260,050)	(192,741,054)	(38,481,003)	(207,660,197)
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Intergovernmental revenue:					
Sales and excise tax	122,079,566	122,079,566	172,932,325	50,852,759	159,382,503
Federal and state grants	73,164,984	73,164,984	40,270,528	(32,894,456)	13,643,296
FTA CARES Act, CRRSAA and ARP grant revenue	-	-	124,382,762	124,382,762	48,671,441
Interest income	-	-	2,707,677	2,707,677	4,824,965
Gain on sale of capital assets	-	-	115,589	115,589	169,146
Total nonoperating revenues	195,244,550	195,244,550	340,408,881	145,164,331	226,691,351
Income before transfers	40,984,500	40,984,500	147,667,827	106,683,328	19,031,154
Transfers out	(11,879,879)	(11,879,879)	(11,879,879)	-	(14,900,000)
<b>CHANGES IN NET POSITION</b>	<u>\$ 29,104,621</u>	<u>\$ 29,104,621</u>	<u>\$ 135,787,948</u>	<u>\$ 106,683,328</u>	<u>\$ 4,131,154</u>

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**  
**A COMPONENT UNIT OF CLARK COUNTY, NEVADA**  
**PUBLIC TRANSIT FUND**  
**SCHEDULE OF CASH FLOWS - BUDGET AND ACTUAL**  
**FOR THE FISCAL YEAR ENDED JUNE 30, 2021**  
**(WITH COMPARATIVE ACTUAL AMOUNTS FOR THE FISCAL YEAR ENDED JUNE 30, 2020)**

	2021				2020
	Original Budget	Final Budget	Actual	Variance	Actual
<b>Cash flows from operating activities:</b>					
Cash received from customers	\$ 46,993,726	\$ 46,993,726	\$ 40,352,390	\$ (6,641,336)	\$ 73,059,142
Cash paid for employees and benefits	(19,076,245)	(19,076,245)	(14,755,709)	4,320,536	(16,655,199)
Cash paid for services and supplies	(197,577,531)	(197,577,531)	(165,581,315)	31,996,216	(209,167,580)
Other operating receipts	1,400,000	1,400,000	13,612,194	12,212,194	543,590
Net cash used in operating activities	(168,260,050)	(168,260,050)	(126,372,440)	41,887,610	(152,220,047)
<b>Cash flows from noncapital financing activities:</b>					
Cash provided by sales and excise tax	122,079,566	122,079,566	154,582,417	32,502,851	170,090,577
Federal and state grants	74,000,000	74,000,000	133,917,605	59,917,605	18,919,341
Transfers to other funds	(11,879,879)	(11,879,879)	(11,393,243)	486,636	(12,804,167)
Net cash provided by non-capital financing activities	184,199,687	184,199,687	277,106,779	92,907,092	176,205,751
<b>Cash flows from capital and related financing activities:</b>					
Federal and state grants	73,164,984	73,164,984	41,136,505	(32,028,479)	11,642,989
Acquisition, construction, or improvement of capital assets	(91,544,585)	(91,544,585)	(41,440,295)	50,104,290	(40,811,959)
Proceeds from the sale of capital assets	-	-	115,589	115,589	169,146
Net cash provided by (used in) capital and related financing activities	(18,379,601)	(18,379,601)	(188,201)	18,191,399	(28,999,824)
<b>Cash flows from investing activities:</b>					
Interest received	-	-	2,602,023	2,602,023	5,059,785
Net change in cash and cash equivalents	(2,439,964)	(2,439,964)	153,148,161	155,588,125	45,665
Cash and cash equivalents - beginning of year	123,738,021	123,738,021	121,074,417	(2,663,604)	121,028,752
Cash and cash equivalents - end of year	\$ 121,298,057	\$ 121,298,057	\$ 274,222,578	\$ 152,924,520	\$ 121,074,417

**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
SCHEDULE OF MOTOR VEHICLE FUEL TAXES AND INDEXED FUEL TAXES  
LAST TEN FISCAL YEARS**

Fiscal Year Ending June 30	Motor Vehicle Fuel Taxes	Indexed Fuel Taxes 1 *	Indexed Fuel Taxes 2 **	Total
2011	\$ 65,409,657	\$ -	\$ -	\$ 65,409,657
2012	\$ 64,868,301	\$ -	\$ -	\$ 64,868,301
2013	\$ 65,339,861	\$ -	\$ -	\$ 65,339,861
2014	\$ 66,194,843	\$ 12,732,079	\$ -	\$ 78,926,922
2015	\$ 68,248,969	\$ 53,320,277	\$ -	\$ 121,569,246
2016	\$ 70,708,934	\$ 80,615,282	\$ -	\$ 151,324,216
2017	\$ 72,691,642	\$ 86,083,024	\$ -	\$ 158,774,666
2018	\$ 74,018,287	\$ 89,575,222	\$ 6,897,622	\$ 170,491,131
2019	\$ 74,801,402	\$ 92,039,435	\$ 13,691,110	\$ 180,531,947
2020	\$ 68,443,992	\$ 83,815,100	\$ 16,473,229	\$ 168,732,321
2021	\$ 68,014,551	\$ 89,690,817	\$ 24,480,224	\$ 182,185,592

\* Fiscal year 2014 was the first year of implementation, therefore only eight years are shown.

\*\* Fiscal year 2018 was the first year of implementation, therefore only four years are shown.

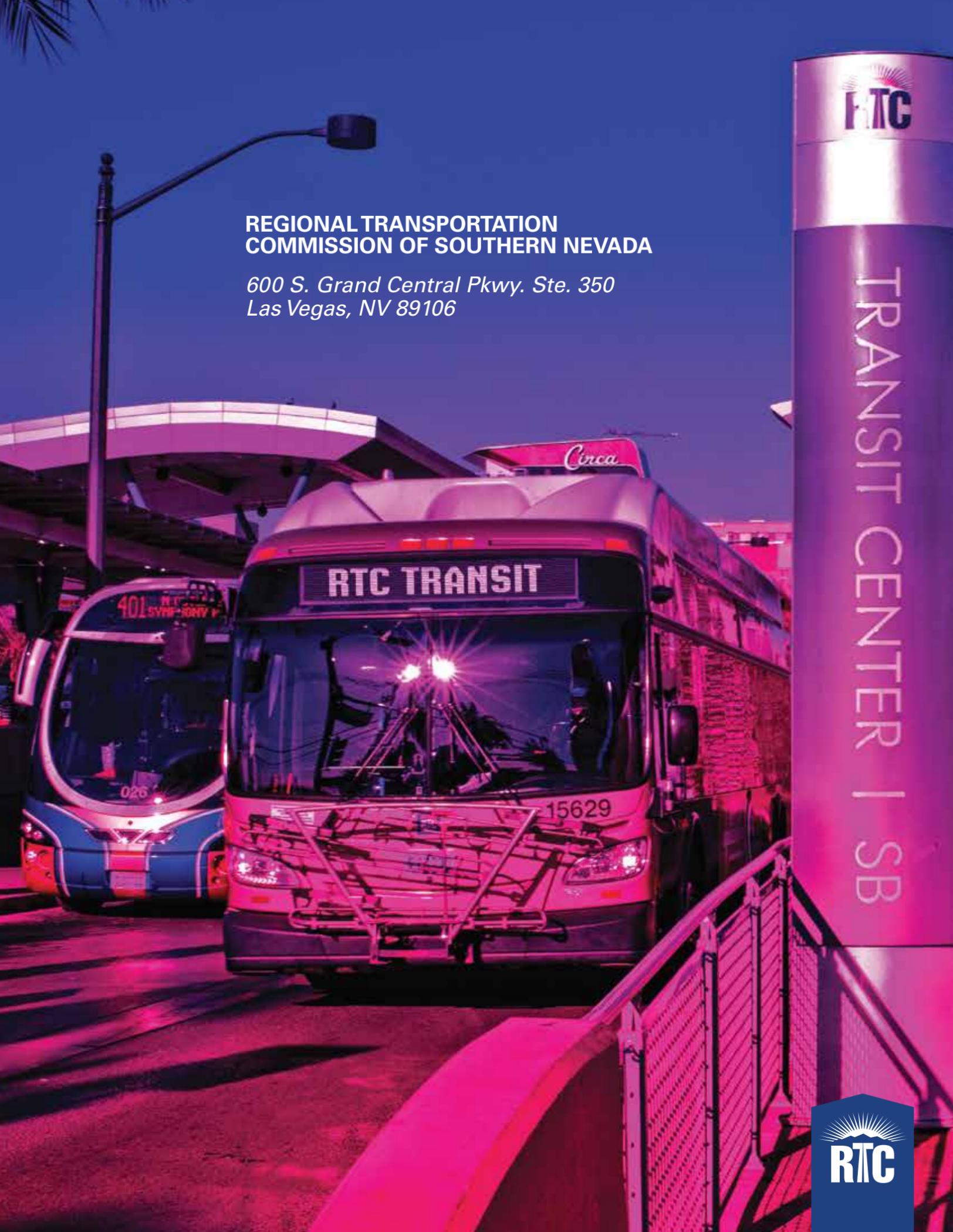
**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA  
A COMPONENT UNIT OF CLARK COUNTY, NEVADA  
SCHEDULE OF SALES TAX COLLECTIONS  
LAST TEN FISCAL YEARS**

---

Fiscal Year Ending June 30	Streets and Highways, Freeway and Arterial System of Transportation, Clark County Department of Air Quality	Transit	Total
2011	\$ 35,444,543	\$ 106,333,631	\$ 141,778,174
2012	\$ 37,606,331	\$ 112,818,994	\$ 150,425,325
2013	\$ 39,752,304	\$ 119,256,912	\$ 159,009,216
2014	\$ 42,574,499	\$ 127,723,497	\$ 170,297,996
2015	\$ 45,517,495	\$ 136,552,487	\$ 182,069,982
2016	\$ 47,231,023	\$ 141,693,070	\$ 188,924,093
2017	\$ 49,522,194	\$ 148,566,583	\$ 198,088,777
2018	\$ 51,712,622	\$ 155,137,865	\$ 206,850,487
2019	\$ 55,460,145	\$ 166,380,438	\$ 221,840,583
2020	\$ 53,127,502	\$ 159,382,503	\$ 212,510,005
2021	\$ 57,644,108	\$ 172,932,325	\$ 230,576,433



**ROAD  
WORK  
AHEAD**

A photograph of two RTC transit buses at a station. The bus in the foreground is white with a blue stripe and has "RTC TRANSIT" on its destination sign and the number "15629" on its front. A "Circa" logo is visible on the roof. The bus in the background is blue and white with the number "026" and "401" on its destination sign. To the right is a tall, cylindrical station sign with "RTC" at the top and "TRANSIT CENTER | SB" written vertically. The entire image has a blue color overlay.

**REGIONAL TRANSPORTATION  
COMMISSION OF SOUTHERN NEVADA**

*600 S. Grand Central Pkwy. Ste. 350  
Las Vegas, NV 89106*

TRANSIT CENTER | SB

