

Appendix B: Transportation Improvement Program



APPENDIX B: TRANSPORTATION IMPROVEMENT PROGRAM

Introduction

The Transportation Improvement Program (TIP) is developed in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (Title 23 Code of Federal Regulations (CFR) Part 450, 49 CFR Part 613) promulgated in the February 14, 2007, Federal Register as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and reaffirmed by the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America’s Surface Transportation Act (FAST Act), and the current transportation authorization, the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Lase (BIL).

The TIP is prepared in cooperation with the Nevada Department of Transportation (NDOT), U.S. Department of Transportation, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

Federal surface transportation legislation requires that metropolitan planning organizations (MPOs) develop a TIP. Table 1 is provided to identify where key elements that constitute a traditional TIP can be found in the High Priority Investment Program (HPP), the Let’s Go 2050 Regional Transportation Plan, or any appendices to the Let’s Go 2050 Plan.

Table 1: Standard Transportation Improvement Program Elements

Description	Status/Location
Introduction and Purpose	Page 1
Relationship with Other Regional Plans	Page 2 and Appendix X
Identification of Investment Priorities	Page 4 and Let’s Go 2050 Chapter 6

Description	Status/Location
Project Selection Process	Page 4, Let’s Go 2050 Chapter 6, and Appendix J
Air Quality Conformity	Pages 5 and Appendix E
Public Involvement	Page 5
Public Participation Process Description	Appendices L and N
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Project Lists - HPP Projects	Appendix A2, Table 1

Purpose of the Transportation Improvement Program

The Let’s Go 2050 Plan uses a strategy-focused approach to identify needs, plan investments in Southern Nevada’s transportation system, and monitor progress. The TIP implements projects recommended in the Let’s Go 2050 Plan through FY 2029.

The TIP serves as the federally required documentation for Southern Nevada but also lists other projects that are regional priorities. It is a near-term program of projects proposed for funding by federal, state, and local sources within Southern Nevada. The 2025-2029 TIP has been developed by the Regional Transportation Commission (RTC) in cooperation with local governments, NDOT, and local transportation agencies. Projects in the 2025-2029 HPP have been identified as priorities for the Southern Nevada region. This update has developed a

5-year TIP, where the 5th year is an informational year allowed under 23 CFR Part 450. The informational year will allow RTC to bring the project(s) in the TIP conveniently when they are ready to advance by amendment.

About Southern Nevada

Approximately 2.3 million people reside in Clark County, and the regional economy supports nearly 960,000 jobs. More than 40 million people visit the region each year.

Southern Nevada continues to experience rapid growth, with the population expected to reach 3 million by 2050.

The mobility needs of Southern Nevada are highly varied, and the goals, strategies, and investment program documented in the Let's Go 2050 Plan and implemented by the TIP reflect a continuous, comprehensive, and coordinated approach to transportation planning.

The TIP meets all the federal requirements but also includes all other transportation capital investments that the RTC will fund through 2029.

Relationship with Regional Plans and Programs

The RTC, serving as the MPO for the Southern Nevada region, has the responsibility of preparing and maintaining two key elements of the regional planning process: the Regional Transportation Plan (Let's Go 2050) and the TIP. In addition, areas with populations larger than 200,000, such as Southern Nevada, are designated as transportation management areas (TMAs) according to planning regulations and must also have in place a congestion management process (CMP).

Because portions of Southern Nevada have previously been designated as nonattainment areas for carbon monoxide [CO] particulate matter 10 microns or smaller [PM₁₀], and ozone, additional scrutiny of transportation investments in the region is required. The RTC coordinates the development of a Regional Transportation Plan

(Let's Go 2050) and the TIP so that they include all projects that the Federal Clean Air Act (CAA) requires for analysis to achieve compliance with air quality standards. The 2025-2029 TIP was developed through a coordinated process, maintaining consistency with transportation plans and programs from partner local jurisdictions and agencies. Additional detail is provided in Appendix E of Let's Go 2050.

Let's Go 2050 - Regional Transportation Plan for Southern Nevada

Let's Go 2050 was shaped by the public and regional stakeholders; it reflects input from nearly 4,500 people gathered through a community survey of transportation priorities, as well as strategies consistent with local agencies' transportation plans, and input from the RTC's Board and committees.

Survey results show that Southern Nevadans want a transportation system that allows them to access the places they need or want to go safely and efficiently while also providing choices for how they travel. Safety and transit emerged as the top priorities, but many issues, including bicycle and pedestrian facilities and roadway maintenance, received support.

RTC Capital Improvement Program

The capital improvement program (CIP) is the RTC's current listing of projects that are funded through the RTC, including with motor vehicle fuel tax revenue, Fuel Revenue Indexing revenue, and Question 10 sales tax revenue. Projects in the CIP are updated on an ongoing basis—usually monthly—reflecting how the projects are being contracted and implemented. Two types of projects from the CIP are listed in the TIP:

- ▶ Major local projects—generally those that make improvements on arterial or larger roadways or that serve major regional centers, including projects that started in previous years—have traditionally been listed in the RTC's TIP, and are continued in the HPP. Including these types of projects

has long been a federal requirement for the air quality conformity process.

- ▶ New CIP projects—those that will start in 2025 through 2029—are listed in the TIP. Future projects funded through the RTC will go through the RTC’s project assessment process (described in the Let’s Go 2050 Plan) for inclusion and prioritization in the TIP and then continue to be implemented through the RTC’s CIP.

NDOT Annual Work Program

The Annual Work Program (AWP) documents NDOT’s most immediate transportation investments. The AWP is developed annually in accordance with NDOT requirements and is approved by the Nevada State Transportation Board. The AWP authorizes projects for construction, development, and planning activities and includes projects involving state-owned highways and roadways. Not all projects in the AWP are required to be included in the TIP, but major roads or those that serve major activity centers must be included in the TIP to comply with federal air quality conformity requirements. NDOT consults with RTC on development of the AWP.

Local Agencies’ Capital Improvement Programs

Some projects funded through locally controlled sources are required to be included in the RTC HPP when they make improvements to major roads or serve major regional activity centers. These projects are usually selected by the local agencies and included in their local CIPs. These projects might be funded by property taxes, locally collected fuel taxes, or sales taxes. Clark County and the City of Las Vegas also receive a portion of funds collected through the Resort Corridor Room Tax that are required to be spent on transportation improvements within the resort areas of the Las Vegas Strip and Downtown Las Vegas. The RTC does not participate in selecting these projects, but they must be included in the TIP to comply with federal air quality conformity requirements.

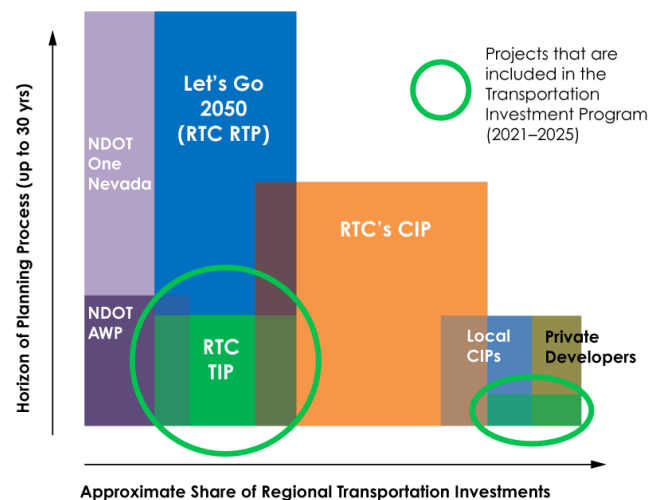
Privately Funded Projects

Major projects that are implemented with private sources, or sources not directly controlled by the RTC or other local agencies, must also be included in the TIP. The primary examples of these types of projects in Southern Nevada are major investments by the Las Vegas Monorail, which is privately funded and operated. Major road improvements implemented by private property developers may also be included. The RTC does not participate in selecting these projects, but they must be included in the TIP to comply with federal air quality conformity requirements.

TIP Funding and Project Selection

Figure 1 depicts the structure of the various documents and how they relate to one another. In order for any additional regionally significant projects to move into the programming and construction stages, they must be included in the TIP. Projects included in the TIP that were selected by the RTC or local agencies are automatically included in an additional required NDOT Statewide Transportation Improvement Program.

Figure 1: Sources for Projects Included in the TIP



The transportation project selection and approval process involves shared decision-making. The RTC has primary responsibility for project selection for

all projects on regional facilities that are implemented with federal surface transportation sources, including the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality fund (CMAQ), Transportation Alternatives Program (TAP), and all funds from the Federal Transit Administration. The RTC also selects projects implemented with RTC-distributed funds, including the motor vehicle fuel tax, Fuel Revenue Indexing, Question 10 sales tax revenue, and Question 5/Fuel Revenue Indexing (RTC motor vehicle fuel tax) revenue. These funding categories have specific eligibility requirements as defined by either federal regulations, Nevada Revised Statutes, or the RTC’s policies and procedures. The RTC’s project assessment process is described in the Let’s go 2050 Plan, and specific project-selection procedures for CMAQ and TAP sources are described in Appendix J.

Projects listed in the TIP do not include previously initiated projects. Details for those projects can be found in previous RTC TIP and/or CIP documents available from the RTC.

Linkage to Let’s Go 2050 Implementation Strategies

The 2025-2029 TIP implements the goals and strategies articulated in the Let’s Go 2050 Plan. RTC-selected investments described in the 2025-2029 TIP align with and implement the goals described in the Let’s Go 2050 Plan:

- ▶ **Safety** – Provide for the safety and security of people walking, bicycling, rolling, riding transit, and using automobiles.
- ▶ **Mobility** – Ensure efficient and resilient movement of people and goods.
- ▶ **Equitable Access** – Provide equitable access to destinations, such as employment, essential services, and recreation, through a variety of travel options.

- ▶ **Preservation** – Maintain the region’s transportation infrastructure in good condition.
- ▶ **Economic Development** – Support a thriving and growing region through strategic transportation investments.
- ▶ **Quality of Life/Health/Environment** – Invest in a transportation system that promotes a high quality of life for all residents, including public health and environmental sustainability.

This TIP incorporates the previously adopted projects in 2025-2026. The process used to develop the 2027-2029 TIP years assessed potential projects based on the RTC’s goal areas. By incorporating Let’s Go 2050 goals into short-range programming activities, the HPP helps achieve a strong coordination between the region’s vision for the future and the investments made today.

In addition to the Let’s Go 2050 goals addressed by HPP, the IJJA/BIL identified key performance measures. Both Let’s Go 2050 goals and IJJA/BIL key performance measures are utilized in finalizing the transportation investments.

Air Quality

Air quality is influenced by a number of factors, including topography; weather conditions; and sources created by human interactions with the environment, including but not limited to manufacturing, domestic product use, and transportation. Because transportation sources contribute to air pollution, the CAA of 1990 identifies actions to be taken by states and MPOs to reduce emissions.

The U.S. Environmental Protection Agency (EPA) has previously designated portions of Southern Nevada as nonattainment areas for CO, PM₁₀, and ozone. In 2021, the EPA determined that CO emissions are less than or equal to 85% of the air quality standard and that future violations of the standard are unlikely to occur. Reporting for CO is

therefore no longer required, but is included in this TIP for reference.

While transportation is not this region’s sole source of these pollutants, continued reductions of pollutants from on-road vehicles is an essential part of Southern Nevada’s plan to attain clean air standards. The Let’s Go 2050 Plan and TIP are required to conform to emission limits established by the Clark County Department of Air Quality and approved by the Nevada Division of Environmental Protection and the EPA.

Consequently, it is the RTC’s role in air quality planning to assess the impact of planned transportation projects on air quality and to identify programs and projects that will help reduce emissions.

The CAA requires Nevada to develop a plan called a State Implementation Plan to show how the state will meet the National Ambient Air Quality Standards for each type of air pollutant.

Conformity is demonstrated when the projected regional emissions from on-road vehicles are less than emissions budgets for on-road vehicles contained in the State Implementation Plan. In addition, Let’s Go 2050 must support the timely implementation of specific transportation control measures designed to reduce on-road emissions.

A conformity determination demonstrates that implementation of Let’s Go 2050 will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the federal standard interim goals. Let’s Go 2050 has demonstrated conformity with the guidelines and limitations, as shown in Tables 2 and 3. For each year calculation is required, the forecast measures for both CO and PM₁₀ fall below the budgets set for the region. Both CO and PM₁₀ are known to be detrimental to general air quality and the health of the environment and of Southern Nevada residents and visitors.

Table 2: Access 2050 Air Quality Conformity Results

Year	CO Budget	CO (modeled)	PM ₁₀ Budget	PM ₁₀ (modeled)
2020	704	212 ✓	141.41	44.50 ✓
2023	--	--	141.41	58.82 ✓
2030	704	130 ✓	141.41	58.42 ✓
2040	704	95 ✓	141.41	57.48 ✓
2050	704	96 ✓	141.41	61.53 ✓

Table 3: Access 2050 Air Quality Conformity Results, NO_x and VOC (tons/day)

Year	NO _x Budget	NO _x (modeled)	VOC Budget	VOC (modeled)
2025	26.77	14.5 ✓	20.92	14.1 ✓
2030	26.77	9.0 ✓	20.92	11.1 ✓
2040	23.35	4.6 ✓	15.51	8.6 ✓
2050	23.35	4.0 ✓	15.51	7.2 ✓

Further detail on the current conformity analysis is available in Appendix E of the Let’s Go 2050 Plan

Public Involvement

The RTC has a robust public participation process. The RTC recognizes that public participation is an essential part of the development and implementation of a transportation project. Public involvement is an ongoing aspect of the project planning process that encourages and solicits input and provides a forum for the public to become fully informed about project development. The RTC has developed several important programs to ensure full public involvement, environmental justice (EJ), and public participation.

RTC Public Participation Plan

The RTC seeks to promote understanding and participation in the regional transportation planning process. The RTC Public Participation Plan (PPP) is updated every 4 years prior to long-range planning processes to ensure that public participation tools and methods are up to date. The most recent PPP was revised and approved by

the RTC Board in 2022. The RTC's PPP provides many opportunities for the public to comment on the TIP. The RTC's PPP is available at <https://www.rtcnv.com/projects-initiatives/planning/planning-studies-reports/public-participation-plan/>.

Title VI Protections

Title VI of the Civil Rights Act of 1964 as amended, (United States Code [USC] for Title 42, Sections 2000d through 2000-4) (23 CFR Part 200 and 49 CFR Part 21) states "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Subsequent laws, regulations, directives, and executive orders have expanded the criteria for which discrimination is prohibited, to include disability, sex, age, income, and limited proficiency in English.

Throughout the transportation planning process, the RTC extends public participation to all populations. The TIP is developed to ensure that EJ and nondiscrimination are cornerstones in its development. The most recent RTC Title VI report is adopted into Let's Go 2050 as Appendix I.

Environmental Justice

In accordance with federal guidance, the RTC prepares and adopts the HPP so that it:

- ▶ Avoids and minimizes disproportionate health, environmental, social, and economic impacts on at-risk populations.
- ▶ Implements public outreach strategies that maximize EJ participation in transportation decision-making processes.
- ▶ Is informed by project-level analysis to identify benefits and burdens to EJ communities.
- ▶ Sustains and promotes equitable distribution of benefits.

Key objectives of the RTC's EJ process are described in the RTC's PPP described above. EJ outcomes from the Let's Go 2050 Plan and this TIP are described in RTC's Title VI report for Metropolitan Planning activities, Appendix K, Equity and Environmental Justice, of the Let's Go 2050 Plan and in the RTC's Title VI report for transit programs.

Financial Plan

The TIP contains cost estimates for roadway, transit, freight, bike/pedestrian, air quality, safety, and other transportation investments to be implemented in Southern Nevada over a 5-year period. Projects include those selected by the RTC and local agencies using federal and state funds suballocated to the region and local funds distributed by the RTC. The TIP also includes some projects during the 5-year period selected and funded by NDOT using combinations of federal and state funds, projects selected by local agencies in Southern Nevada, and projects funded from private sources. The HPP also includes capital projects identified by the RTC in its role as the Southern Nevada transit provider based on anticipated 2025-2029 Federal Transit Administration disbursements and grant funding.

Fiscal Constraint Analysis

Fiscal constraint analysis is performed as part of the regional planning and project selection processes to exercise prudence in planning for the transportation future of Southern Nevada.

Revenue for future investment is not limitless, and proper governance requires a conservative fiscal approach when considering which improvements are necessary and in what timeframe. Federal regulations establish this principle into an enforceable requirement of every update of the RTC's Regional Transportation Plan and HPP.

Practically, the analysis to demonstrate fiscal constraint limits the total investment by Let's Go 2050 and TIP to reasonably expected revenues from a combination of sources. For TIP fiscal constraint analysis, the RTC continued previously

adopted revenue estimates for 2025-2026 and estimated revenues and expenditures between 2027 and 2029. Expenditure estimates include construction, operating, and maintenance. The Let's Go 2050 Plan and TIP include bond payments ("debt service") for bonds incurred for large transportation infrastructure projects that were built in previous years. Table 3 shows the levels of federal funding expected to be available to RTC during the TIP years.

Available Funding

The 2025-2029 TIP reflects approximately \$788.9 million of available federal funds. These funding sources are described in Table 4, and details are provided in Appendix F, Fiscal Constraint and Funding Assumptions.

The 2025-2029 TIP financial plan relies on estimates of federal surface transportation programs at funding levels established by the RTC and NDOT for 2024 and extended at an agreed inflation rate through 2029.

Federal funds are suballocated for RTC decision-making through the following programs:

- ▶ Surface Transportation Block Grant Program (STPBG-Clark).
- ▶ Congestion Mitigation Air Quality Program (CMAQ).
- ▶ Transportation Alternatives Program (TAP-Clark).
- ▶ Carbon Reduction Program (CRP).

Additional federal funds are administered by the state through statewide programs (e.g., National Highway Program, Safety, Bridge).

Table 4: TIP Fiscal Constraint Summary (2025-2029)

Revenue Source	Anticipated Revenue
CMAQ	\$153,648,828
STBG	\$233,759,391
TAP	\$20,898,616

Revenue Source	Anticipated Revenue
CRP	\$27,540,610
FTA	\$353,025,614

State Programs

State funding consists of funds allocated to Nevada under federal surface transportation legislation and three sources of state-generated revenue. The state receives funding from its share of the locally collected motor vehicle fuel tax, a portion of sales taxes collected in Southern Nevada, and state funds from other sources. It is anticipated that NDOT will use these other statewide funds to implement their planned projects in Southern Nevada.

Local Programs

Local sources include local option fuel taxes, sales taxes, hotel room fees, and general appropriations.

Key Strategies for Investments in the 2021-2025 TIP

The 2021-2025 TIP reflects approximately \$8.6 billion in highway, roadway, and transit transportation investments using federal, state, and local sources. These investments are described below, and details are provided in Appendix A1, Project Details, and Appendix A2, Project Lists.

Linkage to Let's Go 2050 Goal Areas

As described earlier, the TIP implements the goals articulated in Let's Go 2050:

- ▶ Safety.
- ▶ Mobility.
- ▶ Equitable access.
- ▶ Preservation.
- ▶ Economic development.
- ▶ Quality of life/health/environment.

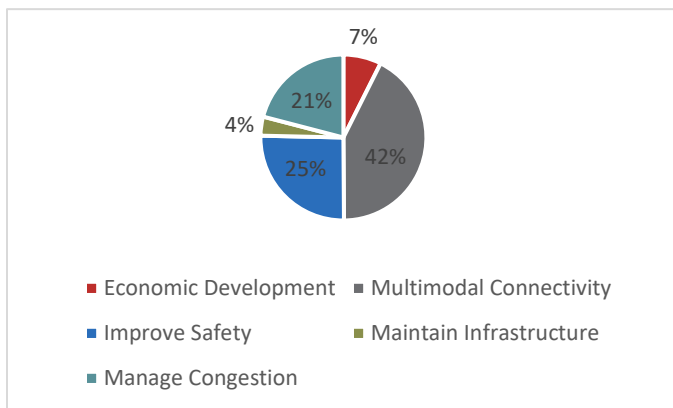
The project selection process utilized for FY 2027-2029 during development of the Let's Go 2050 Plan assessed potential projects based on the level of benefits in these goal areas. This process provides strong coordination between the region's vision for the future and the investments made today.

Table 5 shows the planned expenditures by goal area, as identified by the project sponsor. This TIP reflects an investment of almost 70% of FHWA funds in safety and multimodal projects, as shown in Figure 2.

Table 5: Expenditure by Goal Area, FY 2027-2029

Expenditure Category	Funding Level
Improve Safety	\$69.1 million
Multimodal Connectivity	\$115.4 million
Maintain Infrastructure	\$10 million
Economic Development	\$20 million
Manage Congestion	\$56.9 million

Figure 2: Planned Use of Federal Funds by Goal Area, 2027-2029



Required Operations and Maintenance

The TIP financial plan is required to document that sufficient revenues are available to adequately operate and maintain federal-aid highways (as defined by 23 USC Section 101(a)(5)) and public

transportation (as defined by 49 USC Chapter 53). Such maintenance is embedded in the preservation goal area, and includes both pavement preservation and operation and maintenance of the transit system.

The TIP also reflects significant investment by the RTC for public transportation state-of-good-repair improvements to the transit vehicle fleet, consistent with the RTC's Transit Asset Management Plan.

While the RTC uses some federal grant funds to support maintenance activities and service-specific operations, the majority of operations and regular maintenance funding is from local sources (fare box, sales tax) that are not reflected in the 2025-2029 TIP.

Table 5: Annual Summary of Federal Funds, 2025-2029

Funding Source	FY25	FY26	FY27	FY28	FY29
CMAQ	\$29,524,912	\$30,115,410	\$30,717,718	\$31,332,073	\$31,958,714
STBG	\$44,918,829	\$45,817,206	\$46,733,550	\$47,668,221	\$48,621,585
TAP	\$4,015,845	\$4,096,161	\$4,178,085	\$4,261,646	\$4,346,879
Carbon Reduction Program	\$5,292,159	\$5,398,003	\$5,505,963	\$5,616,082	\$5,728,404
FTA	\$67,836,835	\$69,193,572	\$70,577,443	\$71,988,992	\$73,428,772

Recent Investment Highlights

Examples of recently completed and under-construction projects in the Metropolitan Region that were programmed in the previous 2021-2025 HPP/TIP are provided below:



Maryland Parkway - This project is 12.5 miles long and runs from the South Strip Transit Terminal to the Las Vegas Medical District.

The \$250 million project will include shared bus-bike lanes, wider sidewalks, more lighting, upgraded crosswalks, and more shade from trees and passenger shelters. In addition to enhancing safety, comfort, and access for all users, this project is expected to attract new investment in the area, provide more opportunity for economic development, and create a stronger sense of identity for Maryland Parkway. At the same time, the use of hydrogen fuel cell electric buses throughout the corridor will provide a faster, environmentally friendly transportation option.



Re-Imagine Boulder Highway - The City of Henderson recently began construction on the city's section of Boulder Highway, the valley's oldest roadway. This 7.5-mile construction project area begins at the south end of the corridor at the Wagonwheel Drive intersection and extends north

to the intersection of Tulip Falls Drive and Boulder Highway. This project will bring vital roadway improvements, such as center-running transit lanes with enhanced passenger shelters, upgraded storm drain system, new traffic signals, improved lighting, elevated buffered bike lanes, landscape treatments, and more.



I-15 Tropicana Avenue Interchange - The construction on this project began in summer of 2022 and is expected to be completed in 2026. The Tropicana Avenue bridge over I-15 is being reconstructed to accommodate four lanes in each direction, with lanes also added to on- and off-ramps. The bridge height is being raised, and the bridge will also be lengthened to accommodate future I-15 widening. Dean Martin Drive is being realigned so that the arterial will run under Tropicana Avenue, improving traffic flow. A newly constructed high-occupancy vehicle (HOV) half-interchange on the south side of Harmon Avenue enhances ingress and egress to and from the resort corridor. Active traffic management signs have been installed on I-15 between Warm Springs and Flamingo Roads in addition to that stretch of highway undergoing pavement rehabilitation.

Between 2021 and 2024, **RTC Transit** purchased a total of 324 vehicles to keep transit operations running in Southern Nevada. Of these, 181 are fixed-route buses and 143 are paratransit service vehicles. Of the 324 vehicles, 135 are compressed natural gas (CNG), 40 are diesel, 4 are battery electric, and 2 are hydrogen buses. The agency also purchased 143 paratransit vehicles, of which 52 are CNG and 91 are unleaded.

2023 ACHIEVEMENTS



RTC Club Ride Program - The Club Ride Program is administered by the RTC and is a federally funded transportation demand management program that is designed to improve air quality and traffic congestion by reducing single occupant vehicle travel. Club Ride provides free programs and services that include carpool ride-matching, Guaranteed Ride Home, the Club Ride Rewards incentive program, EZ Rider transit pass discounts, and marketing campaigns and promotions. These services are designed to encourage carpooling, vanpooling, riding transit, walking, bicycling, motorcycling, working from home, and compressed workweeks.

The Club Ride outreach team works primarily through Southern Nevada's largest employers to implement worksite programs that support the use of other travel modes and reach commuters directly through on-site events and marketing.

Club Ride currently has 350 employer partners and 20,000 commuters registered to participate. Last year, residents who participated in Club Ride and reported their commutes eliminated 5.7 million miles from our roadways and reduced 57 tons of carbon dioxide emissions.



Brightline West - In December 2023, NDOT, in partnership with Brightline West, an intercity passenger high-speed rail service company, was awarded \$3 billion from the Federal Department of Transportation toward its planned \$12 billion Las Vegas-to-Los Angeles high-speed rail system. The 218-mile, all-electric, high-speed rail service will include a flagship station in Las Vegas, with additional stations in Apple Valley, Hesperia, and Rancho Cucamonga. At 186+ miles per hour, trains will take passengers from Las Vegas to Southern California in 2 hours and 10 minutes, twice as fast as the average drive time.

Brightline West broke ground in early 2024 and is expected to take approximately 4 years to build.

I-15 North Phase 3 - This project includes the widening of approximately 10.7 miles of I-15 from four lanes to six from the Speedway Boulevard Interchange to the Garnet Interchange (resulting in three general-purpose lanes in each direction). This project is scheduled to be completed in 2024.

Sahara Avenue, Construct Safety Enhancements, from Rainbow Boulevard (SR 595) to I-15 Northbound Ramps 2 - This project enhances access management, pedestrian upgrades, and signal improvements to this busy east-west corridor.

I-515 Charleston Interchange - This project will widen Charleston Boulevard, provide ramp access at Eastern Avenue and Charleston Boulevard interchanges, and add auxiliary lanes between Eastern Avenue and Charleston Boulevard.

I-15 North Truck Climbing Lanes - This project has widened the median north apex to add southbound truck climbing lanes

Las Vegas Freeway Service Patrol Service - This program is to provide cost-free assistance to motorists and first responders for a variety of roadway incidents.

Towing and Recovery Service - Through this program, NDOT will be implementing, operating, managing, and maintaining a 2-year pilot project for the Towing and Recovery Incentive Program (TRIP), which aims to reduce incident clearance times.