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UNIFIED PLANNING WORK PROGRAM FY 2024 and FY 2025 AMENDMENT ONE



REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

**UNIFIED PLANNING WORK PROGRAM
STATE FISCAL YEARS 2024-2025
AMENDMENT ONE**

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Approved by the Regional Transportation Commission of Southern Nevada on April 11, 2024.

Approved by Federal Highway Administration & Federal Transit Administration on September 3, 2024.

Regional Transportation Commission of Southern Nevada
600 S. Grand Central Pkwy. Ste. 350
Las Vegas, NV 89106-4512

Phone: 702-676-1500

Fax: 702-676-1518

www.rtcsnv.com

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Regional Transportation
Commission of
Southern Nevada

600 S. Grand Central Pkwy., Suite 350, Las Vegas, NV 89106-4512

April 11, 2024

Tracy Larkin-Thomason, P.E.
Director
Nevada Department of Transportation
1263 South Stewart St.
Carson City, NV 89712

Attention: Kevin Verre

Dear Kevin,

**RE: UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEARS 2024-2025
– AMENDMENT ONE**

The Unified Planning Work Program (UPWP) for State Fiscal Years 2024-2025 – Amendment One was approved by the Regional Transportation Commission of Southern Nevada on April 11, 2024. An electronic copy of the UPWP for State Fiscal Years 2024-2025 – Amendment One document is included in this transmittal for your review and approval.

Once notification of State and Federal approval is received, the UPWP document will be distributed to all interested parties.

Please feel free to contact me at (702) 676-1662 if you have any questions or comments. Thank you for your consideration.

Sincerely,

DocuSigned by:
A handwritten signature in blue ink that reads "Andrew Kjellman".

B86D33CF1FA44C3...
ANDREW KJELLMAN
DIRECTOR, METROPOLITAN PLANNING ORGANIZATION

Attachment

Cc: (by email)

Tylor Finley, FHWA,
Alex Smith, FTA
Kevin Verre, NDOT
Mark Costa, NDOT
Melissa Chandler, NDOT
Chruszhet Ledesma, NDOT
David Swallow, RTC

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U.S. Department
of Transportation
**Federal Highway
Administration**

Nevada Division

September 3, 2024

705 N. Plaza Street, Suite 220
Carson City, NV 89701
775-687-1204

In Reply Refer To:
HPL-NV

ELECTRONIC CORRESPONDENCE ONLY

Rebecca Kapuler
Assistant Director of Planning
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

SUBJECT: Amendment 1 for Fiscal Year 2024/2025 Regional Transportation Commission of Southern Nevada Unified Planning Work Program Approval

Dear Mrs. Kapuler:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed Amendment 1 of the Regional Transportation Commission of Southern Nevada (RTCSNV) Fiscal Year 2024/2025 Unified Planning Work Program Approval (UPWP) that was recommended for approval by NDOT's June 13, 2024, letter, via Kevin Verre, Chief, Multi-Modal and Program Development. The purpose of the amendment is to increase the overall UPWP amount from \$13,427,329 to \$13,992,979. The RTCSNV Board approved this amendment on April 11, 2024.

In accordance with the Memorandum of Understanding between the Federal Highway Administration, Nevada Division and the Federal Transit Administration, Region IX, FHWA has consulted with FTA regarding the amendment, and FHWA's single signature constitutes FHWA and FTA's joint approval.

If you have any questions or require additional information, please contact Bryan D. Weber of FHWA 775-687-5331 or Alex Smith of FTA at 415-734-9472.

Sincerely,

Bryan D. Weber
Planning Program Manager

TO (via email):

Rebecca Kapuler, NDOT
Rebecca.Kapuler@dot.nv.gov

CC: (via email):

Kevin Verre, NDOT
Melissa Chandler, NDOT
Murph Glover, NDOT
Andrew Kjellman, RTCSNV
Rush Wicks, RTCSNV
Amy Inglis, FHWA
Alexander Smith, FTA

KVerre@dot.nv.gov
MChandler@dot.nv.gov
MGlover@dot.nv.gov
KJellmana@rtcscnv.com
WickSR@rtcscnv.com
Amy.Inglis@dot.gov
Alexander.Smith@dot.gov

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Unified Planning Work Program
Amendment One
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Preface

The State Fiscal Years 2024-2025 Unified Planning Work Program (UPWP) is developed bi-annually by the Metropolitan Planning Organization (MPO) component of the Regional Transportation Commission of Southern Nevada (RTC). It documents metropolitan transportation planning activities performed with federal, state and local transportation funds in the Southern Nevada region. It details planning activities scheduled to occur during the two-year period (the RTC and state fiscal year or as abbreviated herein, "State FY") beginning July 1, 2023, and ending June 30, 2025 within the region.

The UPWP plays a central role in the RTC's federally mandated responsibilities as the state designated MPO to ensure a comprehensive, coordinated, and continuing transportation planning process for the Las Vegas urbanized area. To this end, the UPWP has been assembled in consultation with the local, state, and federal agencies involved in supporting the area's multi-modal transportation system. A request for proposals submission period was conducted with invitations for project proposals being sent to all member jurisdictions, area non-profit organizations and other organized communities in the Southern Nevada region.

The studies, plans and/or data collection activities that have been incorporated into the work program foster comprehensive planning and lend support in evaluating local alternatives for improving mobility and access. This document includes information related to project description; functional (agency) responsibilities; project budget; project timeline; and the corresponding products expected with completion for each of the planning activities identified in the State FY 2024-2025 UPWP.

The UPWP for State Fiscal Years 2024-2025 was prepared in April 2023; adopted by the Board of the Regional Transportation Commission of Southern Nevada in May 2023; and approved by the Federal Highway Administration and Federal Transit Administration in June 2023.

UPWP Amendments, such as this particular document, are commonly prepared throughout the planning period to reflect changing planning priorities and update project costs. The purpose of this amendment document is to reflect changes due to emerging planning needs, and the rescheduling or reallocating of funds designated for UPWP projects.

Introduction

The Unified Planning Work Program (UPWP) identifies transportation planning activities to be undertaken in the Southern Nevada region using funding allocated by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Regional Transportation Commission of Southern Nevada (RTC) is the agency designated by the state of Nevada to act as the Metropolitan Planning Organization (MPO) for Clark County. As the MPO, the RTC coordinates transportation planning activities with member agencies within the metropolitan planning area. The planning process brings together the RTC, local government agencies, transit operators, local public service organizations, and the Nevada Department of Transportation (NDOT) to discuss regional priorities and to select and program planning activities for inclusion in the UPWP.

The RTC receives annual federal allocations from the FHWA and the FTA for metropolitan planning activities identified in the UPWP. The UPWP also includes planning tasks that are state or locally funded. The planning tasks included in the State FY 2024-2025 UPWP are organized into two main categories of activities:

1. Core Planning Activities: these activities address the core MPO requirements for meeting federal certification of the metropolitan planning process, including research and data gathering.
2. Planning Studies: these activities evaluate regional planning priorities by using the planning study approach that produces solutions and alternatives which may later become the basis for projects funded for implementation in the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

The State FY 2024-2025 UPWP covers the two-year period from July 1, 2023 through June 30, 2025.

Regional Planning Prospectus

The Federal Highway Administration (FHWA) requires that a metropolitan planning agreement be developed between the various parties involved in the regional transportation planning process.

This agreement must clearly define the roles and responsibilities of each party in cooperatively carrying out the transportation planning process and must include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the RTP, TIP and development of the annual listing of obligated projects.

In response to this federal requirement, the RTC has coordinated with the Nevada Department of Transportation (NDOT) and the local jurisdictions to develop the 'Southern Nevada Regional Planning Prospectus'. This document, which is included as an Appendix to this State FY 2024-2025 UPWP, outlines the specific roles and responsibilities of the RTC, NDOT, and the local agencies in carrying out the federal transportation planning process in the Southern Nevada region.

The Metropolitan Planning Area

The Las Vegas Metropolitan Planning Area is often referred to as 'Southern Nevada' to distinguish the activities of regional agencies from the jurisdictional functions of the Clark County government.

The 2022 population estimates cited below are from the "Annual Report on the Estimated Population of Towns, Cities and Counties in the State of Nevada as of July 1, 2022", which are prepared by the Nevada State Demographer¹.

The state demographer projected a 2022 population of 2,338,127 for Clark County, Nevada, which comprises more than 73 percent of the state's population. Most of the people of Southern Nevada reside in the Las Vegas Valley, which is the name given locally to the urbanized area that includes the following cities:

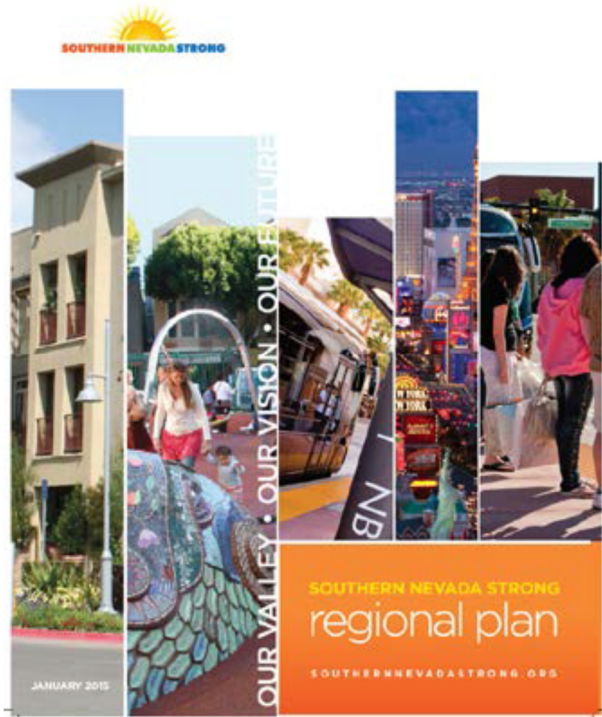
- City of Las Vegas (pop 664,960)
- City of Henderson (pop 330,561)
- City of North Las Vegas (pop 275,733)

Additionally, the Las Vegas Valley also includes the unincorporated areas of Clark County that are within the urban Land Disposal Boundary designated by the Bureau of Land Management under the Southern Nevada Public Lands Management Act of 2002.

The total population of the unincorporated areas within the Las Vegas urbanized area is approximately 1,011,127. Communities outside the Las Vegas Valley urban area include the cities of Boulder City (population 16,188), which adjoins the Las Vegas Valley to the southeast; and the City of Mesquite (population 23,827), located in the northeastern corner of Clark County.

The unincorporated community of Laughlin, in the southern part of the County, is home to a population of 9,313. A similar number of people live in the various communities of the Moapa Valley, which lies halfway between Las Vegas and Mesquite. The remainder of Clark County is a sparsely populated desert environment, much of which is protected from development under various federal, state, and local statutes and policies.

Southern Nevada Strong



In late 2011, the U.S. Department of Housing and Urban Development awarded a \$3.5 million grant to the Southern Nevada Regional Planning Coalition to develop a comprehensive region-wide sustainable community plan. Development of the Southern Nevada Strong Regional Plan was led by the City of Henderson and, once adopted; the region determined that the RTC would be the administrator of that plan.

Approved in early 2015, this plan provides an integrated and coherent framework to guide community development in Southern Nevada over the next 20 years.

Recommendations developed through this planning effort include strategies for improving access to transit; making neighborhoods more pedestrian and bicycle friendly; re-orientation of land use and development patterns to reduce VMT and lessen dependency on single occupancy vehicles; and strategies to nurture neighborhood cohesion and public engagement.

The effort includes application of the concepts developed by Southern Nevada Strong (SNS) to four opportunity sites: Maryland Parkway; Boulder Highway; Downtown North Las Vegas; and the Las Vegas Medical District. The overall goal of the plan is to ensure the continued prosperity of the Southern Nevada economy while respecting and preserving its unique desert environment and improving the quality of life of its residents and the long-term integrity of its communities.

Since 2016, the RTC's MPO has expanded to include a regional planning team, which has identified discrete projects within the UPWP to support and research best practices for local agencies to implement the goals of the Southern Nevada Strong Regional Plan. The team is also continually raising awareness of the vision of the Regional Plan through education and ongoing communications at the same time tracking progress through regional indicators.

Additionally, projects which implement one or more of the strategies identified in the Southern Nevada Strong Regional Plan are identified in the UPWP with this logo.



Air Quality

Air quality is monitored by the Clark County Department of Environment and Sustainability. The RTC does conduct subtasks that ultimately have a positive impact on air quality in the region through reduced congestion and providing multi-modal options for users of the transportation system.

In the State FY 2024-2025 UPWP these projects include:

- 201-2116 - Travel Demand Model
- 202-3710 - Bicycle and Pedestrian Planning
- 202-9035 - On-Board Mobility Plan

Further details on the scopes of work for these studies are provided in the task sheets section later in this document.

RTC Board of Commissioners

The RTC governing Board of Commissioners is composed of elected officials appointed from each of the local jurisdictions in Clark County. The Director of the Nevada Department of Transportation serves as an ex-officio member of the RTC Board for participation in matters pertaining to the metropolitan planning organization.

The current composition of the RTC Board of Commissioners is:

- Justin Jones (Chair) – Clark County
- Isaac Barron (Vice Chair)– City of North Las Vegas
- Carolyn Goodman – City of Las Vegas
- Tick Segerblom – Clark County
- Dan Shaw, City of Henderson
- Paul Wanlass – City of Mesquite
- Brian Knudsen – City of Las Vegas
- Joe Hardy – Boulder City
- Tracy Larkin-Thomason – Nevada Department of Transportation (NDOT) – ex-officio

The Infrastructure Investment and Jobs Act (IIJA) -

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021 by President Biden. The \$1.2 trillion Infrastructure Investment and Jobs Act reauthorizes the nation’s surface transportation and drinking water and wastewater legislation and includes an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others, approximately half of which goes to the U.S. Department of Transportation over the next five years.

The bill focuses on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition. The Infrastructure Investment and Jobs Act expands eligibility and changes some policy requirements in legacy programs and establishes several new formula-funded and discretionary programs.

Specifically, with regards to transportation in Nevada, the Infrastructure Investment and Jobs Act will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Nevada, there are 28 bridges and over 1,090 miles of highway in poor condition. Since 2011, commute times have increased by 7.7% in Nevada, and on average, each driver pays \$558 per year in costs due to driving on roads in need of repair. The Infrastructure Investment and Jobs Act is the single largest dedicated bridge investment since the construction of the interstate highway system.

Improve the safety of our transportation system.

The Infrastructure Investment and Jobs Act invests \$13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly

into improving roadway safety. Over five years, Nevada will receive approximately \$18 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels. Local and tribal governments in Nevada will also be eligible to compete for \$6 billion in funding for a new Safe Streets for All program, which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Improve healthy, sustainable transportation options for millions of Americans.

Nevada anticipates receiving approximately \$468 million over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state.

Build a network of electric vehicle (EV) chargers to facilitate long-distance travel and provide convenient charging options.

Under the Infrastructure Investment and Jobs Act, Nevada will receive approximately \$38 million over five years to support the expansion of an EV charging network in the state. Nevada will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.

Modernize and expand passenger rail and improve freight rail efficiency and safety.

The Infrastructure Investment and Jobs Act includes \$102 billion to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$41 billion would be provided as grants to Amtrak, \$43.5 billion for Federal-State Partnership for Intercity Passenger Rail Grants for intercity rail service,

including high-speed rail. On top of this, Nevada will be eligible to compete for \$10 billion for rail improvement and safety grants and \$5.5 billion for grade crossing safety improvements.

SOURCE:

https://www.transportation.gov/sites/dot.gov/files/2022-01/BIL_Nevada.pdf

State and local governments can look forward to these new & expanded competitive grant programs in the Infrastructure Investment and Jobs Act that are anticipated to launch over the course of the next year:

Safe Streets for All – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants – RAISE grants support surface transportation projects of local and/or regional significance.

Infrastructure for Rebuilding America (INFRA) Grants – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The Infrastructure Investment and Jobs Act also raises the cap on multimodal projects to 30% of program funds.

Federal Transit Administration (FTA) Low and No Emission Bus Programs – The Infrastructure Investment and Jobs Act expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

FTA Buses & Bus Facilities Competitive Program This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Capital Investment Grants (CIG) Program - The Infrastructure Investment and Jobs Act guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.

Federal Aviation Administration (FAA) Terminal Program – This discretionary grant program will provide funding for airport terminal development and other landside projects.

MEGA Projects – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

Federal support for Complete Streets planning activities-

In January 2023, the administrator of the Federal Highway Administration gave approval to the waiver of the local match requirement for state and MPO planning activities related to Complete Streets standards or policies.

Activities which may be included under this waiver include:

- 1) Adoption of Complete Streets standards or policies;
- 2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility or accessibility of a street;
- 3) Development of transportation plans to
 - a) Create a network of active transportation facilities, including sidewalks, bikeways or pedestrian and bicycle trails) that make connections within or between communities;
 - d) increase public transportation ridership; and
 - e) improve the safety of bicyclists and pedestrians
- 4) Regional and megaregional planning (i.e. multi-jurisdictional transportation planning and that extends beyond MPO and/or state boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- 5) Development of transportation plans and policies that support transit-oriented development.

Within the SFY 2024-2025 UPWP document, there are three studies categorized as Complete Streets planning activities.



(This image of “Complete Streets” will be used in this document to denote projects that will utilize the federal waiver of local match for Complete Streets planning activity.)

- 1) 202-9085-24 - Southern Nevada Regional Walkability Plan
- 2) 301-4120-24 - Regional Activity Transportation Infrastructure Gap Analysis.
- 3) 301-9295-24 –Regional Bicycle and Pedestrian Plan Update

Charging and fueling infrastructure discretionary grants – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.

Reconnecting Communities Pilot Program– This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

FHWA Nationally Significant Federal Lands and Tribal Projects – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. The Infrastructure Investment and Jobs Act amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program–

The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

Rural Surface Transportation Grant Program

This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

The Ten Federal Planning Factors.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

Consideration of the planning factors shall be reflected, as appropriate, in the metropolitan transportation planning process.

The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment and housing and community development.

Federal Planning Emphasis Areas.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs).

The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program.

The 2021 Planning Emphasis Areas are:

1.) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future –

Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050 and increase resilience to extreme weather events and other disasters resulting from increasing effects of climate change.

Appropriate Unified Planning Work Program (UPWP) work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle

trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Within the SFY 2024-2025 UPWP, the following studies address this Planning Emphasis Area.

- a) 202-9080-24- Greenhouse Gas Reduction Strategy.
- b) 301-9350-24 - Regional Electric Vehicle Charging and Fueling Infrastructure Plan

2) Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

This includes the use of strategies that:

- 1) Improve infrastructure for non-motorized travel, public transportation access and increased public transportation service in underserved communities;
- 2) Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
- 3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
- 4) Offer reduced public transportation fares as appropriate;

- 5) Target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services and
- 6) Consider equitable and sustainable practices while including affordable housing strategies and consideration of environmental justice populations.

Within the SFY 2024-2025 UPWP, the following studies address this Planning Emphasis Area.

- a) 301-9340-24 – Reconnecting Communities Regional Scan
- b) 601-1020-24 – Extreme Heat Adaptation and Shade Analysis
- c) 601-1080-24 – Underutilized Parcels and Transportation Impacts

3) Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on intervals necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.



Within the SFY 2024-2025 UPWP document, there are three studies categorized as Complete Streets planning activities.

- a) 202-9085-24 - Southern Nevada Regional Walkability Plan
- b) 301-4120-24 – Regional Active Transportation Infrastructure Gap Analysis.
- c) 301-9295-24 – Regional Bicycle and Pedestrian Plan Update

4) Public Involvement-

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process.

FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

The use of Virtual Public Involvement tools broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Within the SFY 2024-2025 UPWP, the following studies address this Planning Emphasis Area.

- a) 101-3105-24 – Public Participation Plan
- b) 101-3500-24 – Environmental Justice/Title VI/Ladders of Opportunity
- c) 101-3135-24 – Regional Transportation Plan and Visioning

5. Strategic Highway Network (STRAHNET) / US Department of Defense (DOD) Coordination –

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war.

Within the SFY 2024-2025 UPWP, the following study addresses this Planning Emphasis Area.

- a) 301-9310-24 – Nellis Air Force Base Transportation Study

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

Within the SFY 2024-2025 UPWP, the following study addresses this Planning Emphasis Area.

- a) 601-1060-24 – Regional Open Space and Trails – Federal Lands Access Planning.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

Within the SFY 2024-2025 UPWP, the following studies address this Planning Emphasis Area.

- a) 101-3115-24 – Congestion Management Process;
- b) 201-9220-24 – GIS Analysis and Visualization

- c) 201-9265-24 – Regional Bike and Sidewalk Inventory;
- d) 302-2500-24 – Transportation Systems Management and Operations (TSMO) Business Case Implementation

State Fiscal Years 2022 and 2023 UPWP Major Accomplishments

Regional Bike and Sidewalk Inventory-

This study determined the presence of bike facilities and sidewalks along 1,750 linear miles of existing major roadways in the region using vehicles equipped with mobile Light Detection and Ranging (LIDAR) technology. The collected data was processed and put into a GIS database for active transportation facilities.

City of North Las Vegas Comprehensive Master Transportation Plan-

This completed study developed a cohesive, long range transportation plan that will serve as a guide for the city when making future land use and multimodal transportation improvement project decisions.

The goals for the Comprehensive Master Transportation Plan included:

- Updating of the functional classification methodology for CNLV roadways
- Developing typical cross-sections for each right-of-way (ROW) width that complement the surrounding land uses
- Incorporating elements of the CNLV Complete Streets Policy
- Updating the existing network of truck routes
- Addressing the existing and future roadway network in the Apex Industrial Area
- Incorporating approved amendments to the CNLV Master Plan of Streets and Highways since the last update.

Regional Walkability Plan-

The Regional Walkability Plan was created to help develop a walkable street network to connect people of all ages and abilities to community destinations, workplaces and transit in Southern Nevada. Recognizing the constraints of time, funding and priorities, the Regional Walkability Plan identified Priority Pedestrian Zones in each of the jurisdictions to help focus improvements in areas with high existing or expected pedestrian activity. The study provided a comprehensive understanding

of needs, challenges and opportunities in each community.

Common walkability challenges that were found included:

- An abundance of swooping right turn lanes.
- Narrow sidewalk widths.
- Utility poles and boxes obstructing sidewalks.
- Lack of shade and trees
- Large gaps in the sidewalk network.
- Large block sizes and auto-oriented land uses.

To best determine Southern Nevadans' walkability needs, the Plan included multiple public outreach efforts and modes throughout its development. The goals of this process were to obtain fine-grain walkability preferences, behaviors and observations from residents and to educate the general public by empowering organizations and developing "walkability champions".

Traffic Signal Communication System Gap Analysis -

The project goal was to develop a time-phased implementation plan to expand Arterial Management System (AMS) network connectivity via fiber optic communications to all traffic signal systems operated and maintained by the City of Las Vegas. As infrastructure complexity and data volume expands, communication via fiber optic is necessary due to data limitations of copper interconnect cable and wireless radio communications.

The AMS is managed by the RTCNV Freeway and Arterial System of Transportation (FAST) in conjunction with each respective local agency with the goal of achieving safe and efficient traffic flow on streets and arterials through the use of traffic signal systems and other advanced technologies.

The City currently owns, operates and maintains over 632 signalized intersections within its

boundaries, of which 458 are currently or proposed to be connected in the near future to the region's AMS via a reliable high-speed fiber-optic communication network. This study inventoried the existing AMS communication network within the City with a focus on providing fiber optic connections to signalized intersections by installing fiber optic trunk lines along 80 foot and 100-foot right of way roadways. Prioritization recommendations were developed for short- and long-term improvements to enhance and expand the AMS fiber optic communications network to achieve 100% connectivity to the City's existing and future traffic signal systems as well as to RTCSNV FAST communication hubs.

Extreme Heat Vulnerability Study -

The RTC completed the Extreme Heat Vulnerability Study that advanced research into the region's vulnerability to extreme heat and identified a range of potential impacts. It developed preferred mitigation and adaptation strategies and coordinated extreme heat research across Nevada. Data was provided to a heat resources website in partnership with Clark County. It coordinated Healthy Streets implementation efforts with regional stakeholders to deploy cool pavement, shade and street trees and enhanced tree shelters. The RTC received a federal grant from the National Oceanic and Atmospheric Administration (NOAA) to conduct heat island mapping trends across Southern Nevada with the assistance of hundreds of local volunteers. The study completed a survey of transit riders about heat impacts travel. The results documented the clear impact that extreme heat has on RTC transit customers. Key findings supported increasing shade and drinking water availability at transit stops and reducing passenger wait times through increased transit service frequency. The Extreme Heat Vulnerability Study received an Excellence in Sustainability award from the

American Planning Association for heat related research.

Transportation Impacts on Health Study –

The RTC completed the Transportation Impacts on Health study, which includes a health factors equity map that is used as the default composite 'equity map' for the region to identify at-risk communities that the RTC and its partners will target for transportation investments. The study's health outcomes forecasting modeling tool is being applied to understand the health benefits of proposed transportation projects.

HOPE Grant

The Southern Nevada Helping Obtain Prosperity for Everyone (HOPE) Grant Study was commissioned by the Regional Transportation Commission of Southern Nevada (RTC) to determine how on-demand microtransit can help improve public transit services in low-income areas. The study was funded using a \$125,000 planning grant from the Federal Transit Administration's (FTA's) Helping Obtain Prosperity for Everyone (HOPE) Program, which seeks to improve transportation in Areas of Persistent Poverty (APP). The RTC was one of 25 agencies across the country to receive a grant award.

The study was focused on Areas of Persistent Poverty (APP) within the urbanized area of Southern Nevada. APP are defined as census tracts with poverty rates of at least 20% during the last 30-year period, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income and Poverty Estimates as estimated by the Bureau of the Census. The study area includes 39 of the 45 designated qualified opportunity zones in Clark County. Within the Las Vegas Valley, approximately 600,000 people live in APP, covering approximately 100 square miles of the

region. 27% of the population within the APP live below the poverty line.

The goals of the study were to:

- Improve public transit in Areas of Persistent Poverty.
- Understand the costs and benefits of on-demand microtransit.
- Help to address food and public transit deserts.
- Improve transit options for individuals with disabilities.

The study identified up to nine potential on-demand microtransit zones that cover the majority of the Areas of Persistent Poverty (APP) areas in Southern Nevada. While the RTC is unlikely to launch all nine zones, each zone was designed so that it can operate independently of any other zones.

Zone design was based on the following inputs:

Areas of Persistent Poverty: The primary goal for on-demand microtransit services developed as part of this study is to improve mobility for those living and working in APP, specifically historically disadvantaged populations.

Zone size: Zones that are too small are not useful to passengers while zones that are too large are expensive to operate.

Complements the bus network: Zones connect with frequent transit routes and fill gaps where service is limited

Key Destinations: Zones were designed to increase access to key destinations, such as grocery stores, as large areas of Southern Nevada are currently considered food deserts.

Residential and employment density: Zones are designed to include a mix of residential and commercial areas where possible.

Stakeholder and community input: Comments were used to adjust the zone boundaries to better reflect the transportation needs of the community.

Southern Nevada Freight Plan Update

Southern Nevada imports almost all of the goods it consumes, and these goods are overwhelmingly transported by truck. The pandemic disrupted nearly every aspect of the supply chain, which is usually the invisible pathway of transportation and logistics that gets goods from where they are manufactured, mined or grown to their destination with consumers. With supply chain constraints now visible to the public, the MPO responded by initiating an update to the Southern Nevada Freight Plan.

The Southern Nevada Freight Plan Update sought to develop transformational policies and infrastructure improvements necessary to integrate Southern Nevada into global supply chains and strengthen our economy. The plan developed new strategies for the following goals:

- Enhancing safety,
- Preserving infrastructure,
- Optimizing mobility,
- Transforming economies,
- Fostering sustainability and
- Connecting communities.

The project studied the origin and destination of goods transported to and from the region, the current freight conditions, and future trends to identify transportation system gaps. The resulting update identified infrastructure improvements and made recommendations for policies needed to better integrate Southern Nevada into global supply chains and strengthen our regional economy.

The plan identified high-priority freight projects throughout Southern Nevada, with key projects

focused on the critical Interstate 15 freight corridor, and industrial areas in North Las Vegas, Clark County, and west Henderson areas. The project team Identified and worked with NDOT to recommend Southern Nevada Critical Urban Freight Corridors for future potential freight project funding opportunities. Areas for additional future study that were recommended by the Plan Update focused on truck parking, providing transit options in warehouse areas, and establishing a convention marshaling yard/staging area associated with hosting large events.

These studies will be incorporated into the new Unified Planning Work Program for funding.

RTCSNV Regional Transportation Plan Amendments, Clark 21-33 and Clark 21-31.

These amendments added projects requested by the City of Las Vegas, City of North Las Vegas, Clark County, Nevada Department of Transportation and RTC of Southern Nevada, listed on our RTP page.

<https://www.rtcsnv.com/projects-initiatives/transportation-planning/planning-studies-reports/access-2050-regional-transportation-plan/#amendments>

State Fiscal Years (FY) 2024-2025 UPWP Development Approach

The UPWP is developed in consultation with state and local entities according to federal guidelines. The UPWP budget for State FY 2024-2025 includes RTC staff costs associated with the development and implementation of core regional planning activities and project management of professional services contracts for planning studies.

The Infrastructure Investment and Jobs Act (IIJA) encourages metropolitan areas to improve regional mobility through the provision of safe, efficient, and convenient transportation

systems. The preceding federal legislation (FAST & MAP-21) also required the development of performance measures to allow quantitative evaluation of regional transportation investments, along with criteria established by FHWA and FTA.

Specifically, these criteria preclude the use of federal planning funds for system operation plans, project development engineering, or design studies for activities required under the National Environmental Policy Act. In general, the expectation for the projects and studies included in the UPWP is to enhance the transportation environment of the Southern Nevada region and expand multimodal options.

This program extends well beyond enhancements to the regional roadway network. Pedestrian, bicycle, transportation safety, and transit facilities are also considered. Overall, the objective of the UPWP is to facilitate development of a multimodal transportation system that serves both the Las Vegas urbanized area and the surrounding rural areas of Clark County.

There is an emphasis in the UPWP on conducting studies that will serve to improve both the mobility of the Southern Nevada residential commuting population and ensuring the efficient flow of freight and commercial goods that serve our regional economy. This program of projects will also provide mobility and accessibility benefits to tourists traveling into and around the Southern Nevada region.

A guiding component of this UPWP is the Access 2050 Regional Transportation Plan (RTP), which was adopted in February 2021. This RTP guides the development of Southern Nevada's transportation system through the year 2050. The RTP includes recommendations from the On-Board Mobility Plan, which is also identified in this UPWP and will develop new and innovative mobility strategies for implementation in Southern Nevada. A mobility

and accessibility strategy already identified and programmed for continued funding in this UPWP is transit oriented development and the related ongoing Livable Centers Study Program.

Public Outreach Efforts and Equity in Community Engagement

The RTC's [Public Participation Plan](#) was updated in 2022 and establishes policies, processes, and methods for engaging citizens, stakeholder groups, and other interested parties in regional transportation planning. Goals of the plan are to provide multiple opportunities for the public to learn about and participate in RTC transportation planning projects, to ensure early, continuous, and broad notification about RTC plans and activities, to receive meaningful public input to inform RTC's decision making process, and to ensure participation and access to major actions and decisions by the RTC Board. These goals demonstrate RTC's commitment to providing equitable and inclusive engagement opportunities for all Southern Nevada residents.

The plan recognizes that transportation disadvantaged communities, those who experience disproportionately high and adverse health, environmental, climate-related, economic, and other cumulative impacts, may face unique barriers that limit participation in transportation planning. Transportation disadvantaged communities are identified in RTC's [Community Health Score](#), who, on average, experience higher social vulnerability and health risks related to public safety and transportation access in the region. Outreach in these communities must be strategic and intentional so that barriers to participation can be overcome. Additionally, RTC uses demographic data to reach traditionally underserved populations, including minorities, low-income individuals, tribal communities, seniors, youth, LGBTQ+, limited English proficiency groups, and people of all abilities during public outreach activities.

The Public Participation Plan adopts the following policies for achieving equitable and inclusive engagement in transportation planning projects:

- **Equity in Engagement:** RTC ensures that all populations and demographic segments are involved in outreach activities, including those with diverse backgrounds and those who represent populations with varying degrees of mobility and independence. RTC seeks to support and connect minority and disadvantaged communities, and to gather input on the needs of these populations.
- **Partnerships & Relationships:** RTC develops and maintains partnerships and relationships with local governments, community-based organizations, and community stakeholders through formal and informal methods, including actively participating and engaging with the community at large to increase awareness and trust for regional transportation planning.
- **Tailored Methods & Languages:** RTC tailors outreach and engagement methods based on what has worked well in the past, respecting the cultural, linguistic, temporal, and geographic preferences of different populations. RTC also leverages bilingual community partners, volunteers, and staff to provide information in appropriate languages, and to convey a genuine celebration of a multi-cultural and socially equitable future.
- **Convenient Outreach Methods:** RTC utilizes a variety of outreach methods that bring engagement opportunities to residents and employ go-to-them public engagement methods that reach a diverse range of residents and stakeholders. Using a blend of online and in-person methods and/or interactive tools facilitates convenient, time-efficient participation, while being mindful that not all populations have access to technology and broadband access.

The plan also provides several best practice tools and tactics for engagement in [Appendix D](#) of the plan. Additionally, RTC's [Title VI Report](#) and the [Language Assistance Plan](#) provide additional information and strategies for connecting with traditionally underserved and limited English proficiency populations.

Public outreach during the public participation plan update also provides insight into engagement preferences of the community. The outreach process found there is a slight preference for virtual and remote participation opportunities but a significant number of residents prefer in-person opportunities as well. Overall, there is a broad range of preferences for a variety of engagement methods, confirming a broad range of tools and tactics are needed for engaging with the community at large. Top engagement preferences include online surveys, email, community events, and informal public meetings such as focus groups. The Las Vegas and Moapa Paiutes also have two reservations within Clark County and RTC staff also accompanies NDOT staff to tribal consultation meetings as needed.

Several other plans have documented transportation needs of vulnerable populations through community outreach, including the [RTP: Access 2050](#), [On Board Mobility Plan](#), [Regional Bicycle and Pedestrian Plan](#), [Coordinated Public Transit-Human Services Transportation Plan](#), and the [Southern Nevada Strong Regional Policy Plan](#).

Planning Funds and State FY 2024-2025 UPWP Budget

There are two primary sources of federal funding available to support the MPO transportation planning functions. The FHWA administers funds under the Metropolitan Planning Area Program ('PL'), while the FTA administers funds under the 'Section 5303' Program. Funds appropriated by Congress under these programs are apportioned among the states for distribution to the MPO areas within the state.

Consolidated Planning Grant

In 2013, the Regional Transportation Commission of Southern Nevada, along with the three other Nevada metropolitan planning organizations, entered into a memorandum of understanding to participate in the U.S. Department of Transportation Consolidated Planning Grant program (CPG). Under the memorandum of understanding, FHWA PL and FTA 5303 funds are consolidated into a single source to fund the activities authorized under the UPWP. NDOT and the four MPOs in the state have also agreed to a formula under which the CPG funds are distributed between the MPO areas.

State FY 2024-2025 Funding Elements

The funding expected to be available for the State FY 2024-2025 UPWP is based on three elements:

First, the amount expected to be expended through the end of June 2023 and hence the balance of the funds that will be carried forward to Federal State FY 2024. Second, the CPG funding for Federal FY 2023 reflects the anticipated apportionment from the FAST Act as agreed to by NDOT and the State's four MPOs. Third, RTC is required to contribute at least 5% of the costs of the UPWP program from local, non-federal sources. The results are set out in the tables on the following page.

State FY 2024 and State FY 2025 Projections Funding Availability

The period covered by the 2024-2025 UPWP corresponds with the two state fiscal years beginning from July 1, 2023 and ending on June 30, 2025. Federal CPG funds are apportioned and distributed for the Federal FY that starts on October 1 each year.

Therefore, the only funds available to be expended during the period thru the end of September are those carried forward from the previous state fiscal year. Likewise, the UPWP always needs to show sufficient balance at the end of the state fiscal year to cover expenditures until the start of the next federal fiscal year the following October.

State FY 2024 and State FY 2025 Projections for Federal Planning Funds-

As a result of the Infrastructure Investment and Jobs Act (IIJA) being enacted, the MPO of the Regional Transportation Commission of Southern Nevada received an increase to annual federal Consolidated Planning Grant (CPG) funding. Prior to the IIJA, the annual CPG allocation for the MPO was \$2,301,843.57. In State FY 2024 under the IIJA, the annual CPG allocation for the MPO has increased to \$2,999,958.50, a difference of \$698,114.93. The 5303 funding has increased from \$1,004,031.11 in FY 2023 to \$1,258,865.50, a difference of \$254,834.39. This increased funding amount is reflected in the budgetary tables of this document.

Federal State FY 2024 and State FY 2025 Distribution for Regional Transportation Commission of Southern Nevada (RTC Estimate)				
		FY 2024 Allocations and Awards	Federal Allocation (95%)	Local Match (5%)
	State FY 2024 Consolidated Planning Grant (PL & 5303) Funding	\$4,328,342.53	\$4,111,925.40	\$216,417.13
+	FFY 2023 Estimated Carryover into State FY 2024	\$6,397,536.18	\$6,077,659.37	\$319,876.81
=	State FY 2024 Updated Funding Amount	\$10,725,878.71	\$10,189,584.77	\$536,293.94
+	State FY 2025 Consolidated Planning Grant (PL & 5303) Funds	\$4,328,342.53	\$4,111,925.40	\$216,417.12
=	Combined State FY 2024/2025 CPG and Carryover Funding	\$15,054,221.24	\$14,301,510.18	\$753,711.06

Concept Projects and Studies for Consideration in Future Years

During the development of the State FY 2024 and State FY 2025 Unified Planning Work Program – a formal call for new projects in January was made due to approximately \$1.2 million in available funds in the budget. An effort was made to broaden the outreach of the call for projects, as additional entities were notified of the call for projects and invited to submit their proposals. Proposals were required to be submitted by March 3rd.

The contacted entities included:

Clark County, Boulder City, City of Henderson, City of Las Vegas, City of Mesquite, City of North Las Vegas, RTC Transit, Southern Nevada Transit Coalition, Nevada Department of Transportation (NDOT), Southern Nevada Tribal Nations (Paiute, Moapa, Fort Mojave tribes), Clark County School District, Southern Nevada Health District, Nevada Energy, University of Nevada Las Vegas (UNLV) and the SNAP board (Federal Land Managers).

However, during their consultation briefing with the RTC in 2022 and well as the recent call for projects in 2023, the local entities were encouraged to mention concepts for projects they would like to be considered for a future UPWP.

Potential Future Projects Suggested By Local Entities

Entity:	Potential Future UPWP Project(s)
Mesquite	<ul style="list-style-type: none"> Mesquite bicycle plan update as part of update to master plan.
Clark County	<ul style="list-style-type: none"> Livable Centers Study – Regional Redevelopment Future Growth along I-15 South Corridor – Industrial Area Impacts
City of Las Vegas	<ul style="list-style-type: none"> Livable Centers Study – Charleston Boulevard Corridor Incorporation of Cycle Track Feasibility and Route Identification Study into FY 2023 Regional Bicycle and Pedestrian Plan Update. East Sahara Avenue Transit Oriented Development (Rancho Drive to Boulder Highway)
City of North Las Vegas	<ul style="list-style-type: none"> Connecting Neighborhoods – Lake Mead Corridor Study is a project that can take place in the future following the conclusion of the Comprehensive Master Transportation Study. Northern Job Creation Zone
City of Henderson	<ul style="list-style-type: none"> Regional Roundabout Criteria Study Study of freight parking in industrial areas. Union Pacific railroad right of way study. Participate in high-level freeway system planning with NDOT to assist coordination for project identification and prioritization. Study transit solutions to better connect Nevada State College to College of Southern Nevada in Henderson. And also, regional options to better connect centers of higher learning with transit options.

State Fiscal Years 2024 and 2025 UPWP Task budgets

Initiated with the State FY 2015 UPWP, the RTC streamlined the budget process in groups of activities to be performed under the UPWP into seven main tasks:

1. Planning Administration, Coordination and Outreach (Task 101)
2. Data Collection and Analysis (Task 201)
3. Long Range Transportation Planning (Task 202)
4. Multi-Modal Transportation Planning (Task 301)
5. Intelligent Transportation Systems Planning (Task 302)
6. Regional Policy Plan Administration (Task 501)
7. Regional Planning and Research (Task 601)

Proposed activities under the State FY 2024-2025 UPWP are grouped under one of these seven tasks. Individual activities are described as Sub-Tasks with each task. State and Federal agencies will track Consolidated Planning Grant expenditures with reference to the budgets for these seven tasks. This will simplify accounting procedures and also reduce the need for frequent amendments to respond to minor changes in the budget for individual line items.

Detailed information on the objective, scope and timeline of the various UPWP activities within each task is presented by Sub-Task as in previous UPWP documents. Budgetary information by subtask is presented for information and to assist RTC with monitoring progress.

**Funding via Consolidated Planning Grant (CPG) and Local Match
State Fiscal Year 2024 and State Fiscal Year 2025 – Amendment One**

	Total Professional Services and Staff Costs for State FY 2024 and FY 2025	Total Consolidated Planning Grant (CPG) Amount State FY	Total Local Match Amount State FY 2024-2025	Total Carryover from State FY 2023 for State FY 2024-2025
Task 101 - Planning Administration	\$4,315,000	\$4,099,250	\$215,750	\$0
Task 201 - Data Collection	\$2,265,500	\$2,000,225	\$105,275	\$160,000
Task 202 - Long Range Transportation Planning	\$1,245,000	\$1,187,750	\$57,250	\$0
Task 301 - Multimodal Transportation Studies	\$3,486,829	\$2,983,500	\$126,500	\$376,829
Task 302 - Intelligent Transportation System Studies	\$360,000	\$342,000	\$18,000	\$0
Task 501 – Regional Policy Plan Administration	\$240,000	\$84,000	\$156,000	\$0
Task 601 – Regional Planning and Research	\$2,080,650	\$1,946,618	\$134,033	\$0
Total	\$13,992,979	\$12,643,343	\$812,808	\$536,829
	Sum of UPWP Task Costs: \$13,992,979	Sum of CPG + Local Match + Carryover Funding: \$13,992,979		
	Total CPG Funding Available State FY 2024-2025 (includes carryover from FY 23) \$15,054,221.24 Federal Share (95%) - \$14,301,510.18; Local Match (5%): \$752,711.06. Remaining CPG Funding State FY 2024-2025: \$1,061,242			

New Studies in State FY 2024-2025 UPWP Amendment One

UPWP Task Number and Title	UPWP State FY 2024 Funding	UPWP State FY 2025 Funding	Total Cost
601-1090-24 – Transportation Access to Parks	\$105,000	\$0	\$105,000
601-1100-24 – Southern Nevada Strong Plan Update	\$540,420	\$540,420	\$1,080,840
601-1110-24 – Clark County East Side Plan	\$435,000	\$0	\$435,000
Total Funding for New Studies in State FY 2024-2025 Amendment One	\$1,080,420	\$540,420	\$1,620,840

Note: Subtask 601-1090-24- Transportation Access to Parks, is funded via a grant program and will not utilize any federal Consolidated Planning Grant (CPG) funds.

State Fiscal Years (FY) 2024-2025 Unified Planning Work Program Amendment One Budget -

UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from State FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant (95%)	State FY 2024 Local Match (5%)	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant (95%)	State FY 2025 Local Match (5%)
Task 101 - Planning Administration, Coordination and Outreach												
101-1500-24	General Outreach	\$50,000	\$30,000	\$80,000	\$0	\$76,000	\$4,000	\$50,000	\$30,000	\$80,000	\$76,000	\$4,000
101-2300-24	Stakeholder and Grants Coordination	\$50,000	\$50,000	\$100,000	\$0	\$95,000	\$5,000	\$50,000	\$50,000	\$100,000	\$95,000	\$5,000
101-2310-24	Planning Administration	\$75,000	\$665,000	\$740,000	\$0	\$703,000	\$37,000	\$75,000	\$665,000	\$740,000	\$703,000	\$37,000
101-3100-24	Unified Planning Work Program	\$0	\$85,000	\$85,000	\$0	\$80,750	\$4,250	\$0	\$85,000	\$85,000	\$80,750	\$4,250
101-3105-24	Public Participation Plan	\$15,000	\$50,000	\$65,000	\$0	\$61,750	\$3,250	\$15,000	\$50,000	\$65,000	\$61,750	\$3,250
101-3110-24	Southern Nevada Freight Planning	\$0	\$30,000	\$30,000	\$0	\$28,500	\$1,500	\$0	\$30,000	\$30,000	\$28,500	\$1,500
101-3115-24	Congestion Management Process	\$0	\$30,000	\$30,000	\$0	\$28,500	\$1,500	\$0	\$30,000	\$30,000	\$28,500	\$1,500
101-3120-24	Performance Based Planning and Programming	\$0	\$60,000	\$60,000	\$0	\$57,000	\$3,000	\$0	\$60,000	\$60,000	\$57,000	\$3,000
101-3125-24	Bicycle and Pedestrian Planning	\$0	\$50,000	\$50,000	\$0	\$47,500	\$2,500	\$0	\$50,000	\$50,000	\$47,500	\$2,500
101-3130-24	Transportation Safety Planning and Crash Report	\$0	\$50,000	\$50,000	\$0	\$47,500	\$2,500	\$0	\$50,000	\$50,000	\$47,500	\$2,500
101-3135-24	Regional Transportation Plan & Visioning	\$375,000	\$75,000	\$450,000	\$0	\$427,500	\$22,500	\$150,000	\$75,000	\$225,000	\$213,750	\$11,250
101-3200-24	Transportation Improvement Program	\$0	\$105,000	\$105,000	\$0	\$99,750	\$5,250	\$0	\$105,000	\$105,000	\$99,750	\$5,250

UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from State FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant (95%)	State FY 2024 Local Match (5%)	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant (95%)	State FY 2025 Local Match (5%)
101-3500-24	Environmental Justice/Title VI/Ladders of Opportunity	\$0	\$30,000	\$30,000	\$0	\$28,500	\$1,500	\$0	\$30,000	\$30,000	\$28,500	\$1,500
101-3600-24	Misc. (INRIX, ArcGIS, Replica, Transcad)	\$110,000	\$35,000	\$145,000	\$0	\$137,750	\$7,250	\$110,000	\$35,000	\$145,000	\$137,750	\$7,250
101-9215-24	Discretionary Grant Administration	\$0	\$250,000	\$250,000	\$0	\$237,500	\$12,500	\$0	\$250,000	\$250,000	\$237,500	\$12,500
Task 101 Total		\$675,000	\$1,595,000	\$2,270,000	\$0	\$2,156,500	\$113,500	\$450,000	\$1,595,000	\$2,045,000	\$1,942,750	\$102,250

Task 201 – Data Collection												
UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from State FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant (95%)	State FY 2024 Local Match (5%)	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant (95%)	State FY 2025 Local Match (5%)
201-2116-24	Travel Demand Model	\$0	\$420,000	\$420,000	\$0	\$399,000	\$21,000	\$0	\$420,000	\$420,000	\$399,000	\$21,000
201-2125-24	Planning Variable Development	\$0	\$40,000	\$40,000	\$0	\$38,000	\$2,000	\$0	\$20,000	\$20,000	\$19,000	\$1,000
201-2130-24	Public Health Assessment Model	\$20,000	\$20,000	\$40,000	\$0	\$38,000	\$2,000	\$20,000	\$20,000	\$40,000	\$38,000	\$2,000
201-2206-24	Annual Population Forecast	\$20,250	\$5,000	\$25,250	\$0	\$23,988	\$1,263	\$20,250	\$5,000	\$25,250	\$23,988	\$1,263
201-2230-23	Travel Demand Model Enhancements & Validation	\$400,000	\$30,000	\$430,000	\$0	\$408,500	\$21,500	\$0	\$0	\$0	\$0	\$0
201-4015-24	Travel Demand Model Employment Projections and Technical Support	\$150,000	\$10,000	\$160,000	\$160,000	\$0	\$0	\$150,000	\$25,000	\$175,000	\$166,250	\$8,750
201-9220-24	GIS Analysis & Visualization **	\$0	\$40,000	\$40,000	\$0	\$38,000	\$2,000	\$0	\$40,000	\$40,000	\$38,000	\$2,000
201-9230-24	Southern Nevada Freight Plan Update	\$0	\$30,000	\$30,000	\$0	\$28,500	\$1,500	\$0	\$30,000	\$30,000	\$28,500	\$1,500
201-9240-24:	Census Analysis	\$0	\$30,000	\$30,000	\$0	\$28,500	\$1,500	\$0	\$30,000	\$30,000	\$28,500	\$1,500
201-9245-24:	2023 Household Travel Survey	\$50,000	\$15,000	\$65,000	\$0	\$61,750	\$3,250	\$0	\$15,000	\$15,000	\$14,250	\$750
201-9250-24:	2023 Transit O-D On Board Survey	\$50,000	\$15,000	\$65,000	\$0	\$61,750	\$3,250	\$0	\$15,000	\$15,000	\$14,250	\$750
201-9255-24:	2023 Las Vegas Visitor Survey	\$50,000	\$15,000	\$65,000	\$0	\$61,750	\$3,250	\$0	\$15,000	\$15,000	\$14,250	\$750
201-9265-24	Regional Bike and Sidewalk Inventory – LIDAR management	\$0	\$15,000	\$15,000	\$0	\$14,250	\$750	\$0	\$15,000	\$15,000	\$14,250	\$750
Task 201 Total		\$740,250	\$685,000	\$1,425,250	\$160,000	\$1,201,988	\$63,263	\$190,250	\$650,000	\$840,250	\$798,238	\$42,013
Note: Only professional services contracts to be reimbursed with CPG funding are shown in this table. Contract amounts to be reimbursed with grants or other external funding sources are not shown.												

Task 202 – Long Range Transportation Planning												
UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from State FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant (95%)	State FY 2024 Local Match (5%)	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant (95%)	State FY 2025 Local Match (5%)
202-9035-22	On Board Mobility Plan	\$80,000	\$50,000	\$130,000	\$0	\$123,500	\$6,500	\$80,000	\$50,000	\$130,000	\$123,500	\$6,500
202-9040-22	Coordinated Human Service Transportation Plan Development	\$0	\$40,000	\$40,000	\$0	\$38,000	\$2,000	\$0	\$40,000	\$40,000	\$38,000	\$2,000
202-9070-24	Southern Nevada Strong Transportation Implementation	\$0	\$20,000	\$20,000	\$0	\$19,000	\$1,000	\$0	\$20,000	\$20,000	\$19,000	\$1,000
202-9075-24	Transit Oriented Development	\$0	\$40,000	\$40,000	\$0	\$38,000	\$2,000	\$0	\$40,000	\$40,000	\$38,000	\$2,000
202-9080-24	Greenhouse Gas (GHG) Emission Reduction Strategy	\$175,000	\$40,000	\$215,000	\$0	\$204,250	\$10,750	\$150,000	\$40,000	\$190,000	\$180,500	\$9,500
202-9085-24	Regional Walkability Plan Implementation	\$25,000	\$25,000	\$50,000	\$0	\$50,000	\$0	\$25,000	\$25,000	\$50,000	\$50,000	\$0
202-9090-24	Transit Oriented Development Planning and Coordination	\$0	\$15,000	\$15,000	\$0	\$14,250	\$750	\$0	\$15,000	\$15,000	\$14,250	\$750
202-9095-24	Regional Truck Parking Implementation Plan	\$110,000	\$15,000	\$125,000	\$0	\$118,750	\$6,250	\$110,000	\$15,000	\$125,000	\$118,750	\$6,250
Task 202 Total		\$390,000	\$245,000	\$635,000	\$0	\$605,750	\$29,250	\$365,000	\$245,000	\$610,000	\$582,000	\$28,000
<p style="text-align: center;">Note: Only professional services contracts to be reimbursed with CPG funding are shown in this table. Contract amounts to be reimbursed with grants or other external funding sources are not shown.</p> <p style="text-align: center;">Project #202-9085- Regional Walkability Plan Implementation is considered to be a Complete Streets planning activity. Thus it is eligible for 100% federal PL funding with no local match in accordance with an FHWA approved waiver for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law.</p>												

Task 301 - Multimodal Transportation Studies												
UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from State FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant (95%)	State FY 2024 Local Match (5%)	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant (95%)	State FY 2025 Local Match (5%)
301-3905-22	Regional High Speed Rail Station	\$200,000	\$10,000	\$210,000	\$0	\$199,500	\$10,500	\$0	\$0	\$0	\$0	\$0
301-3925-22	Henderson Sustainable Mobility Plan	\$198,079	\$20,000	\$218,079	\$198,079	\$19,000	\$1,000	\$0	\$0	\$0	\$0	\$0
301-4100-24	City of Las Vegas Master Mobility Plan Update	\$500,000	\$10,000	\$510,000	\$0	\$484,500	\$25,500	\$0	\$0	\$0	\$0	\$0
301-4105-24	Mesquite Master Transportation and Capital Improvement Plan Update	\$150,000	\$10,000	\$160,000	\$0	\$152,000	\$8,000	\$0	\$0	\$0	\$0	\$0
301-4110-24	Henderson Lake Mead Parkway Corridor Study	\$375,000	\$10,000	\$385,000	\$0	\$365,750	\$19,250	\$0	\$0	\$0	\$0	\$0
301-4115-24	Transit Stop Siting & Specifications Study	\$150,000	\$10,000	\$160,000	\$0	\$152,000	\$8,000	\$0	\$0	\$0	\$0	\$0
301-4120-24	Regional Active Transportation Infrastructure Gap Analysis ***	\$270,000	\$10,000	\$280,000	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0
301-9115-24	Planning and Infrastructure Needs for Emerging Transportation Technologies	\$0	\$25,000	\$25,000	\$0	\$23,750	\$1,250	\$150,000	\$25,000	\$175,000	\$166,250	\$8,750
301-9270-22	Livable Centers Study – Project Two	\$0	\$25,000	\$25,000	\$0	\$23,750	\$1,250	\$0	\$25,000	\$25,000	\$23,750	\$1,250

UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant	State FY 2024 Local Match	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant (95%)	State FY 2025 Local Match (5%)
301-9295-24	Regional Bicycle and Pedestrian Plan Update ***	\$125,000	\$25,000	\$150,000	\$0	\$150,000	\$0	\$125,000	\$25,000	\$150,000	\$150,000	\$0
301-9300-22	Perfect Storm Special Events Management Study	\$175,000	\$3,750	\$178,750	\$178,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0
301-9330-24	Transit Oriented Development and Mobility Hub Study	\$150,000	\$10,000	\$160,000	\$0	\$152,000	\$8,000	\$150,000	\$10,000	\$160,000	\$152,000	\$8,000
301-9340-24	Reconnecting Communities Regional Scan	\$170,000	\$25,000	\$195,000	\$0	\$185,250	\$9,750	\$0	\$25,000	\$25,000	\$23,750	\$1,250
301-9350-24	Regional Electric Vehicle Charging and Fueling Infrastructure Plan	\$0	\$15,000	\$15,000	\$0	\$14,250	\$750	\$265,000	\$15,000	\$280,000	\$266,000	\$14,000
Task 301 Total:		\$2,463,079	\$208,750	\$2,671,829	\$376,829	\$2,201,750	\$93,250	\$690,000	\$125,000	\$815,000	\$781,750	\$33,250
<p style="text-align: center;">Note: Only professional services contracts to be reimbursed with CPG funding are shown in this table. Contract amounts to be reimbursed with grants or other external funding sources are not shown.</p> <p style="text-align: center;">*** Projects #301-4120- Regional Active Transportation Infrastructure Gap Analysis and #301-9295- Regional Bicycle and Pedestrian Plan Update are considered to be Complete Streets planning activities Thus, they are eligible for 100% federal PL funding with no local match in accordance with a FHWA approved waiver for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law.</p>												

Task 302 - Intelligent Transportation System Planning												
UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant	State FY 2024 Local Match	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant (95%)	State FY 2025 Local Match (5%)
302-2510-24	Planning for ITS and Operations	\$0	\$25,000	\$25,000	\$0	\$23,750	\$1,250	\$0	\$25,000	\$25,000	\$23,750	\$1,250
302-2520-24	Transportation Systems Management & Operations (TSMO) – Business Case Implementation	\$300,000	\$10,000	\$310,000	\$0	\$294,500	\$15,500	\$0	\$0	\$0	\$0	\$0
Task 302 Total		\$300,000	\$35,000	\$335,000	\$0	\$318,250	\$16,750	\$0	\$25,000	\$25,000	\$23,750	\$1,250
Task 501 - Regional Policy Plan Administration												
UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant	State FY 2024 Local Match	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant	State FY 2025 Local Match
501-1000-24	Regional Plan Core Administration	\$0	\$35,000	\$35,000	\$0	\$ 7,000	\$28,000	\$0	\$35,000	\$35,000	\$ 7,000	\$28,000
501-1010-24	Regional Plan Updates	\$0	\$35,000	\$35,000	\$0	\$17,500	\$17,500	\$0	\$35,000	\$35,000	\$17,500	\$17,500
501-1050-24	Indicator Tracking and Mapping	\$0	\$25,000	\$25,000	\$0	\$12,500	\$12,500	\$0	\$25,000	\$25,000	\$12,500	\$12,500
501-1150-24	Outreach and Communications	\$0	\$15,000	\$15,000	\$0	\$ 3,000	\$12,000	\$0	\$15,000	\$15,000	\$ 3,000	\$12,000
501-1160-24	Annual Southern Nevada Strong Implementation Report	\$0	\$10,000	\$10,000	\$0	\$ 2,000	\$8,000	\$0	\$10,000	\$10,000	\$ 2,000	\$8,000
Task 501 Total		\$0	\$120,000	\$120,000	\$0	\$42,000	\$78,000	\$0	\$120,000	\$120,000	\$42,000	\$78,000

UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	State FY 2024 Total Professional Services and RTC Staff Costs	Carryover from FY 2023 to State FY 2024	State FY 2024 Consolidated Planning Grant	State FY 2024 Local Match	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant	State FY 2025 Local Match
601-1020-24	Extreme Heat Adaptation and Shade Analysis	\$125,000	\$30,000	\$155,000	\$0	\$147,250	\$7,750	\$125,000	\$30,000	\$155,000	\$147,250	\$7,750
601-1060-24	Regional Open Space and Trails - Federal Lands Access Planning	\$0	\$30,000	\$30,000	\$0	\$21,000	\$9,000	\$0	\$30,000	\$30,000	\$21,000	\$9,000
601-1070-24	Regional Sustainability and Resiliency Planning	\$0	\$30,000	\$30,000	\$0	\$21,000	\$9,000	\$0	\$30,000	\$30,000	\$21,000	\$9,000
601-1080-24	Underutilized Parcels and Transportation Impacts	\$75,000	\$30,000	\$105,000	\$0	\$99,750	\$5,250	\$0	\$30,000	\$30,000	\$28,500	\$1,500
601-1100-24	Southern Nevada Strong Plan Update	\$450,420	\$90,000	\$540,420	\$0	\$513,399	\$27,021	\$450,420	\$90,000	\$540,420	\$513,399	\$27,021
601-1110-24	Clark County East Side Plan	\$400,000	\$35,000	\$435,000	\$0	\$413,250	\$21,750	\$0	\$0	\$0	\$0	\$0
Task 601 - Total		\$1,050,230	\$245,000	\$1,295,230	\$0	\$1,215,469	\$79,762	\$575,420	\$210,000	\$785,420	\$731,149	\$54,271
All Task Groups		\$5,618,559	\$3,133,750	\$8,752,309	\$536,829	\$7,741,706	\$473,774	\$2,270,670	\$2,970,000	\$5,240,670	\$4,901,637	\$339,034

Total Professional Services (SFY 2024-2025): \$7,889,229 Total RTC Staff Costs (SFY 2024-2025): \$6,103,750,
Combined Total Task Costs: \$13,992,979

Funding Available (SFY 2024-2025): \$15,054,221, Remaining Balance (SFY 2024-2025): \$1,061,242

Grant and/or Non-CPG Externally Funded Transportation Studies													
UPWP Task	Task Name	State FY 2024 Professional Services Contracts	State FY 2024 RTC Staff Costs	SFY 2024 Other Costs	State FY 2024 Total Professional Services and RTC Staff Costs	State FY 2024 Consolidated Planning Grant	State FY 2024 Local Match	State FY 2024 External Funding Grants	State FY 2025 Professional Services Contracts	State FY 2025 RTC Staff Costs	State FY 2025 Total Professional Services and RTC Staff Costs	State FY 2025 Consolidated Planning Grant	State FY 2025 Local Match
202-3720-22	RTP Project Prioritization Tool	\$37,435	\$0	\$0	\$37,435	\$0	\$0	\$37,435	\$0	\$0	\$0	\$0	\$0
301-9310-24	Nellis Air Force Base Transportation Study	\$800,000	\$0	\$0	\$800,000	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0
301-9320-24	Reimagine Boulder Highway	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0
301-9360-24	Safe Streets for All – Southern Nevada Action Plan	\$1,143,000	\$0	\$0	\$1,143,000	\$0	\$0	\$1,143,000	\$1,143,000	\$0	\$1,143,000	\$0	\$0
601-1090-24	Transportation Access to Parks	\$75,000	\$20,000	\$10,000	\$105,000	\$0	\$0	\$105,000	\$0	\$0	\$0	\$0	\$0
Grant and/or Non-CPG Externally Funded Projects		\$2,755,435	\$20,000	\$10,000	\$2,785,435	\$0	\$0	\$2,785,435	\$1,143,000	\$0	\$1,143,000	\$0	\$0

Funding Sources for these Studies:

- **202-3720 – RTC Project Prioritization Tool** – The RTC Streets and Highways section is providing funding for the professional services contract costs for this study. The total Professional Services Contract is \$270,000. MPO staff time for this subtask will be paid under 101-9215 – Discretionary Grants Administration.
- **301-9310 – Nellis Air Force Base Transportation Study** – A US Department of Defense grant is funding the professional services contract for \$800,000. The MPO staff time for this subtask will be paid under 101-9215 – Discretionary Grants Administration.
- **301-9320 –Reimagine Boulder Highway** - A US Department of Transportation grant will be used to fund the professional services contract costs for \$700,000. The MPO staff time for this subtask will be paid under 101-9215 – Discretionary Grants Administration
- **301-9360 – Safe Streets for All – Southern Nevada Action Plan** – Both the professional services contract and MPO staff time will be funded by \$1,684,000 in federal grant funds and \$544,866 in local match, to be evenly allocated over two fiscal years. No CPG funds will be used.
- **601-1090 – Transportation Access to Parks** - \$75,000 grant received from Nevada Department of Outdoor Recreation for professional services on this study with a required match of \$30,000 from RTC of Southern Nevada. The match must come from non-federal funding sources.

Sub-task Descriptions -

Task 101 – Planning Administration, Coordination and Outreach

This task covers the core planning activities of the Metropolitan Planning Organization (MPO). These activities include:

Annual development and maintenance of the Unified Planning Work Program (UPWP); maintenance of the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP). Also included are the MPO’s responsibilities for Environmental Justice and for compliance with Title VI of the Civil Rights Act.

Task 101 includes the RTC staff costs associated with these core programs, coordination with local, state and federal partners, coordination with other stakeholders and general outreach.

Specific Sub-Tasks are:

- 101-1500, General Outreach
- 101-2300, Stakeholder and Grants Coordination
- 101-2310, Planning Administration
- 101-3100, Unified Planning Work Program
- 101-3105, Public Participation Plan
- 101-3110, Southern Nevada Freight Planning
- 101-3115, Congestion Management Process
- 101-3120, Performance Based Planning and Programming
- 101-3125, Bicycle and Pedestrian Planning
- 101-3130, Transportation Safety Planning & Crash Report
- 101-3135, Regional Transportation Plan and Visioning
- 101-3200, Transportation Improvement Program
- 101-3500, Environmental Justice and Title VI
- 101-3600, Miscellaneous Supporting Activities
- 101-9215, Discretionary Grant Administration

Task 101, State Fiscal Years 2024 and 2025 Budget

The following costs are included under Task 101:

	State FY 2024	State FY 2025	Total
Combined Costs	\$2,270,000	\$2,045,000	\$4,315,000
Professional Services Contracts	\$ 675,000	\$ 450,000	\$1,125,000
RTC Staff Costs	\$1,595,000	\$1,595,000	\$3,190,000
The sources of funding for Task 101 are:			
Consolidated Planning Grant (95%)	\$2,156,500	\$1,942,750	\$ 4,099,250
Local Funds (5%)	\$ 113,500	\$ 102,250	\$ 215,750

Sub-Task 101-1500-24 – General Outreach

Purpose:

Throughout the transportation planning process, RTC staff performs various functions concerning the time and materials used for advertising, preparation, and conducting public involvement activities associated with the development and implementation of plans and programs.

Community engagement and outreach have become increasingly important activities for the RTC MPO. This task will fund a support contract for a community engagement specialist that will help the RTC's MPO improve public outreach and enhance the agency's ability to communicate with the public to develop a better understanding of public needs and wants related to transportation planning and specific studies or projects led by the MPO. Activities could include scheduling and arranging public outreach activities, public surveys, developing and reviewing public outreach materials, helping maintain public contact databases, supporting federally required public comment activities, and other related tasks as they arise.

Public surveys that are representative of the demographics of Southern Nevada are included in this task. Surveys may be recurring or special. However, surveys related to a specific sub-task are included in that specific section and are not included as part of this sub-task. Surveys are an important tool to gather public opinions and attitudes about general transportation-related issues and assist in developing a regional vision.

Previous Work:

- Public outreach, meetings and promotion in support of the Regional Transportation Plan (RTP);
- Transportation Improvement Program (TIP);
- Unified Planning Work Program (UPWP) projects and studies;
- Public Participation Plan (PPP).

Methodology:

Through both mainstream and innovative means the RTC will develop, coordinate, and conduct public outreach related to all activities listed in the UPWP.

Examples of public outreach include conducting public meetings, participating in “pop-up meetings”, having a presence at community events, publishing documents, developing press releases, utilizing translation services and addressing and tracking public comments, updating the MPO web page for enhanced community engagement.

General outreach is led by the RTC's Department of Government Affairs, Media, and Marketing (GAMM).

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency);
- Clark County;
- City of Las Vegas;
- City of North Las Vegas;
- City of Henderson; Boulder City;
- City of Mesquite,
- Nevada Department of Transportation

Budget:

Sub-Task 101-1500-24	State FY 2024	State FY 2025
Total Project Cost	\$ 80,000	\$ 80,000
Professional Services Contract	\$ 50,000	\$ 50,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 76,000	\$ 76,000
Local Match (5%)	\$ 4,000	\$ 4,000

Schedule and Deliverables:

- Report on public outreach activities.
- Inventory of display materials in support of RTC public outreach activities.
- General Outreach is an on-going activity

**Sub-Task 101-2300-24 –
Stakeholder and Grants Coordination**

Purpose:

Stakeholder and Grants Coordination covers all activities related to the continued coordination of the Southern Nevada regional transportation planning process with local agencies, Nevada Department of Transportation, U.S. Department of Transportation, and the coordination of activities with other regional planning agencies on inter-regional issues.

Methodology:

General liaison with the Nevada Department of Transportation (NDOT), coordination in development of the Strategic Highway Safety Plan and Southern Nevada Transportation Study, participation in meetings, workshops, and coordination with NDOT in development of the Southern Nevada Regional Intelligent Transportation System architecture, participation in activities of the Southern Nevada Regional Planning Coalition and inter-regional meetings and workshops. Similar stakeholder coordination tasks may arise during the period of performance for this Work Program. Stakeholder Coordination is performed by the RTC’s Metropolitan Planning Organization, Government Affairs, Media and Marketing, and Executive Management teams.

Stakeholder coordination also includes facilitation of the Regional Grants Working Group, which is focused on coordination of transportation focused IJA and IRA grant applications and the development of a long-term grants strategy.

Participating Agencies:

Regional Transportation Commission of Southern Nevada (Lead Agency),
Nevada Department of Transportation,
Southern Nevada Regional Planning Coalition

Budget:

Sub-Task 101-2300-24	State FY 2024	State FY 2025
Total Project Cost	\$ 100,000	\$ 100,000
Professional Services Contract	\$ 50,000	\$ 50,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 50,000	\$ 50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 95,000	\$ 95,000
Local Match (5%)	\$ 5,000	\$ 5,000

Schedule and Deliverables:

Volpe Center ASEAN Partnership

Solidify partnership with Association of Southeast Asian Nations (ASEAN) member-city Phuket, Thailand as part of the USDOT's Volpe Center in support of a capacity building program through the Smart Cities Partnership.

RTC participated in a Smart Mobility Workshop in Thailand the week of January 22, 2024, with partner agencies and cities, and a follow-up conference in the United States later in 2024.

USDOT is a part of a federal interagency team organizing a transportation and mobility-oriented project to link five ASEAN metro areas with five US peers that are addressing similar challenges unique to their context. USDOT will pay for all travel associated with participation in the capacity building program, however UPWP funding will be utilized for staff participation and planning costs.

Why was it important?

It provided targeted support to a peer city experiencing visitor mobility challenges, build relationships with USDOT's research center.

Strategic Plan Priority:

SYNERGY – STRATEGIC PRIORITY 5.2

- Identify and explore opportunities to strengthen relationships with partner agencies and co-stakeholders, including the Las Vegas Convention and Visitors Authority, Nevada Resort Association, Culinary Workers Union, Department of Aviation, and others.

- Coordination with local, state, and federal agencies on Southern Nevada regional transportation planning issues.
- Stakeholder Coordination is an on-going activity.

Sub-Task 101-2310-24 – Planning Administration

Purpose:

Activities included under this Sub-Task include the overall administration of the Metropolitan Planning Organization (MPO) transportation planning process. These tasks are on-going activities required to meet federal and state regulations. Professional transportation planning services provided by consultant support are included under this sub-task and may cover the full range of activities required by federal, state, regional, and sub-regional processes for multimodal transportation planning.

Methodology:

Planning Administration occurs through the conduct of various meetings of regional stakeholders, including the RTC's Transportation Access Advisory and Executive Advisory Committees, Metropolitan Planning Subcommittee, Southern Nevada Strong, Nevada Department of Transportation liaison meetings, Metropolitan Planning Subcommittee, RTC Board of Commissioners, and multiple other regional transportation coordination committees and groups.

RTC staff travel to and from meetings, workshops, and conferences located outside of the region is a necessary function of this task. Travel includes applicable fees related to registration, lodging, per diem meals, airfare, and transportation in support of UPWP eligible activities. Also included in this task item is professional development of RTC staff through the maintenance of RTC staff certifications, membership in professional planning organizations and specialized training (such as meeting facilitation).

Planning administration includes recurring support from personnel of other departments at the RTC to ensure accomplishment of UPWP goals. This assistance includes staff from Facilities, Finance, Government Affairs and Media Marketing (GAMM), Human Resources, Legal, and Information Technology departments. The amount of inter-department staff time incurred is in direct support of approved MPO planning activities and will be recorded and documented monthly for quarterly reimbursement.

Expected Products:

- Continuous coordination with local agencies and stakeholders, inclusion of feedback and concepts discussed during committee meetings and other special meetings into the development and administration of the Southern Nevada Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and UPWP, including coordination of modifications and amendments to these documents.
- RTC agency membership in transportation-related national organizations; such as Association of Metropolitan Planning Organizations, National Association of Regional Councils, etc. is a function of this sub-task.
- Administration of professional services contracts as outlined in the Fiscal Years 2022 and 2023 UPWP.

Examples of professional planning services to be performed by consultant support may include, but will not be limited to the following:

- leading project and contract management,
- providing technical assistance to local agencies
- supporting scenario planning analysis,
- performing financial analysis,
- participating in performance-based planning and programming,
- performing environmental justice analyses,
- supporting air quality conformity analysis,
- assessing emerging technologies such as autonomous vehicles and electric vehicles,
- supporting development of transportation planning surveys,
- providing public involvement and stakeholder coordination support,
- analyzing regional economic and demographic trends,
- designing and/or recommending database management systems,
- classifying and editing data, etc.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- Boulder City,
- City of Mesquite,
- Clark County Department of Environment and Sustainability,
- Nevada Department of Transportation,
- Federal Highway Administration,
- Federal Transit Administration.

Budget:

Sub-Task 101-2310-24	State FY 2024	State FY 2025
Total Project Cost	\$ 740,000	\$ 740,000
Professional Services Contract	\$ 75,000	\$ 75,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 665,000	\$ 665,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 703,000	\$ 703,000
Local Match (5%)	\$ 37,000	\$ 37,000

Schedule and Deliverables: Planning Administration is an ongoing activity.

**Sub-Task 101-3100-24-
Unified Planning Work Program (UPWP)**

Purpose: The UPWP includes coordination of transportation planning activities in the Southern Nevada region during the fiscal year.

Previous Work:

The UPWP is updated biennially, and previous work includes the development, administration, and amendment of the document.

Methodology:

RTC staff will, through stakeholder communication and the oversight of RTC committees develop, administer, amend, and implement the UPWP as required. The MPO is responsible for this task.

Participating Agencies:

Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada (Lead Agency), Federal Highway Administration, Federal Transit Administration.

Budget:

Sub-Task 101-3100-24	State FY 2024	State FY 2025
Total Project Cost	\$ 85,000	\$ 85,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 85,000	\$ 85,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 80,750	\$ 80,750
Local Match (5%)	\$ 4,250	\$ 4,250

Schedule and Deliverables:

- Development of the Fiscal Year 2024-2025 UPWP and subsequent amendments.
- Work related to the UPWP is ongoing.

Sub-Task 101-3105-24 – Public Participation Plan

Purpose: The Public Participation Plan (plan) establishes policies, processes and methods for engaging citizens, stakeholder groups, and other interested parties in regional transportation and transit planning. As required by federal regulations for Metropolitan Planning Organizations, the plan also establishes the public participation and amendment process for the Regional Transportation Plan and Transportation Improvement Program.

This subtask will be for the maintenance of the 2022 Public Participation Plan. This would include performing updates or providing requested interpretations of the document.

Previous Work:

- 2022 RTCSNV Public Participation Plan
- 2019 RTCSNV Public Participation Plan
- 2015 RTCSNV Public Participation Plan
- 2012 RTCSNV Public Participation Plan

Methodology:

- Continue to monitor the region’s population growth, demographic changes, land-use patterns and transit demand.
- Implement Public Participation Plan recommendations for ongoing evaluation of the effectiveness of public participation and tracking metrics.
- Participate in regional forums focused on inclusive community engagement such as the Cross-Sector Language Access Workgroup.
- Prepare videos and other communications to increase understanding of the role of the MPO and opportunities to engage in transportation planning and related decision-making.
- Provide translation services and accommodations in accordance with ADA.

Participating Agencies:

RTC of Southern Nevada

Budget:

Sub-Task 101-3105-24	State FY 2024	State FY 2025
Total Project Cost	\$ 65,000	\$ 65,000
Professional Services Contract	\$ 15,000	\$ 15,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 50,000	\$ 50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 61,750	\$ 61,750
Local Match (5%)	\$ 3,250	\$ 3,250

Schedule and Deliverables:

Ongoing.

Sub-Task 101-3110-24 – Southern Nevada Freight Planning

Purpose:

To build upon previously collected information and other studies to assess the capabilities of the infrastructure to support and facilitate freight movement. This subtask will help fulfill the freight-related goals of the State of Nevada and federal requirements and provisions which were reflected in MAP-21, SAFETEA-LU, FAST ACT and the IIJA. These required that the metropolitan planning processes provide for consideration of projects and strategies to increase the accessibility and mobility of people and freight; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Previous Work:

Southern Nevada Freight Plan Update Final Report (2022) - RTCSNV
Southern Nevada Regional Goods Movement Master Plan (2015) - RTCSNV
Nevada State Freight Plan (2017) NDOT

Methodology:

Establish a technical advisory committee. This committee will discuss study objectives and desired outcomes. They will receive information regarding supply chains, truck trip generators and the patterns and challenges of freight and goods movement in the Las Vegas region.

- Convene land use and economic development subcommittee to brainstorm possible land use related freight strategies that could possibly impact economic development.
- Hold a scenario planning and freight strategies workshop to immerse the TAC in differing future scenarios to prioritize freight strategies.
- Profile goods movement on supply chain activities and commodity flows into, out of and within the region.
- Conduct performance measure analysis to identify current choke points for freight in the regional roadway network.
- Identify actions that need to be completed to implement the policy and project recommendations identified elsewhere in the plan.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 101-3110-24	State FY 2024	State FY 2025
Total Project Cost	\$ 30,000	\$ 30,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 28,500	\$ 28,500
Local Match (5%)	\$ 1,500	\$ 1,500

Schedule and Deliverables:

This is a continual process in the UPWP.

**Sub-Task 101-3115-24 –
Congestion Management Process**

Purpose:

The purpose of congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The congestion management plan emphasizes the feasibility of cost-efficient strategies such as Travel Demand Management (TDM) and Transportation Systems Management (TSM). TDM focuses on user behavior modification strategies to reduce single-occupancy vehicles (SOV) and shift travel away from peak periods. TSM involves effective management of existing infrastructure through intersection improvements, signalization changes and freeway optimization.

Previous Work:

The Congestion Management Process is an ongoing process for the RTC with recurring updates.

Methodology:

The CMP process involves the collection and analysis of a variety of different types of data. These include: 1) traffic volume counts; 2) speed and travel time data; 3) archived ITS /operations data; 4) private sector electronic traffic data sets; 5) transit data; 6) bicycle and pedestrian data; 7) crash data 8) travel survey data. This data is accumulated and analyzed. Variables impacting congestion are determined, such as locations of major trip generators, seasonal and time of day variations in traffic, work trips versus non-work trips as well as the incidents non-recurring congestion occurring from crash locations. Congestion benchmarks are established to designate whether a corridor being studied is considered to have congestion now or forecast to have so in the future.

Four tiers of strategies to mitigate congestion are also considered for applicability to each corridor. These tiers are 1) reducing person trips and vehicle miles traveled; 2) shifting automobile trips to other modes; 3) strategies to improve roadway operations and 4) adding capacity.

Participating Agencies:

- RTC of Southern Nevada
- Southern Nevada FAST
- Nevada Department of Transportation

Budget:

Sub-Task 101-3115-24	State FY 2024	State FY 2025
Total Project Cost	\$ 30,000	\$ 30,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 28,500	\$ 28,500
Local Match (5%)	\$ 1,500	\$ 1,500

Schedule and Deliverables:

- This is an ongoing task in the UPWP.
- Congestion Management Process report updates.

Sub-Task 101-3120-24 – Performance Based Planning and Programming

Purpose:

Advance the current practices in data management, documentation, monitoring and analysis to meet the performance management goals and objectives of the Infrastructure, Investment, Jobs Act (IIJA) and its predecessor, the FAST Act. .

Previous Work:

- Access2050, Regional Transportation Plan for Southern Nevada 2021-2050 (2021)
- Access2040, Regional Transportation Plan for Southern Nevada 2017-2040 (2017)
- Transportation Improvement Impacts (Appendix 4) to the FY 2013-2035 Regional Transportation Plan
- Las Vegas Valley Arterial Development Study (2009);
- RTC FAST Dashboard;
- NDOT Crash GIS database

Methodology:

- Research federal statutes, regulations, and guidance related to performance measures.
- Research examples of performance measure objectives and targets implemented by other regional transportation planning agencies.
- Coordinate with NDOT, RTC Transit, and RTC FAST on goals, objectives, and targets to meet required U.S. DOT performance measure regulations.
- Document existing RTC performance measures and objectives by category; such as highway, arterial, transit, multimodal, safety, freight, and sustainability.
- Analyze baseline conditions, trends, and expected system performance.
- Identify and analyze potential alternative transportation scenarios to meet performance measure objectives and targets.
- Analyze performance outcomes based on anticipated funding levels.
- Identify additional data in Southern Nevada that is readily available to support supplementary performance measures and objectives.
- Develop, update, and maintain a database of the selected performance measure objectives and targets as part of an on-going, long-term effort.
- Develop and document best practices for monitoring and evaluation procedures and standards.
- Monitor system performance relative to identified targets
- Evaluate observed impacts of investments and strategies.
- Develop statistics and graphics using the performance measure objectives and targets.
- Present the selected performance measure objectives to selected RTC committees.
- Develop recommendations regarding linkages between the selected performance measures, the Congestion Management Process (CMP), and project prioritization processes.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- Nevada Department of Transportation
- Private sector freight industry partners

Budget:

Sub-Task 101-3120-24	State FY 2024	State FY 2025
Total Project Cost	\$ 60,000	\$ 60,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 60,000	\$ 60,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 57,000	\$ 57,000
Local Match (5%)	\$ 3,000	\$ 3,000

Schedule and Deliverables:

- Performance Based Planning is an ongoing task in the UPWP.

- Analysis of performance-based planning and programming approaches implemented by other regional transportation planning agencies nationwide.
- A report documenting the establishment and integration into the RTC metropolitan planning process of a performance-based approach to transportation decision making in support of national goals.
- Database of the selected performance measure objectives and targets.
- Recommendations for performance measure linkage to the CMP and RTC project prioritization processes.

**Sub-Task 101-3125-24 –
Bicycle and Pedestrian Planning**

Purpose:

This task includes planning activities related to the continued efforts in the development and expansion of an interconnected regional bicycle and pedestrian transportation network, and the evaluation of the key role these networks play in the development and implementation of the Southern Nevada ‘Complete Streets’ strategy. Pedestrian safety has become an increasingly critical concern in the region, and training for improved pedestrian safety and awareness is included in this task item.

Previous Work:

- Complete Streets Design Guidelines for Livable Communities (2012),
- Regional Bicycle Network Gap Analysis (2014),
- Southern Nevada Transportation Safety Plan,
- Southern Nevada Strong Regional Plan (2015),
- Regional Bicycle and Pedestrian Plan (2016),
- RTC Regional Transportation Plan for FY 2013–2035

Methodology:

- Maintain and implement the Regional Bicycle and Pedestrian Plan (2017)
- Develop implementation strategies and work with local partner agencies to advance recommendations from the Regional Bicycle and Pedestrian Plan;
- Update the RTC website to include new bicycle and pedestrian information and coordinate with RTC Communications staff on improving the RTC Regional Bicycle Network web page.
- Continue development of the Southern Nevada ‘Complete Streets’ initiative, which includes:
- Coordination with the jurisdictional planning/community development departments in supporting their Complete Streets planning efforts and incorporation of Complete Streets policies into their plan documents.
- Coordination with multiple stakeholders in development of an RTC Complete Streets Funding Program, which targets set asides for certain fund sources and determines project eligibility.
- Development of a regional pedestrian safety and awareness training program.

Budget:

Sub-Task 101-3125-24	State FY 2024	State FY 2025
Total Project Cost	\$ 50,000	\$ 50,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 50,000	\$ 50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 47,500	\$ 47,500
Local Match (5%)	\$ 2,500	\$ 2,500

Schedule and Deliverables:

Additional bicycle and pedestrian planning, safety and awareness campaigns and inter jurisdictional coordination are a continual task.

**Sub-Task 101-3130-24 -
Transportation Safety Planning and Crash Report**

Purpose:

To participate in the Strategic Highway Safety Plan (SHSP) & the Zero Fatalities Goal

Previous Work:

- RTC Pedestrian Safety Action Plan (2009),
- RTC Regional Transportation Plan for FY 2021-2050 (2021),
- RTC Bicycle and Pedestrian Plan (2008 & 2016 Update),
- Southern Nevada Transportation Safety Plan (2015).

Methodology:

RTC will continue to participate in the implementation of the Nevada State Strategic Highway Safety Plan (SHSP) to attain its Zero fatalities goal and further move towards implementation of the Southern Nevada Transportation Safety Plan. RTC staff participates in the Nevada Advisory Committee on Transportation Safety (NVACTS) overseeing the SHSP. RTC staff participates in Technical Working Group advising the NVACTS on transportation safety in the development, update, and implementation of the SHSP. Other transportation safety committees in which the RTC staff are involved are the Traffic Records Coordinating committee (TRCC) and Pedestrian Task Force.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Nevada Department of Transportation,
- City of Las Vegas
- Clark County
- City of North Las Vegas
- City of Henderson

Budget:

Sub-Task 101-3130-24	State FY 2024	State FY 2025
Total Project Cost	\$ 50,000	\$ 50,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 50,000	\$ 50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 47,500	\$ 47,500
Local Match (5%)	\$ 2,500	\$ 2,500

Schedule and Deliverables:

This is a continual task.

- Interim report on task elements
- Final Transportation Safety Plan

Sub-Task 101-3135-24 – Regional Transportation Plan and Visioning

Purpose:

The RTC will be implementing an extensive outreach effort to engage the public on development of a transportation vision for Southern Nevada in 2024 culminating in a regional transportation plan (RTP) document known as “Access 2055”. This document will define the key issues facing Southern Nevada over the next 30 years.

Under the Infrastructure, Investments and Jobs Act (IIJA), the metropolitan transportation planning process has been given new areas to consider. In particular, the IIJA emphasizes investments that take into account housing, equity and sustainability. The planning process must consider projects and strategies that will take into consideration projects and strategies that will promote consistency between transportation improvements and state/local housing patterns.

Components of the Regional Transportation Plan for 2055 would consist of

- 1) **Conducting a vision survey** – in which a cross section of Southern Nevadans are surveyed as to their priorities for the regional transportation system. These should be summarized and ranked. These responses will help guide the refinement of the overall mobility strategies, which will be grouped into primary strategies and secondary strategies. Every project ultimately included in the RTP final project list must be designated as achieving at least one of the primary strategies.
- 2) **Stakeholder Outreach**- outreach to local entities to identify local priorities and take steps to ensure that the new RTP reinforces similar goals that were developed and included in comprehensive plans from each of the local governments in Southern Nevada as well as the Southern Nevada Strong regional plan.
- 3) **Do a call for projects from the local entities**, as well as gather information on projects that are part of the Capital Improvement Program (CIP); Nevada Department of Transportation, Transportation Improvement Program (TIP) projects.
- 4) **Prioritize submitted projects** according to whether they are high priority (starting in 1 to 5 years), medium priority (starting in 6 to 10 years) or low priority (starting in more than 10 years). Projects should be categorized and then combined into a single RTP Priority List. The Priority List will consist of those projects received through the call for projects, but also those which are part of the capital improvement program (CIP), projects from the Nevada Department of Transportation and projects in the Transportation Improvement Program (TIP)
- 5) **The RTP project list** needs to be developed with fiscal constraint for each funding source and for overall. Evaluation of projects should also include review utilizing the project-based benefits calculator, which is in the midst of being developed in a separate project.
- 6) **Outreach to stakeholders and local entities** with the draft and final versions of the RTP.
- 7) **Adoption of the RTP** by the RTC board and acceptance by NDOT and the FHWA.

This involves:

- a) A call for projects to the local entities.

Previous Work:

- Access2050, Regional Transportation Plan for Southern Nevada 2021-2050 (2021);
- Access2040, Regional Transportation Plan for Southern Nevada 2017-2040 (2017);
- RTC Transportation Improvement Program for FY 2019–2022 (2019);
- RTC Transportation Improvement Program for FY 2017–2021 (2017);
- RTC Public Participation Plan (amended in 2012);
- Southern Nevada Transportation Safety Plan (2015);

Methodology:

Develop the new 2055 RTP that incorporates the following changes and updates.

- New federally funded projects that fully subscribe new funds available under the IJA Act.
- New regionally significant local projects that will be funded with fuel revenue indexing.
- Other changes and updates as needed to implement best planning practices related to long-range transportation planning.
- Facilitate community outreach meetings, workshops, charrettes, or other public participation opportunities.
- Prepare materials for public outreach in both English and Spanish including text and graphics on the website, online and/or printed surveys, agenda materials, media releases, topic papers, fact sheets, and mailings.
- Refine project prioritization process by synthesizing the results of the visioning process as well as information from key stakeholders to develop a project prioritization process.
- Develop different performance measures and metrics by which to assess the state of affairs as it relates to transportation for the region.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada,
- Nevada Department of Transportation,
- City of Las Vegas,
- Clark County,
- City of North Las Vegas,
- City of Henderson,
- City of Mesquite,
- Boulder City

Budget:

Sub-Task 101-3135-24	State FY 2024	State FY 2025
Total Project Cost	\$ 450,000	\$ 225,000
Professional Services Contract	\$ 375,000	\$ 150,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 75,000	\$ 75,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 427,500	\$ 213,750
Local Match (5%)	\$ 22,500	\$ 11,250

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

The 2055 Regional Transportation Plan document will be developed.

Subtask 101-3200-24 Transportation Improvement Program

Purpose: Activities included under this Sub-Task include administration and maintenance of the current State FY 2021-2024 Transportation Improvement Program (TIP), including processing of modifications and amendments.

Previous Work:

- Development and maintenance of the TIP is an on-going activity. Most recently the State FY 2021-24 TIP was approved by the US Department of Transportation on September 24, 2020.

Methodology:

- Determine that sufficient federal, state, and local revenue sources are available to fund projects programmed in the TIP.
- Ensure that all non-exempt projects included in the TIP and subsequent amendments come from a conforming Long Range Transportation Plan, as required under the Clean Air Act Amendments of 1990.
- Ensure that the TIP gives priority to eligible Transportation Control Measure projects as identified in the air quality State Implementation Plans. Utilize the RTC Project Evaluation and Prioritization Process to select projects for inclusion in the TIP.
- TIP projects are included in the MPO Title VI analysis to ensure that a fair amount of investment is made to provide services to areas where there is a greater than average concentration of minority, low income, senior, LEP, and disabled populations and that the projects are distributed in an equitable manner throughout the Southern Nevada region.
- Coordinate administration and maintenance of the TIP program with the Statewide TIP (STIP) by NDOT to ensure subsequent integration of the Clark County TIP into the Statewide TIP.
- Provide reasonable opportunity for public comment in accordance with the RTC Public Participation Plan and federal regulations.
- Incorporate Environmental Justice and ADA considerations, as appropriate.
- Prepare modifications and amendments to the TIP.
- Coordinate modifications and amendments of the TIP program with the Statewide TIP by NDOT, to ensure subsequent integration of changes to the Clark County TIP into the Statewide TIP.

Participating Agencies:

Regional Transportation Commission of Southern Nevada (Lead Agency),
Clark County,
City of Las Vegas,
City of North Las Vegas,
City of Henderson,
Boulder City,
City of Mesquite,
Nevada Department of Transportation,

Budget:

Sub-Task 101-3200-24	State FY 2024	State FY 2025
Total Project Cost	\$ 105,000	\$ 105,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 105,000	\$ 105,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 99,750	\$ 99,750
Local Match (5%)	\$ 5,250	\$ 5,250

Schedule and Deliverables:

- The TIP is a continual activity in the UPWP.
- State Fiscal Year 2021-25 TIP update.

**Sub-Task 101-3500-24 –
Environmental Justice/ Title VI / Ladders of Opportunity**

Purpose:

Activities included under this Sub-Task include development of products and procedures to implement Executive Order 12898: ‘Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations’, the Civil Rights Act of 1964- Title VI, and provide Ladders of Opportunity to traditionally underserved populations in accordance with subsequent USDOT Guidance and Regulations.

Previous Work:

- Title VI Program Update Report (2010), Civil Rights Act of 1964-Title VI Program Report (1998), Title VI Program Update Report (2009), and Title VI Reports for the MPO and Transit (2013).

Methodology:

- Completion of Environmental Justice updates to monitor the effectiveness of the transportation system in providing Ladders of Opportunity for low-income, minority, elderly, and traditionally underserved populations as required.
- The RTC is responsible for this task.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- Boulder City,
- City of Mesquite,
- Clark County Department of Environment and Sustainability,
- Nevada Department of Transportation,
- Federal Highway Administration,
- Federal Transit Administration.

Budget:

Sub-Task 101-3500-24	State FY 2024	State FY 2025
Total Project Cost	\$ 30,000	\$ 30,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 28,500	\$ 28,500
Local Match (5%)	\$ 1,500	\$ 1,500

Schedule and Deliverables:

- Environmental Justice, Title VI, and Ladders of Opportunity are continual activities in the UPWP.

**Sub-Task 101-3600-24 –
Miscellaneous (Inrix, ArcGIS, Replica, Transcad)**

Purpose:

This task item covers all activities related to efficient planning administrative work as well as to provide for costs associated with planning and administration. This includes, but is not limited to travel, membership dues, software licenses, office supplies, copying and printing, traffic probe data acquisition, professional licenses, registration, lodging, and meals in support of other UPWP eligible activities.

Additional potential software programs and licenses that may be utilized to enhance regional transportation planning may include, but are not limited to:

Stata, Sugar Access, Community Remarks, INRIX, ArcGIS, Replica, Transcad, Streetlight and timekeeping software to track RTC staff hours and UPWP tasks.

Participating Agencies:

Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 101-3600-24	State FY 2024	State FY 2025
Total Project Cost	\$ 145,000	\$ 145,000
Professional Services Contract	\$ 110,000	\$ 110,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 35,000	\$ 35,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 137,750	\$ 137,750
Local Match (5%)	\$ 7,250	\$ 7,250

Schedule and Deliverables:

Miscellaneous is a continual UPWP task and supports many planning activities.

**Sub-Task 101-9215-24 –
Discretionary Grant Administration**

Purpose:

The Discretionary Grant Administration subtask is intended to fund reported RTC staff time associated with projects whose professional service costs are supported entirely through external grants or other funds, rather than utilizing federal Consolidated Planning Grant (CPG) funds. This allows for a clear delineation between staff costs and professional service costs funding streams.

Methodology:

RTC staff time incurred in support of each of the grant-administered projects will be charged to the Discretionary Grant subtask, rather than to the subtask itself.

Eligible Studies:

- 202-3720 – Performance Based Benefits Calculator
- 301-9310 – Nellis Air Force Base Transportation Study
- 301-9320 – Reimagine Boulder Highway Transit Oriented Development Plan
- 301-9360 -- Safe Streets for All Southern Nevada Action Plan
- 601-1090 – Transportation Access to Parks

Participating Agencies:

RTC of Southern Nevada

Budget:

Sub-Task 101-9215-24	State FY 2024	State FY 2025
Total Project Cost	\$ 250,000	\$ 250,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 250,000	\$ 250,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 237,500	\$ 237,500
Local Match (5%)	\$ 12,500	\$ 12,500

Schedule and Deliverables:

Discretionary Grant Administration is an ongoing task in the UPWP.

Task 201: Data Collection and Analysis

This task covers the gathering of data needed to support the MPO's planning activities and the analysis of that data as part of the development of the Regional Transportation Plan and other planning studies.

Activities include:

- The maintenance of the regional travel demand forecast model and upgrades to keep up with the state-of-the-practice;
- Execution of model runs and analysis to support traffic and transit studies and the demonstration of air quality conformity;
- Undertaking travel surveys to support the calibration of the model;
 - Improving the technical capability of the RTC to perform more detailed transportation analyses needed by RTC, NDOT or our partner local agencies;
- Development of population and land use forecasts;
- RTC's participation in a region program of traffic counts; and,
- Developing techniques and methods to inventory bicycle and pedestrian activity.

Several of these activities will require extensive professional support from outside consultants. The costs of professional services contracts are included under Task 201. Task 201 includes the RTC staff time associated with these data collection and analytical activities as well as the procurement of professional services contracts and their administrative and financial oversight

Specific Sub-Tasks are:

- 201-2116, Travel Demand Model
- 201-2125, Planning Variable Development
- 201-2130, Public Health Assessment Model
- 201-2206, Annual Population Forecast
- 201-2230, Travel Demand Model Enhancements and Validation Work Program (2023)
- 201-4015, Travel Demand Model Employment Projections and Technical Support
- 201-9220, GIS Analysis and Visualization
- 201-9240, Census Analysis
- 201-9245, 2023 Household Travel Survey
- 201-9250, 2023 Transit Origin-Destination On-Board Survey
- 201-9255, 2023 Las Vegas Visitor Survey
- 201-9265, Regional Bike and Sidewalk Inventory – LIDAR management

Task 201, Fiscal Years 2024 and 2025 Budget

The following costs are included under Task 201:

Task 201 Budget	State FY 2024	State FY 2025	Total
Professional Services Contracts (CPG Funded)	\$ 740,250	\$ 190,250	\$ 930,500
RTC Staff Costs	\$ 685,000	\$ 650,000	\$ 1,335,000
Combined Costs	\$1,425,250	\$ 840,250	\$ 2,265,500
The sources of funding for Task 201 are:			
Consolidated Planning Grant (95%)	\$1,201,988	\$ 798,238	\$ 2,000,225
Local Match (5%)	\$ 63,263	\$ 42,013	\$ 105,275
Carryover from FY 2023 to State FY 2024	\$ 160,000	\$ 0	\$ 160,000

Sub-Task 201-2116-24 - Travel Demand Model

Purpose:

Travel Demand Forecasting (TDF) is an essential tool that the RTC employs to estimate future travel conditions and regional mobility needs. The information generated from the process provides decision makers with the background to determine future transportation system improvement needs, which are programmed into the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Previous Work:

- RTC model updates;
- FY 2021-2050 Regional Transportation Plan (RTP) modeling results, including modifications and amendments;
- FY 2021-2024 Transportation Improvement Program (TIP) modeling results and amendments;
- Travel Demand Modeling run results for various corridor studies by either consultants or RTC; Travel Demand Modeling run results by consultants in coordination with RTC modeling technical support.

Methodology:

- Improve the network structure and coding procedures and qualities (ongoing).
- Update the travel demand model network with all highway, roadway, and transit networks, park and ride facilities, and intersection signal projects with regard to any amendments to the 2021-2050 RTP.
- Test and apply the update versions of the RTC Travel Demand Model as they are developed under UPWP Task 201-2230.
- Coordinate with the consultant to resolve any technical issues that may arise during routine modeling activities.
- Research and implement the incorporation of bicycle and pedestrian trips and 'Complete Streets' design elements into RTC modeling procedures.
- The work is performed by RTC modeling staff and the project consultant.

Schedule and Deliverables:

- Updated model inputs, highway and transit networks.
- Model results as needed for supporting RTP as well as TIP amendments or model data needs of UPWP studies.
- VISSIM modeling results for corridors and/or intersections.
- Tests of air quality emissions projections using 'MOVES.'
- Report detailing modeling results.
- Modeling work is an on-going activity.

Budget:

Sub-Task 201-2116-24	State FY 2024	State FY 2025
Total Project Cost	\$ 420,000	\$ 420,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover Amount	\$ 0	\$ 0
RTC Staff Costs	\$ 420,000	\$ 420,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 399,000	\$ 399,000
Local Match (5%)	\$ 21,000	\$ 21,000

Schedule and Deliverables:

This is a continual process in the UPWP.

Deliverables: Population forecasts which will contain long-term projections for Clark County, Nevada.

Sub-Task 201-2125-24 - Planning Variable Development –

Purpose:

The RTC travel demand model (TDM) is an essential tool used by the Regional Transportation Commission of Southern Nevada (RTC) to forecast future regional travel conditions and estimate future transportation system needs that guide the development of the Regional Transportation Plan. Socioeconomic data is one of the most important elements in TDM development. To determine the TDM inputs, one has to:

- 1) Determine the current and future land use development patterns and
- 2) Convert the land use patterns to the planning variables that are required by the TDM.

The planning variables are the land use input for the TDM. The RTC's TDM requirements dictate inputs identified in the planning variable structure. The planning variables are aggregated to the Traffic Analysis Zones (TAZ's) which were developed for travel demand forecasting purposes.

Previous Work:

2020 - Planning Variable Development and Methodology – Land Use Working Group and RTC of Southern Nevada

Methodology:

The Planning Variables are developed based on Clark County's Geographic Integrated Land Use Information System (GILIS), planned land use policies for 2025-2050 and Clark County total population and employment forecasts made by the University of Nevada Las Vegas (UNLV) Center for Business and Economic Research (CBER).

1. Obtain and process the base year population from the latest iteration of GILIS parcel data provided by the Clark County Department of Comprehensive Planning.
Obtain and process future land use forecasts through working with the Land Use Working Group (LUWG)
2. Establish jobs/acreage conversion method and factors.
3. Develop planning variables.
4. Validate planning variables, using processes such as control total benchmarks and LUWG review/quality control as necessary.

Participating Agencies:

Regional Transportation Commission of Southern Nevada,
Clark County Department of Comprehensive Planning,
City of Las Vegas,
City of North Las Vegas,
City of Henderson,
Boulder City,
City of Mesquite
Clark County School District,
Las Vegas Chamber,
Southern Nevada Water Authority,
Las Vegas Water District,
Nellis Air Force Base,
Harry Reid International Airport,

Budget:

Sub-Task 201-2125-24	State FY 2024	State FY 2025
Total Project Cost	\$ 40,000	\$ 20,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover Amount	\$ 0	\$ 0
RTC Staff Costs	\$ 40,000	\$ 20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 38,000	\$ 19,000
Local Match (5%)	\$ 2,000	\$ 1,000

Schedule and Deliverables:

Start Date: March 2023
End Date: September 2024
Duration: This is a continual activity in the UPWP.

Sub-Task 201-2130-24 - Public Health Assessment Model–

Purpose:

The influence of transportation and land use investments on health and physical activity are broadly recognized yet rarely captured and quantified in a predictive tool that considers built and natural environmental factors. Public health experts and land use and transportation planners seek ways to collaborate to make healthy changes to the built environment.

Urban Design 4 Health (UD4H) developed the National Public Health Assessment Model (N-PHAM) with U.S. Environmental Protection Agency (EPA) support. Before their work on this project, there weren't any widely available, consistent, nationally applicable decision-support planning tools to quantify the health impacts of changes to the built and natural environment.

As part of the Sustainable and Healthy Communities Research Program, the Environmental Protection Agency (EPA) researches and develops tools to help communities make decisions that support more sustainable development patterns, including development that promotes public health.

Previous Work:

- Land Use and Transportation Scenario Planning,
- Environmental Justice/Title VI/Ladders of Opportunity,
- Travel Demand Model,
- Bicycle and Pedestrian Planning,
- Transportation Safety Planning,
- Congestion Management Process,
- Regional High Speed Rail Station, Regional Commuter
- Center Study,
- On Board Mobility Plan,
- Regional Transportation Plan & Visioning,

Methodology:

The public health assessment model was developed by Urban Design for Health (UD4H), implemented using the R programming language, and provided as a web application with a graphical user interface. The model aggregates demographic and built environment characteristics by census block group (CBG) and traffic analysis zones (TAZ) from our base year 2015 travel demand model. Input scenario data, representing changes from baseline conditions can be fed into the model as a CBG-TAZ data table in a comma delimited format, or an Urban Footprint Scenario Canvas export file in a GEO-CSV format. The model's outputs reflect health impacts estimates resulting from the changes.

Participating Agencies:

RTC of Southern Nevada

Budget:

Sub-Task 201-2130-24	State FY 2024	State FY 2025
Total Project Cost	\$ 40,000	\$ 40,000
Professional Services Contract	\$ 20,000	\$ 20,000
Professional Services Contract Carryover Amount	\$ 0	\$ 0
RTC Staff Costs	\$ 20,000	\$ 20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 38,000	\$ 38,000
Local Match (5%)	\$ 2,000	\$ 2,000

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months

Sub-Task 201-2206-24 - Annual Population Forecast

Purpose:

To provide long-term population forecasts for the Southern Nevada region. Results of this task will be used as control totals for development of the RTC planning variables, which are inputs to the RTC Travel Demand Model.

Previous Work:

Annual Population Forecasts are an on-going activity.

Methodology:

- Coordinate with local entities, SNWA, and CBER to develop regional population projections, report progress, and discuss issues raised during the planning process.
- The work is performed by RTC modeling staff and the project consultant.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- Boulder City,
- City of Mesquite,
- Nevada Department of Transportation,
- Southern Nevada Water Authority,
- Clark County School District,
- Las Vegas Convention and Visitors Authority,
- University of Nevada, Las Vegas,

Budget:

Sub-Task 201-2206-24	State FY 2024	State FY 2025
Total Project Cost	\$ 25,250	\$ 25,250
Professional Services Contract	\$ 20,250	\$ 20,250
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 5,000	\$ 5,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 23,988	\$ 23,988
Local Match (5%)	\$ 1,263	\$ 1,263

UNLV will generate separate invoices to RTC and the Southern Nevada Water Authority (SNWA) for one-half (1/2) of the total annual costs (\$40,500), an amount not to exceed \$20,250 per funding entity for costs related to developing the annual long-range population forecasts.

The current agreement with UNLV, the Center for Business & Economic Research, and the SNWA lasts through June 30, 2025. Through coordination with local entities in 2022, the RTC now contributes the share formerly provided by the Southern Nevada Regional Planning Coalition

Schedule and Deliverables:

- This is a continual process in the UPWP
- Annual Population Forecast Report containing long-term population projections for Clark County, Nevada.

Sub-Task 201-2230-24

Travel Demand Model Enhancements & Validation Work Program Phase 2

Purpose:

Travel demand models use current travel behavior to predict future travel patterns from a sample of travel behavior data. Models are critical tools for transportation planners and engineers who use the model to forecast the transportation needs of the communities they serve. The travel demand model helps transportation professionals assess the pros and cons of different options for meeting those needs. The purpose of this project is to update RTC's current travel demand model with more recent modeling approaches like tour-based model and destination choice model that can better represent the travel behaviors of residents, visitors, and commercial vehicles.

Previous Studies:

- 2014 Travel Demand Model Update
- FY 2021-2050 Regional Transportation Plan (RTP) modeling results, including modifications and amendments.
- FY 2021-2025 Transportation Improvement Program (TIP) modeling results and amendments.
- Travel Demand Modeling run results for various corridor studies by either consultants or RTC.

Methodology:

1. Planning, scope of work, and consultant selection (Phase 1)
This task includes preparation of a detailed scope of work for the solicitation process and research for the current practices for development of a travel demand model.
2. Outreach (Phase 1)
This phase presents an opportunity for local policy makers and planners to voice their opinions about their expectations for RTC's travel demand model
3. Model Design and collaboration with other data collection projects (Phase 1)
Once the travel demand model design has been completed, the consultant will also work with the consultants for the separate household travel survey, OnBoard travel survey, and visitor survey to ensure the data needed for the travel demand model update is collected in those studies.
4. Model Developments (Phase 1 and Phase 2)
The travel demand model enhancement will take about 8 months to be developed. The RTC will work with the consultant closely to ensure the final product fits RTC and local entity needs
5. Reports and Presentations (Phase 2)
In this task, reports and presentations will be prepared on the travel demand model enhancement for local planning departments and RTC staff.
6. Staff Training (Phase 2)
RTC staff will be instructed on how to utilize the model after it has been developed.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Nevada Department of Transportation
- City of Las Vegas
- Clark County
- City of North Las Vegas
- City of Henderson
- Clark County Department of Environment and Sustainability

Budget:

Sub-Task 201-2230-24	State FY 2024	State FY 2025
Total Project Cost	\$ 430,000	\$ 0
Professional Services Contract	\$ 400,000	\$ 0
RTC Staff Costs	\$ 30,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$ 408,500	\$ 0
Local Match (5%)	\$ 21,500	\$ 0
Amount Spent in 2023		
Professional Service Costs – 2023	\$ 600,000	
Staff Time Costs -2023	\$ 30,000	
Total Professional Service Costs – 2023 and 2024	\$ 1,000,000	

Schedule and Deliverables:

Start: July 2022

Finish: June 2025

Duration: Approximately 36 months

Deliverables: Monthly report, technical memos, and final reports

Sub-Task 201-4015-24
Travel Demand Model Employment Projections and Technical Support

Purpose:

Obtain professional services support for the RTP Development/Amendment and Air Quality Determination when there are urgent needs for RTP Amendment or Air Emission Model update required by the Environmental Protection Agency. This project name has changed from “Technical Support for RTP/TIP and Conformity Determination.”

Previous Studies:

RTC 2014 Travel Demand Model
 2014 Las Vegas Visitor Survey
 RTCNV ABM Pilot Project – Development of population synthesizer

Methodology:

This project will hire a consultant for professional support for RTP Development/Amendment and Air Quality Determination, especially when there are urgent needs for RTP Amendment or Air Emission Model updates required by the Environmental Protection Agency. Detailed methodology and tasks are to be determined and included in the Request for Proposals.

Participating Agencies:

Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-4015-24	State FY 2024	State FY 2025
Total Project Cost	\$ 160,000	\$ 175,000
Professional Services Contract	\$ 150,000	\$ 150,000
RTC Staff Costs	\$ 10,000	\$ 25,000
Funding Sources		
Carryover from SFY 2023 to SFY 2024	\$ 160,000	\$ 0
Consolidated Planning Grant (95%)	\$ 0	\$ 166,250
Local Match (5%)	\$ 0	\$ 8,750

Schedule and Deliverables:

Start: July 2022
 End: July 2024
 Duration: Approximately 2 ½ years

Sub-Task 201-9220-24
GIS Analysis and Visualization

Purpose:

The latest Federal Planning Rule for Metropolitan Planning calls for increased use of visualization to communicate planning-related information and concepts. This task will be an ongoing in-house process to improve and maintain the RTC’s Geographic Information Systems mapping and visualization capacity and deploy that towards better meeting FHWA and FTA requirements.

Previous Work:

The Regional Transportation Commission has an established GIS program, and GIS has been an integral part of the agency’s required planning processes.

Methodology:

Increased use of GIS for analysis and visualization will require the following basic steps:

- Maintain transportation-related data layers;
- Maintain and operate an online Project Assessment Tool that allows analysis of planned or potential transportation projects;
- Develop GIS-based analysis or visualization materials as needed or requested by RTC agency stakeholders.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-9220-24	State FY 2024	State FY 2025
Total Project Cost	\$ 40,000	\$ 40,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 40,000	\$ 40,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 38,000	\$ 38,000
Local Match (5%)	\$ 2,000	\$ 2,000

Schedule and Deliverables:

GIS Analysis and Visualization is an ongoing task in the UPWP.

Sub-Task 201-9230-24 Southern Nevada Freight Plan Update

Purpose: This plan builds on previously collected information and other studies to assess the capabilities of the infrastructure to support and facilitate freight movement. In June 2015, the RTC completed Southern Nevada Regional Goods Movement Master Plan. This was the first regional freight plan and provided a snapshot of the region's freight transportation system, a forecast of future freight demand, and recommendations to address regional freight deficiencies.

In January 2017, Nevada Department of Transportation completed Nevada State Freight Plan which laid a strategic framework for freight mobility and economic competitiveness for the State of Nevada. As per federal regulations 23 CFR 450.306(4):

"... the MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures and targets described in State transportation plans and transportation processes required as part of a performance-based program including appropriate (metropolitan) portions of the State Freight Plan (MAP-21 Section 1118)."

To meet this, the RTC regional freight plan will need to be updated to incorporate the Nevada State Freight Plan, as well as re-evaluate and outline the regional vision and framework to improve regional freight mobility.

This plan update will serve to fulfil the freight-related goals of the State of Nevada and federal requirements and provisions reflected in MAP-21, which requires that the metropolitan planning processes provide for consideration of projects and strategies to increase the accessibility and mobility of people and freight; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Previous Work:

- Southern Nevada Regional Goods Movement Master Plan (2015) - Regional Transportation Commission of Southern Nevada
- Nevada State Freight Plan (2017) - Nevada Department of Transportation

Methodology:

- Establish a technical advisory committee. This committee will discuss study objectives and desired outcomes. They will receive information regarding supply chains, truck trip generators and the patterns and challenges of freight and goods movement in the Las Vegas area.
- Convene land use and economic development subcommittee to brainstorm possible land use related freight strategies that could possibly affect economic development.
- Hold a scenario planning and freight strategies workshop was held to immerse the TAC in differing future scenarios to prioritize freight strategies.
- Profile goods movement on supply chain activities and commodity flows into, out of and within the region.
- Conduct performance measure analysis to identify current choke points for freight in the regional roadway network.
- Identify actions that need to be completed to implement the policy and project recommendations identified elsewhere in the plan.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-9230-24	State FY 2024	State FY 2025
Total Project Cost	\$ 30,000	\$ 30,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 28,500	\$ 28,500
Local Match (5%)	\$ 1,500	\$ 1,500

Schedule and Deliverables:

This is an ongoing task in the UPWP.

Sub-Task 201-9240-24 Census Analysis

Purpose:

Every 10 years, the U.S. Census Bureau conducts a census to determine the number of people living in the United States. The U.S. Census Bureau conducts the census in years ending in zero, on Census Day, which is April 1.

The Decennial Census is the main source to provide an accurate population count in the U.S. The data can be used to perform population trend analysis, land use model allocation, travel demand model estimation, validation and calibration, and to identify the transit service needs.

Previous Studies:

- 2018 Livable Centers Study Project One
- 2018 Boulder Highway Multimodal Study
- 2019 SNS community Engagement tool

Methodology:

RTC team will perform in-depth population trend analyses using the 2020 decennial census along with other historical data. The analyses will be performed at the regional level, sub-regional level, and district level. A final report will be generated to provide information about how the population has changed in the past few decades.

Participating Agencies:

Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-9240-24	State FY 2024	State FY 2025
Total Project Cost	\$ 30,000	\$ 30,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 28,500	\$ 28,500
Local Match (5%)	\$ 1,500	\$ 1,500

Schedule and Deliverables:

Start: June 2023

End: June 2025

Duration: 24 months

Deliverable: Decennial Census Analysis Report.

Sub-Task 201-9245-24 2023 Household Travel Survey

Purpose: The Household Travel Survey (HHTS) is one of the data sources that allows one to analyze trends in personal and household travel. It includes daily non-commercial travel by all modes, including characteristics of the people traveling, their household, and their vehicles.

HHTS data is used to explore topics on travel behavior, traffic safety, congestion, the environment, energy consumption, demographic trends, bicycle and pedestrian studies, the mobility sharing economy, and transit planning for planning and policy applications.

The survey will collect trip data from the sampled household on the trip's origin/destination, length, purpose, mode of travel, and time of day information during a specific 24-hour travel day. Household social economic and GPS data may also be collected. Ideally, the survey data collection should be completed before the end of the school year and sufficient number of households should be sampled.

Previous Studies:

- 1996 Household Travel Survey
- 2005 Household Travel Survey
- 2014 Household Travel Survey

Methodology:

1. Planning, scope of work, and consultant selection -

This task includes preparing a detailed scope of work for the RFP process and researching the current practices on conducting a household travel survey. Finally, choose a qualified consultant to conduct the survey.

2. Outreach-

This is an opportunity for local policy makers and planners to add questions to the survey if needed.

3. Survey Design -

The survey shall be designed based on the inputs from the locals, and the needs of RTC's next generation travel demand model.

4. Sampling Plans -

Once the survey questions are defined, a sampling plan shall be developed to ensure the samples can properly represent the population in the study area

5. Data Collection

Household socio-economic data and trip information of the selected households will be collected during this stage.

6. Data Processing and Quality Check -

During the data collection process, the data will be verified and processed to ensure there are enough valid samples to represent the population in the study area.

7. Implementation and completion of the household survey data collection -

In this task, all final documents shall be prepared, and presentations shall be made to present the result.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Nevada Department of Transportation
- City of Las Vegas
- Clark County
- City of North Las Vegas
- City of Henderson
- Clark County Department of Environment and Sustainability

Budget-

Sub-Task 201-9245-24	State FY 2024	State FY 2025
Total Project Cost	\$ 65,000	\$ 15,000
Professional Services Contract	\$ 50,000	\$ 0
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 61,750	\$ 14,250
Local Match (5%)	\$ 3,250	\$ 750

Schedule and Deliverables:

Start: July 2022
End: June 2024
Duration: 24 months

Deliverables: Monthly report, technical memos, final reports and final survey database.

Sub-Task 201-9250-24 - 2023 Transit Origin-Destination Onboard Survey

Purpose:

The purpose of the onboard survey project is to improve RTC's travel demand model. RTC's travel demand model must demonstrate that the model adequately grasps each of the key transit markets within the region and reflects the characteristics and behavior of riders within those markets. The availability of current transit on-board survey data is the key source of data that is required to inform the specification, development, calibration, and validation of the model.

The on-board rider survey data provides useful insight into the nature of those markets, and often reveals that a standard regional model is not sufficient to address all of the unique markets served by transit. For example, the transit system may serve significant numbers of university students, travelers to special events (sporting, cultural, general entertainment), air passengers, or visitors.

Another valuable use of on-board survey data is the formation of observed trip matrices and the assignment of those matrices to the transit network. The process assists in analyzing and evaluating (1) the integrity of the survey, (2), the integrity of the network, and (3), the sufficiency of the transit path building parameters. The results of this analysis may result in revisions or corrections to survey geocoding, network coding procedures and assumptions, or path building parameters.

Previous Studies:

- 2014 Transit Onboard Survey
- Transit Origin and Destination On-Board Survey (2006-2007)
- Before and After Studies for RTC Transit (On-Board Survey on Boulder Highway and Sahara Avenue)
- Maryland Parkway Alternative Analysis (On-Board Survey for Route 109)

Methodology:

1. Planning, scope of work, and consultant selection -
This task includes preparing a detailed scope of work for the RFP process and researching the current practices on conducting an onboard survey. Finally, choose a qualified consultant to conduct the survey.
2. Outreach –
This is an opportunity for local policy makers and planners to add questions to the survey if needed.
3. Survey Design -
The survey shall be designed based on the inputs from the locals, and the needs of RTC's next generation travel demand model.
4. Sampling Plans -
Once the survey questions are defined, a sampling plan shall be developed to ensure the samples can properly represent the population in the study area
5. Data Collection -
Riders' basic information and the trip information will be collected during this stage.

6. Data Processing and Quality Check -
During the data collection process, the data will be verified and processed to ensure there are enough valid samples to represent the population in the study area.
7. Implementation and completion of the household survey data collection -
In this task, all final documents shall be prepared, and presentations shall be made to present the result.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Nevada Department of Transportation
- City of Las Vegas
- Clark County
- City of North Las Vegas
- City of Henderson
- Clark County Department of Environment and Sustainability

Budget:

Sub-Task 201-9250-24	State FY 2024	State FY 2025
Total Project Cost	\$ 65,000	\$ 15,000
Professional Services Contract	\$ 50,000	\$ 0
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 61,750	\$ 14,250
Local Match (5%)	\$ 3,250	\$ 750

Schedule and Deliverables:

Start: July 2022

End: June 2024

Duration: two years

Deliverables: Monthly report, technical memos, final reports, and final survey database

Sub-Task 201-9255-24 - 2023 Las Vegas Visitor Survey

Purpose:

The purpose of this study is to quantify the impact of tourists, convention attendees, and other business visitors on travel demand in the area. This will provide a better overall understanding of the people who visit the region, where they go once they arrive, and the modes of transportation they use. The surveys will gather information on visitor trip origins and destinations, modes of travel, and actual trips that visitors make for meals, business meetings, entertainment, and other recreational destinations. The data collected will be used to better understand visitor travel, to update trip production rates by trip purpose as inputs into the regional travel demand forecast model, and to support enhanced transit operations and route planning.

Previous Studies:

- Hotel Visitor Survey, 2014
- Hotel Visitor Intercept Survey, 2006
- Hotel Visitor Intercept Survey, 1996

Methodology:

- Task 1 – Issue a Request for Proposals (RFP) and select a consultant (or consultant team)
- Task 2 – Survey Planning
 - Develop scope of work and schedule
 - Develop survey sample size and strategy
 - Develop final survey instrument
 - Select hotels to be surveyed
 - Plan data input/select software
- Task 3 – Conduct Survey
 - Pretest the survey instrument
 - Implementation of the visitor survey
 - Carry out survey monitoring and quality assurance
- Task 4 – Data Development
 - Develop survey database, including GIS database
 - Carry out internal and external survey validation activities
- Task 5 – Report Development
 - Develop report, statistics, and graphics
 - Develop final database
 - Develop software documentation
 - Present report to RTC committees and RTC Board of Commissioners

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Las Vegas Convention and Visitors Authority (LVCVA)

Budget:

Sub-Task 201-9255-24	State FY 2024	State FY 2025
Total Project Cost	\$ 65,000	\$ 15,000
Professional Services Contract	\$ 50,000	\$ 0
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 61,750	\$ 14,250
Local Match (5%)	\$ 3,250	\$ 750

Schedule and Deliverables:

Start: July 2022

End: June 2024

Duration: two years.

Deliverables: Monthly report, technical memos, final reports, and final survey database.

**Sub-Task 201-9265-24 –
Regional Bike and Sidewalk Inventory –
LIDAR management**



Purpose:

The Regional Bikeway and Sidewalk Inventory determined the presence of bike facilities and sidewalks along existing major roadways and established a consistent GIS database for active transportation facilities. The inventory serves as a resource for:

- Tracking and facilitating implementation of the Regional Bicycle and Pedestrian Plan;
- Identifying locations of existing bicycle and pedestrian facilities and gaps;
- Identifying sidewalk accessibility deficiencies and maintenance needs;
- Integrating active transportation facilities into regional transportation modeling;
- Establishing baselines for regional transportation performance measures related to biking, walkability, and equity; and
- Developing and updating future regional scale biking, trail, sidewalk, and accessible path of travel maps for public education and navigation.

Previous Work:

- Regional Bike and Sidewalk Inventory (2023)
- RTC Regional Bicycle and Pedestrian Plan (2017)
- RTC Policies and Procedures, Policy for Reimbursement of Maintenance Costs for Off-Street Shared Use Paths (2019)
- RTC Bicycle and Pedestrian Plan (2008)
- Coordinated Public Transit Human Services Transportation Plan (2020)
- Neon to Nature app and mobile app
- Sidewalk, bikeway, and trail data maintained by the various jurisdictions in Southern Nevada
- Data provided from open sources (e.g. Open Street Map)
- RTC MPO Transportation Model

Methodology:

- Utilize the Regional Bikeway and Sidewalk Inventory LIDAR Data Maintenance Manual and identify any needed revisions;
- Evaluate level of comfort of existing bicycle infrastructure;
- Evaluate accessibility of existing sidewalks;
- Compare existing bicycle and pedestrian facilities with improvements proposed in the Regional Bicycle and Pedestrian Plan and Regional Walkability Plan and identify gaps;
- Prepare maps to illustrate gaps and opportunities for improvements in communities of concern and areas of high heat vulnerability;
- Compare existing active transportation facilities with Neon to Nature and RTC Bicycling maps and identify updates;
- Maintain communication with RTC Streets and Highways regarding ongoing LiDAR data updates;
- Complete first and last mile analysis to transit stops and community destinations (e.g. schools) and develop project lists in coordination with local agencies and community partners;
- Identify other applications of the data and implement in coordination with project stakeholders; and
- Encourage use of the data through ongoing communications with project stakeholders, committee presentations, and other forums.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (lead)
- Southern Nevada Health District
- Nevada Department of Transportation
- UNLV
- Clark County
- City of Las Vegas
- City of North Las Vegas
- Boulder City
- Get Outdoors Nevada

Budget:

Sub-Task 201-9265-24	State FY 2024	State FY 2025
Total Project Cost	\$ 15,000	\$ 15,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 14,250	\$ 14,250
Local Match (5%)	\$ 750	\$ 750

Schedule and Deliverables:

Start Date: July 2023

End Date: July 2025

Expected Duration: LIDAR inventory management will be an ongoing activity.

Task 202: Long Range Transportation Planning

The next update of the Regional Transportation Plan will need to address a number of issues in more depth than is supported by current knowledge, data and policies.

This task covers a number of key MPO practices related to the provisions of MAP-21, the FAST Act , the Infrastructure Investment and Jobs Act (IIJA) and related topics of regional concern that RTC anticipates addressing more extensively in future long-range planning activities, including the next RTP.

Activities include:

- Development and application of visioning techniques as part of efforts to engage the community in RTP development;
- Creation of a framework for performance-based planning in accordance with MAP-21 and the FAST Act;
- On-going coordination of transit with human services;
- Development of policies and proposals related to bicycle and pedestrian planning;
- Development of policies and proposals related to the various aspects of transportation safety planning.

Some of these activities will require professional support from outside consultancies but the greater part of the work will be performed with RTC resources. The Task 202 budget reflects this.

Specific Sub-Tasks are:

202-3720, RTP-CIP Project Prioritization Tool

202-9035, On Board Mobility Plan

202-9040, Coordinated Human Service Transportation Plan

202-9070, Southern Nevada Strong Transportation Implementation

202-9075, Transit Oriented Development

202-9080, Greenhouse Gas (GHG) Emission Reduction Strategy

202-9085, Regional Walkability Plan Implementation (AB 343 Implementation)

202-9090, Transit Oriented Development Planning and Coordination

202-9095, Regional Truck Parking Implementation Plan

Task 202, Fiscal Years 2024 & 2025 Budget

The following costs are included under Task 202:

Task 202 -	State FY 2024	State FY 2025	Total
Total Task Group Cost	\$ 635,000	\$ 610,000	\$1,245,000
Professional Services Contracts (CPG Funded)	\$ 390,000	\$ 365,000	\$ 755,000
Professional Services Contracts Carried Over	\$ 0	\$ 0	\$ 0
RTC Staff Costs	\$ 245,000	\$ 245,000	\$ 490,000
The sources of funding for Task 202 are:			
Consolidated Planning Grant	\$ 605,750	\$ 582,000	\$ 1,187,750
Local Funds	\$ 29,250	\$ 28,000	\$ 57,250

Sub-Task 202-3720-22 (Grant Funded)
RTP-CIP Prioritization Tool (Performance-Based Benefits Calculator)

Purpose:

The objective of the Performance Based Benefits calculator study is to develop an automated benefits calculator to quantify the anticipated return on investment on proposed Regional Transportation Plan and Capital Improvement Program projects to the public.

The professional services contract of \$267,435 is being paid for with non-CPG fuel revenue index funding from the RTC Streets and Highways Department.

There will not be any consolidated planning grant (CPG) funds expended on the professional services contract.

MPO staff time costs for this study will be paid out of subtask 101-9215 - Discretionary Grant Administration.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada,

Deliverable: A functional automated performance benefits calculator for the RTC.

Sub-Task 202-9035-24 On Board Mobility Plan

Purpose:

With growing regional interest in high-capacity transit (HCT) to serve residents and visitors, the RTC seeks to conduct a study that will provide a coordinated and comprehensive approach for promoting sustainable transportation and transit supportive land use patterns.

HCT is a transit service that can improve reliability and carry more people at higher speeds than a standard fixed route bus. Route capacity can be expanded through increases in the number of vehicles, vehicle size, frequency, travel speed or a combination of these elements. There are a range of HCT services in use nationally and internationally including bus rapid transit (BRT), light rail transit (LRT), commuter rail, modern streetcar, and heavy rail (subway).

This task will provide RTC staff-level planning support for a larger study effort that will develop a HCT plan for Southern Nevada. Development of the HCT plan will be based on projected economic market analysis, future land use changes, corridor analysis, transportation modeling, stakeholder and public involvement, and an analysis of transit capital and operating costs. It is anticipated that this study will produce a recommended set of corridors, corridor miles, preferred HCT technology, and the optimal number of stations for a potential HCT system. This planned HCT network information will then enable the RTC and local agency partners to proceed with long-range land use planning to develop specific station area typologies and a potential future transit-oriented development incentive program to ensure development patterns and densities can support HCT.

Previous Work:

- Maryland Parkway Environmental Assessment (2016);
- Transportation Investment Business Plan (2016);
- Southern Nevada Strong (SNS) Regional Plan (2015);
- Las Vegas Valley Long Range Transit Survey (2005);
- Las Vegas Valley Transit System Development Plan (2002).

Methodology:

RTC staff will manage the study to identify characteristics of the built environment and transportation corridors in Southern Nevada that may be compatible for HCT. Study findings will enable the RTC and regional partners to understand the scope of potential HCT investments, evaluate tradeoffs, and better conceptualize additional planning needs.

Task 1: Project Management

the RTC Project Manager will communicate regularly with the selected consultant and conduct monthly project management functions to ensure the project progresses according to schedule, within budget, and that deliverables meet the quality standards expected by the RTC and its partners. These functions include coordination with internal consultant staff, RTC and participating agency staff, as well as monthly progress reports, accounting and invoicing.

Task 2: Stakeholder Coordination

Assist in the coordination with other ongoing studies at the RTC, NDOT, and RTC local member agencies. RTC staff will coordinate with local agencies having experience in population and employment projections, redevelopment planning, comprehensive planning, and zoning issues will be important to ensure local factors are represented in the study methodology.

Task 3: Community and Public Involvement

This study necessitates coordinated outreach to the general public. RTC staff and the selected consultant will create and implement a public outreach strategy and assist the RTC in all matters related to public involvement (distributing public information, newsletters, presentation materials, briefings, meeting summaries, and information for posting on the RTC web site).

Task 4: Study Methodology and Data Collection

RTC staff will help document the existing regional transportation policy framework and conduct research on national and international efforts to implement sustainable transportation strategies. The methodology will cover sustainability indicators and their means of measurement. The evaluation will include methods to forecast the impact of transit projects on these measures.

Task 5: Transit Supportive Land Use in Southern Nevada

By focusing compact development around transit stations, transit-supportive developments capitalize on public infrastructure investments and promote sustainability. Extensive research has been completed that identifies built environment characteristics necessary to support varying levels of HCT investment. The RTC seeks to consolidate this research and verify (or develop) targets that are specific to the built environment attributes of Southern Nevada. This effort will help inform the stakeholder group and the public about the relationship between transportation and land use and help establish the rationale for ranking potential HCT corridors.

Task 6: HCT Corridor Screening and Data Collection

One of the first study tasks that RTC staff will assist the consult with will be to identify priority HCT investments for transit corridors identified in the Regional Transportation Plan 2013-2035, Las Vegas Valley Long Range Transit Survey (2005), and by stakeholders.

Task 7: Prepare and Evaluate Land Use Scenarios

Up to two (2) alternative land use scenarios will be prepared. The two scenarios will be compared to each other and to a base case scenario. The overall purpose of this task is twofold: 1) to determine the potential travel demand impacts associated with alternative land use scenarios along specified transit corridors; and 2) to determine the economic viability of each alternative land use scenario.

Task 8: HCT Corridor Modeling

Of the top ranked HCT corridors and those with appropriate land use characteristics from the scenario planning, RTC staff will help identify and describe conceptual HCT mode(s) and their respective project limits from the land use scenario analysis. Conceptual HCT modes identified should have a basis in local knowledge of the corridor, constraints, existing plans, transit supportive land use, HCT corridor screening, and stakeholder and public input.

Task 9: HCT System Plan Scenarios

Using information from the corridor modeling and the land use scenario analysis, RTC staff will assist the consultant in packaging the most promising conceptual HCT corridors together into a complete system of transit investments. Corridors that do not perform relatively well with the HCT corridor modeling will be excluded from further analysis and not included in HCT system plan scenarios.

Task 10: HCT System Plan Scenario Cost Analysis

RTC staff will review the consultant prepared capital and operating cost estimates for each HCT system plan scenario. Costs for each scenario should be presented to additionally understand the approximate cost for each individual HCT component proposed.

RTC staff will review an administrative draft of each deliverable prior to distribution for external review.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Project Manager),
- Nevada Department of Transportation,
- RTC Local Member Agencies,
- UNLV Center for Business and Economic Research (CBER)

Budget:

Sub-Task 202-9035-24	State FY 2024	State FY 2025
Total Project Cost	\$ 130,000	\$ 130,000
Professional Services Contract	\$ 80,000	\$ 80,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 50,000	\$ 50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 123,500	\$ 123,500
Local Match (5%)	\$ 6,500	\$ 6,500

Schedule and Deliverables:

Start Date: July 2023

End Date: June 2025

Duration: two years

Deliverables: High-capacity transit plan for Southern Nevada.

Sub-Task 202-9040-24 Coordinated Human Service Transportation Plan

Purpose:

Federal transit law requires that projects selected to receive funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program are “included in a locally developed, coordinated public transit-human services transportation plan”. The Coordinated Transportation Plan focuses on improving mobility for older adults, persons with disabilities, and low-income populations. Developed through stakeholder engagement, plan goals include: 1) expand mobility options and resources, 2) increase awareness of transportation, 3) leverage technology, 4) improve connections to transit facilities, and 5) expand regional collaboration. Additionally, the plan outlines strategies for achieving these goals and related implementation actions, potential funding sources, and roles.

The RTC Board adopted the Coordinated Transportation Plan update in July 2020. The RTC MPO facilitates plan implementation in collaboration with a Stakeholder Advisory Committee and tracks changes needed for the next plan update that will begin in 2023.

Previous Work:

- RTC Coordinated Public Transit-Human Services Transportation Plan (2015)
- Southern Nevada Coordinated Public Transit–Human Services Transportation Plan (2020)

Methodology:

- Co-facilitating quarterly meetings of a Stakeholder Advisory Committee, completed in collaboration with Blind Connect.
- Build agreement on annual work plans and assist in the formation of subcommittees that implement plan strategies.
- Participate in meetings of subcommittees and project teams.
- Lead and support plan implementation actions as identified in annual work plans including pop-up services (such as social services, healthy foods) at transit hubs.
- Track plan implementation and funding opportunities.
- Continue to update the plan project webpage.
- Identify plan revision needs such as new services, transportation gaps, data, and trends in preparation for the next update. Prepare the 2024 Coordinated Public Transit-Human Services Transportation Plan update through stakeholder and community engagement.
- Prepare the 2024 Coordinated Public Transit-Human Services Transportation Plan update through stakeholder and community engagement.

Participating Agencies and Organizations:

- Blind Connect
- Catholic Charities
- Clark County
- Clark County School District
- Economic Opportunity Board of Clark County
- Guinn Center for Policy Priorities
- Helping Hands of Vegas Valley
- Nevada Department of Transportation
- Nevada PEP
- Nevada Senior Services
- Opportunity Village
- Regional Transportation Commission of Southern Nevada
- Rural Regional Behavioral Health Policy Board
- Silver Summit Health Plan
- Southern Nevada Regional Housing Authority
- Southern Nevada Transit Coalition
- State of Nevada
- Three Square

Budget:

Sub-Task 202-9040-24	State FY 2024	State FY 2025
Total Project Cost	\$ 40,000	\$ 40,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 40,000	\$ 40,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 38,000	\$ 38,000
Local Match (5%)	\$ 2,000	\$ 2,000

Schedule and Deliverables:

Coordinated Transportation Plan implementation and plan updates are continual activities in the UPWP.

Sub-Task 202-9070-24 – Southern Nevada Strong Transportation Implementation

Purpose:

The RTC is the administrating agency to the Southern Nevada Strong Regional Policy Plan. A major component of the Plan is the implementation matrix which includes a vision to increase transportation choice. There are over 50 strategies for increasing transportation choice in Southern Nevada. The project will help facilitate best practices in investing in a multi-modal transportation system that is safe, efficient, accessible, and equitable and supports reinvestment in Southern Nevada’s existing communities.

Previous Work:

[Southern Nevada Strong Regional Plan](#) (2015)

Methodology:

Southern Nevada Strong transportation implementation occurs through the “Increase Transportation Choice” theme within the Southern Nevada Strong implementation matrix, which could include applying specific strategies such as:

- Pursuing a regional policy change to require roadways to be designed for target speeds as recommended in the Complete Streets Design Guidelines for Livable Communities, based on the context of the corridor and overall safety and comfort of all users, including pedestrians and bicyclists, and require justification for all target design speeds and speed limits.
- Encouraging the development of design standards and land use policies that require investments in low-income or at-risk communities to include the basic attributes such as sidewalks, adequate lighting, street trees, and other strategies to create walkable communities, with special attention to designing for shade and heat absorbent materials to provide respite to transit riders.
- Promoting “Complete Streets” cross section revisions whenever corridor reconstruction or reconfiguration occurs. Activities could include removing block walls, limiting cul-de-sacs, increasing sidewalk and bike lane widths, reducing curb cuts, and limiting driveways.
- Working with local stakeholders, support more stringent criteria to justify roadway capacity expansion and ensure that any capacity expansions accommodate viable multi-modal transportation options.
- Working with local bike groups and transportation advocates to update the RTC’s multi-modal transportation plan and identify strategies to increase safety and make walking and bicycling more viable as primary transportation modes.
- Also included in this task item is professional development of RTC staff through the maintenance of RTC staff certification and membership in professional planning organizations.
- The Metropolitan Planning Organization (MPO) / SNS regional planning staff is responsible for this task.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- Clark County, Nevada
- Clark County School District
- Southern Nevada Health District
- Southern Nevada Water Authority
- University of Nevada, Las Vegas (UNLV)
- Southern Nevada Regional Housing Authority
- United Way of Southern Nevada
- Nevada Department of Transportation
- Las Vegas Metropolitan Police
- Urban Land Institute
- Las Vegas Global Economic Alliance

Budget:

Sub-Task 202-9070-24	State FY 2024	State FY 2025
Total Project Cost	\$ 20,000	\$ 20,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 20,000	\$ 20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 19,000	\$ 19,000
Local Match (5%)	\$ 1,000	\$ 1,000

Schedule and Deliverables:

This is a continual activity in the UPWP.

Sub-Task 202-9075-24 – Transit Oriented Development

Purpose:

The Southern Nevada Strong Regional Policy Plan goal is to encourage investment in development in which jobs, housing, transportation and community amenities combine to create places that support economic opportunity and healthy options for all people, regardless of income level. This project will support implementation of TOD goals and strategies identified in the Southern Nevada Strong Regional Policy Plan.

Previous Work:

The projects and studies that have been previously completed and that identify TOD as a strategy to improve economic competitiveness, foster complete communities and increase transportation choice for Southern Nevada are Southern Nevada Strong Regional Policy Plan and the Access 2050 Regional Transportation Plan.

Methodology:

The project will facilitate partners to implement the Southern Nevada Strong Regional Policy Plan strategies for TOD which includes:

- Helping partners match land use and transportation plans with regional economic development plans,
- Assisting partners in fostering development of sectors that would enhance quality of life for residents to better integrate with existing land uses and create a better environment to attract new workers;
- Helping partners ensure that Southern Nevada offers a range of place types to attract and retain future workers, visitors, businesses and entrepreneurs;
- Enhancing the role of small businesses and entrepreneurs as leaders in economic diversification and revitalization;
- Helping partners stabilize and strengthen existing neighborhoods through place making improvements.
- Encouraging an adequate supply of housing with a range of price, density, ownership, size and building types;
- Helping partners promote resource-efficient land use and development practices;
- Developing a modern transit system that is integrated with vibrant neighborhood and employment centers, better connecting people to their destinations

Participating Agencies:

Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 202-9075-24	State FY 2024	State FY 2025
Total Project Cost	\$ 40,000	\$ 40,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 40,000	\$ 40,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 38,000	\$ 38,000
Local Match (5%)	\$ 2,000	\$ 2,000

Schedule and Deliverables:

Transit Oriented Development is an on-going activity.

Sub-Task 202-9080-24 Greenhouse Gas (GHG) Emission Reduction Study

Purpose:

Identify and evaluate the most effective greenhouse gas (GHG) emission reduction strategies that can be implemented in Clark County, Nevada. The study will focus on on-road transportation GHG emission reduction. The study aims to provide the RTC with actionable recommendations that can help the RTC achieve zero on-road transportation GHG emission target by 2050.

Methodology:

The project includes the following major aspects:

- Review and assessing of existing policies, programs, and best practices: Conduct a literature review and analysis of existing policies, programs, and best practices in GHG emission reduction strategies.
- Analyze the data collected to identify strengths, weaknesses, and gaps in the current policy and programs, as well as best practices that could be incorporated in developing RTC's GHG emission reduction strategies.
- On-road transportation GHG emissions inventory and forecasts through 2050: Collect and analyze data on on-road transportation GHG emissions. Develop a base year emissions inventory and forecasts through 2050 using appropriate calculation methods.
- On-road transportation GHG reduction targets through 2050: Set GHG emission reduction targets 2050 based on the emissions inventory and forecast data.
- On-road transportation GHG reduction strategies: Identify and evaluate GHG emission reduction strategies. Strategies recommended will be evaluated based on multiple criteria, including their feasibility, cost-effectiveness, and impact on GHG emissions reduction targets. Ensure that the recommended strategies are not only effective in reducing emissions but are also realistic and practical to implement.
- Strategy Implementation plan: Develop an implementation plan for the identified GHG emission reduction strategies. Identify the key stakeholders and partners who will be involved in implementing the strategies, develop a timeline for implementation, and identify the resources and funding required to implement the strategies.
- Progress Monitoring & Reporting: Develop a monitoring and reporting system to track progress and provide ongoing updates.

Previous Studies:

- All-in Clark County: Regional Community Greenhouse Gas Inventory Report.
- Clark County 's Sustainability and Climate Action Plan
- Nevada Statewide Greenhouse Gas Emission Inventory and Projections, 1990-2041. 2021 NDEP Report.

Participating Agencies:

- RTC of Southern Nevada
- Local entities
- Nevada Department of Transportation

Budget:

Sub-Task 202-9080-24	State FY 2024	State FY 2025
Total Project Cost	\$ 215,000	\$ 190,000
Professional Services Contract	\$ 175,000	\$ 150,000
RTC Staff Costs	\$ 40,000	\$ 40,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 204,250	\$ 180,500
Local Match (5%)	\$ 10,750	\$ 9,500

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months

Deliverables:

- Report on findings from existing program and policy review, and a recommended protocol to use for this project.
- GHG inventory and forecast report.
- Strategy Matrix that includes on-road GHG reduction potentials or quantified projected emission reductions, timelines, cost and benefits.
- Strategy implementation plan.
- Monitoring & reporting tools and user manual.

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months

**Sub-Task 202-9085-24 –
Southern Nevada Regional Walkability Plan
Implementation (AB 343)**



Purpose:

The Southern Nevada Regional Walkability Plan Implementation is a RTCMPO staff lead project that is required per the AB343 legislation; managing of plans for conducting walking audits of urbanized areas in Clark County. As outlined in the Nevada legislation, the Regional Transportation Commission of Southern Nevada’s Metropolitan Planning Organization (RTCSNV) developed the plan in collaboration with the Southern Nevada Health District, local governments, and the Nevada Department of Transportation. The plan describes roles, priority locations, community engagement approaches, checklists, reporting methods, and an action plan for ongoing walk audits.

Previous Work:

- Southern Nevada Regional Walkability Plan - 2022 Regional Transportation Commission of Southern Nevada
- [Assembly Bill No. 343 \(AB343\)](#) – 2021 Nevada legislation

Current Initiatives:

- Southern Nevada Walk Audit Plan – 2022 – Regional Transportation Commission of Southern Nevada
- Southern Nevada Safe Streets For All Grant – 2023 – 2025 Regional Transportation Commission of Southern Nevada

Methodology:

The Southern Nevada Regional Walkability Plan Implementation methodology involves:

- The RTC MPO schedules the established Walk Audit Team, maintains a contact list, and facilitates and records meetings.
 - Prepares and updates the Walk Audit Plan in collaboration with the Walk Audit Team. Organizes and maps past walk audits to reduce duplication.
 - Identifies and completes walk audits through the Unified Planning Work Program.
 - The identified strategies will be prioritized based on feasibility, cost, and potential impact, and will be implemented in phases.
 - RTC staff will provide all text, mapping deliverables and digital log all walk audits to the SNHD webpage
- Jurisdictions will contribute to the development and implementation of the Walk Audit Plan. Identifies and completes walk audits through upcoming planning studies and roadway projects.

- Southern Nevada Health District (SNHD) will maintain the walk audit webpage; development and implementation of the Walk Audit Plan.
 - SNHD identifies and completes future grant-funded walk audits supporting health-focused educational efforts. Promotes walk audits during quarterly Partners for a Healthy Nevada meetings. Shares walk audit results provided through the SNHD website

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Clark County
- Boulder City
- City of Mesquite
- Southern Nevada Health District
- Nevada Department of Transportation

Budget:

Sub-Task 202-9085-24	State FY 2024	State FY 2025
Total Project Cost	\$ 50,000	\$ 50,000
Professional Services Contract	\$ 25,000	\$ 25,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 25,000	\$ 25,000
Funding Sources		
Consolidated Planning Grant (100%)	\$ 50,000	\$ 50,000
Local Match (0%)	\$ 0	\$ 0

On January 5, 2023, the FHWA [approved a waiver](#) for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO’s during each fiscal year under the Bipartisan Infrastructure Law. This planning subtask would be considered a Complete Streets planning activity and thus eligible for the local match waiver.

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: Ongoing

1. Public launch the [Southern Nevada Walk Audit webpage](#) in spring 2023
2. Continue to schedule and facilitate the AB343 Planning Team Meeting quarterly.
3. Log the Livable Centers Study Project Two audit deliverables to the webpage in summer 2023.
4. Continue to encourage and identify future best practice walk audits throughout Southern Nevada.

**Sub-Task 202-9090-24 –
Transit Oriented Development Planning and Coordination**

Purpose:

RTC MPO staff will facilitate and coordinate local and regional TOD planning regional or local studies, plans and projects as needed. MPO staff will research additional initiatives or possible capital investment opportunities.

Previous Work:

- Maryland Parkway Corridor TOD Plan, City of Las Vegas (FTA grant) - 2018 Regional Transportation Commission of Southern Nevada
- Maryland Parkway Corridor TOD Plan, Clark County (UPWP) - 2018 Regional Transportation Commission of Southern Nevada
- On Board Mobility Plan
- Southern Nevada Strong Regional Plan

Current Initiatives:

- Reimagine Boulder Highway Transit Oriented Development Plan, City of Henderson (FTA grant)– 2023 Regional Transportation Commission of Southern Nevada
- On Board Mobility Plan Implementation

Methodology:

The Transit Oriented Development Planning and Coordination methodology involves:

- Perform day-to-day administration work, research best practices in TOD development, planning and capital investment
- Organize and facilitate possible meetings with RTC staff and regional partners
- Submit all reports, maps, concept designs, and other work products to RTC project manager for review and revision prior to the circulation of these materials to other entities
- Coordinate with other regional or local studies, plans and projects as needed

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Clark County
- Boulder City

Budget:

Sub-Task 202-9090-24	State FY 2024	State FY 2025
Total Project Cost	\$ 15,000	\$ 15,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 14,250	\$ 14,250
Local Match (5%)	\$ 750	\$ 750

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months

- Assist with Reimagine Boulder Highway Transit Oriented Development Plan, City of Henderson
- Research best practices in regional and local TOD initiatives
- Continue to encourage and identify future best practices in TOD planning and investment throughout Southern Nevada.

Sub-Task 202-9095-24 – Regional Truck Parking Implementation Plan

Purpose:

The purpose of this project is to develop an implementation plan to address the significant gaps in truck parking identified in Clark County and the surrounding areas of Nevada. The analysis and stakeholder outreach conducted for the *Nevada Truck Parking Implementation Plan* identified Clark County as lacking more than 550 truck parking spaces. Stakeholder input highlighted the importance of addressing parking gaps along I-15 in the southwest portion of Las Vegas, given the regional origin-destination patterns and trade ties to southern California. The project will focus on developing effective strategies and an implementation plan to address these identified gaps.

Previous Work:

- Southern Nevada Freight Plan Update – 2022, (RTCSNV)
- Nevada Truck Parking Implementation Plan – 2019, (NDOT)

Methodology:

To address the commercial truck parking gap in Nevada, the methodology involves

- evaluating the existing gap at the county level for authorized and unauthorized parking,
- determining short- and long-term parking demand,
- identifying feasible strategies such as promoting on-site parking, deploying smart curbside management techniques,
- building dedicated truck parking facilities,
- expanding and upgrading I-15 truck pull-offs/turnouts,
- partnering with the private sector, developing a truck parking availability system,
- providing zero-emission fuels parking and establishing a convention marshaling yard.

The identified strategies will be prioritized based on feasibility, cost, and potential impact, and will be implemented in phases.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Clark County

Budget:

Sub-Task 202-9095-24	State FY 2024	State FY 2025
Total Project Cost	\$ 125,000	\$ 125,000
Professional Services Contract	\$ 0	\$ 0
Professional Services Contract Carryover	\$ 110,000	\$ 110,000
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 118,750	\$ 118,750
Local Match (5%)	\$ 6,250	\$ 6,250

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 Months

1. Truck Parking Gap Analysis Report: Report identifying gaps in truck parking, by county, across Las Vegas and Reno/Sparks areas.
2. Stakeholder Outreach Report: Summary report of stakeholder feedback and recommendations to address truck parking gaps in Nevada.
3. Implementation Plan: Prioritized plan of strategies to address parking gaps, with estimated timelines and budgets.
4. Monitoring and Evaluation Plan: Plan to track progress and evaluate effectiveness of implementation plan.
5. Final Report: Comprehensive report summarizing the project and providing recommendations for future actions.

Task 301: Multimodal Transportation Studies

While the primary focus of the planning program in the coming year will be on tasks supporting the development of the next Regional Transportation Plan update, RTC maintains a robust program of planning studies to assist RTC and its partner agencies in framing solutions to emerging transportation challenges across the region.

Activities include or have included:

- Studies that support the implementation of “complete street” concepts in various local jurisdictions and circumstances – often these studies also have a significant safety component;
- Working with the Clark County School District to improve the planning of access to schools in the interests of improving the mobility and safety of students;
- Further developing our undertaking of freight traffic and the need for targeted investments to support freight movement;
- Assisting Clark County with a review of the planning process as it relates to parking provision;
- RTC has supported a local initiative to develop a more sustainable regional planning framework using a Grant issued under the Sustainable Communities Program of the US Department of Housing and Urban Development. The UPWP includes a task to study the potential to implement this framework in a corridor where possible transportation capital improvements were studied under the 2014 UPWP;
- Assisting the City of Mesquite in a review and update of the way it reviews the transportation impacts of proposed developments.
- Many of these activities are being undertaken by outside consultancies under professional services contracts with RTC. The costs of these professional services contracts are included under Task 301. This Task also includes the RTC Staff Costs associated with the procurement of professional services contracts and their administrative and financial oversight.

Specific Sub-Tasks are:

- 301-3905, Regional High Speed Rail Connection (RTCSNV)
- 301-3925, Henderson Sustainable Mobility Plan (City of Henderson)
- 301-4100, City of Las Vegas Master Mobility Plan Update
- 301-4105, Update of Transportation Element of Master Plan and Capital Improvement Plan (Mesquite)
- 301-4110, Lake Mead Parkway Corridor Study (City of Henderson)
- 301-4115, Transit Stop Siting & Specifications Study (RTCSNV)
- 301-4120, Regional Active Transportation Infrastructure Gap Analysis (RTCSNV)
- 301-9115, Planning and Infrastructure Needs for Emerging Transportation Technologies (RTCSNV)
- 301-9270, Livable Centers Study – Project Two (RTCSNV)
- 301-9295, Regional Bicycle and Pedestrian Plan Update (RTCSNV)
- 301-9300, Perfect Storm Special Events Study (Clark County Public Works)
- 301-9310, Nellis Air Force Base Transportation Study (Nellis AFB) (Grant Funded)
- 301-9320, Reimagine Boulder Highway Transit Oriented Development Plan (Grant Funded)
- 301-9330, Transit Oriented Development and Mobility Hub Study
- 301-9340, Reconnecting Communities Regional Scan
- 301-9350, Regional Electric Vehicle Charging & Fueling Infrastructure Plan (RTCSNV)
- 301-9360, Safe Streets for All Southern Nevada Action Plan (RTCSNV) (Grant Funded)

Task 301, Fiscal Years 2024 and 2025 Budget

The following costs are included under Task 301:

	State FY 2024	State FY 2025	Total
Task Group Costs	\$2,671,829	\$815,000	\$ 3,486,829
Professional Services Contracts (CPG Funded)	\$2,463,079	\$690,000	\$ 3,153,079
RTC Staff Costs	\$ 208,750	\$125,000	\$ 333,750
The sources of funding for Task 301 are:			
Consolidated Planning Grant (95%)	\$2,201,750	\$781,750	\$ 2,983,500
Local Funds (5% match)	\$ 93,250	\$ 33,250	\$ 126,500
Carryover from FY 2023 to State FY 2024	\$ 376,829	\$ 0	\$ 376,829

Sub-Task 301-3905-24

Regional High Speed Rail Station Connection

Purpose:

In late 2018, Fortress Investment Group filed a prospectus with the Securities and Exchange Commission providing details about building a new 185-mile dual-track high-speed rail line (Brightline) between Las Vegas and Victorville, California. The start of the construction of this privately funded project is still pending.

Recently, the company entered into an agreement to acquire roughly 38 acres in the resort corridor area for the Las Vegas high-speed train station. The goal of this study would be to investigate transportation routes and alternatives to connect the proposed high-speed train station to other activity centers in the region. If viable transportation options are not provided to and from this future site, it is expected that traffic and congestion could increase dramatically.

Previous Work:

- City of Las Vegas Mobility Master Plan - May 2016
- Transportation Investment Business Plan - April 2016
- 2014 Southern Nevada Visitor Survey - January 2016
- Community Mobility Study for Central Las Vegas - September 2013
- I-15 Resort Corridor Study - December 2009
- Las Vegas Visitor Mobility Strategy Study - April 2008

Methodology:

- Creation of a study working group with key stakeholders to determine important goals and objectives.
- Collection of data on RTC transit routes, roadway networks, and land-use characteristics in the region.
- Review of existing roadway and transit networks and infrastructure in the Las Vegas Valley.
- Creation of a list of corridors that should be examined to facilitate travel between the high-speed rail station and activity centers.
- Conducting outreach meetings with key stakeholders to receive support on potential corridors for transit, shuttles, taxis, ride share etc.
- Identification of any potential connections within these preferred corridors.
- Recommendations for roadway and transit improvements that would best serve the new rail station.
- Identification of possible funding sources to supplement existing local funds for both the development and maintenance of identified facilities.
- Development of draft and final reports.
- Present the findings to the City Council, County Commission and RTC Boards.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas,
- Clark County
- City of Henderson
- Las Vegas Convention and Visitors Authority

Budget:

Sub-Task 301-3905-24	State FY 2024	State FY 2025
Total Project Cost	\$ 210,000	\$ 0
Professional Services Contract	\$ 200,000	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 10,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$ 199,500	\$ 0
Local Match (5%)	\$ 10,500	\$ 0

Expected Products:

Draft and final report

Presentations to the RTC Board and local entities.

Schedule:

Start Date: July 2023

End Date: June 2024

Expected Duration: 12 months

Sub-Task 301-3925-24 Henderson Sustainable Mobility Plan

Purpose:

This project will result in a single integrated, holistic transportation strategy that ensures optimum levels of human health and well-being for all residents of the City of Henderson, together with enhanced mobility performance and value for money. The coordinated, multi-modal transportation plan will comprise bicycle, pedestrian, transit, curb management, freight and new mobility options in addition to considering all user functional abilities.

Previous Work:

- Southern Nevada Strong,
- Henderson Strong,
- Complete Streets Evaluation,
- Regional Bicycle and Pedestrian Plan,
- RTC On Board
- Henderson ADA Study
- Various Freight Plans

Methodology:

- “State of the City Transportation System” data collection effort to establish baseline user data
- Community visioning including long-term mobility targets
- Modal status evaluations and reports
- Draft connected mobility plan considering all modes
- Network approach to Complete Streets to ensure all modes are accommodated at a network level. A network of streets is individually prioritized for automobile travel, bicycle travel, transit, and walking.
- Project development
- Public outreach
- Final report

Task Elements:

- Baseline data
- Visioning results
- Status Report
- Outreach results
- Final report

Participating Agencies:

- City of Henderson
- Regional Transportation Commission of Southern Nevada (RTC),
- Nevada Department of Transportation (NDOT),

Budget:

Sub-Task 301-3925-24	State FY 2024	State FY 2025
Total Project Cost	\$ 218,079	\$ 0
Professional Services Contract	\$ 198,079	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 20,000	\$ 0
Funding Sources		
Carryover from FY 2023	\$ 198,079	\$ 0
Consolidated Planning Grant (95%)	\$ 19,000	\$ 0
Local Match (5%)	\$ 1,000	\$ 0

Expected Products:

- Summary of baseline mobility status
- Mobility targets and measures of effectiveness
- Reports
- Maps

Schedule and Deliverables:

Start Date: July 2022

End Date: January 2024

Duration: 18 months

Sub-Task 301-4100-24

City of Las Vegas Master Mobility Plan Update

Purpose:

In 2016, the City of Las Vegas completed their Mobility Master Plan to help guide transportation decisions and prioritize the public investment in infrastructure, looking 20 years into the future. The Plan is intended to be a living document, and an update is necessary at this time to account for completed improvements and to evaluate evolving transportation needs.

This update will document how the City intends to invest in infrastructure solutions and technologies to advance safe, sustainable, and equitable mobility. The Plan will identify recommended projects and their projected timelines for implementation based on the priorities of local, regional, state, and federal agencies as well as funding availability. In addition, it will focus how the City is reforming its approach to safety through its Vision Zero Program with an emphasis on enabling safe mobility and access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Previous Studies:

- City of Las Vegas Mobility Master Plan (2016)
- City of Las Vegas Vision Zero Action Plan (2022)

Methodology:

The project will consist of:

- Evaluation of existing conditions
- Identification of currently planned improvements
- Public and stakeholder outreach
- Identification of transportation network needs and priority improvements
- Business and financial plans
- Conceptual design for future transformational projects
- Updates to 2016 Mobility Master Plan document and technical appendices
- Project management and agency coordination

Participating Agencies:

- City of Las Vegas
- RTC of Southern Nevada
- Nevada Department of Transportation
- Clark County

Budget:

Sub-Task 301-4100-24	State FY 2024	State FY 2025
Total Project Cost	\$ 510,000	\$ 0
Professional Services Contract	\$ 500,000	\$ 0
RTC Staff Costs	\$ 10,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$ 484,500	\$ 0
Local Match (5%)	\$ 25,500	\$ 0

Schedule and Deliverables:

Starting Date: October 2023

Ending Date: April 2025

Duration: 18 months

Updated Major Mobility Plan for the City of Las Vegas.

Sub-Task 301-4105-24 Mesquite Master Transportation and Capital Improvement Plan Update

Purpose:

The transportation element of the Mesquite Master Plan was last updated in 2014. Since that time, the City has undergone significant growth in both residential and commercial development. This growth has necessitated numerous capital improvements in the form of road extensions, widening, and traffic control measures. To keep Mesquite's transportation system up-to-date, and useful as a policy tool, it is recommended that the transportation element of the Master Plan be reviewed and updated.

The purpose of the Transportation Capital Improvement Plan (TCIP) is to evaluate the traffic capacity and operations of Mesquite's transportation system to determine existing and future deficiencies. The TCIP needs to be updated every three years per state law. The TCIP was last updated in August 2018. Since that time, the City has undergone significant growth in both residential and commercial development. This growth has necessitated numerous capital improvements to the transportation system in the form of road extensions, widening, and traffic control measures. To keep Mesquite's Transportation System up to date, it is recommended the TCIP be reviewed and updated.

Previous Studies:

- Transportation Element of the Master Plan (2014).
- Transportation Capital Improvement Plan (2018).
- Traffic Impact Analysis Guidelines (MMC 9-9-6C - Ord. 489 2015)

Methodology:

Methodology of Transportation Element Update of Master Plan-

- Hold kick-off meeting with City of Mesquite
- Review existing Master Plan Element and related Unified Development Code sections dealing with Transportation.
- Review most recent Transportation Capital Improvement Plan (TCIP).
- Review any perceived problems with Access Management Policies and make recommendations.
- Review land use activity thresholds for the Category 1, 2, and 3 Traffic Impact Studies, and make recommendations for any needed updates.
- Update the Transportation Plan Map as necessary. Review and update Transportation Goals, Policies, and Actions as necessary.

Methodology of Transportation Capital Improvement Plan-

- Survey road classifications.
- Study network intersections.
- Identify current traffic volumes.
- Locate and identify existing bridges and storm water projects.
- Estimate need for future traffic projects and improvements.
- Determine projects eligible for impact fee assessments.
- Recommend impact fees per land use activity.

Participating Agencies:

- City of Mesquite
- RTC of Southern Nevada

Budget:

Sub-Task 301-4105-24	State FY 2024	State FY 2025
Total Project Cost	\$ 160,000	\$ 0
Professional Services Contract	\$ 150,000	\$ 0
RTC Staff Costs	\$ 10,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$ 152,000	\$ 0
Local Match (5%)	\$ 8,000	\$ 0

Schedule and Deliverables:

Starting Date: October 2023

Ending Date: August 2024

Duration: Ten months

Expected Deliverables of Transportation Capital Improvement Plan:

- Maps of Study Area to include traffic areas of concern.
- Establishment of a traffic data collection plan to create a table of traffic counts.
- Produce a map and list of intersections studied.
- Examine existing intersection Levels of Service (LOS).
- Development of a transportation capital improvement schedule and map locations.
- Creation of a single-family equivalent (SFE) demand Index.
- Determine impact fee cost per unit schedule.

Expected Deliverables of Transportation Element of Master Plan

- Creation of a report which identifies needed updates and changes.
- Create Master Plan language and map to include a section of roadway classification and design standards.
- Include reference to separate street naming and addressing policy (Exhibit).
- Revise introduction of plan element to include background, state law, purpose of plan, and vision.

Sub-Task 301-4110-24 Henderson Lake Mead Parkway Corridor Study

Purpose:

1. To assess existing and forecasted conditions along Lake Mead Parkway and identify a preferred future condition.
2. To assess traffic circulation and regional access within the area due to the anticipated I-11/215/Lake Mead interchange construction and connectivity via Galleria Drive to I-11.
3. To assess alternate intersection design types within the corridor to include separated grade intersections as appropriate due to existing traffic volumes and/or forecasted growth, specifically, planned master plan communities such as Cadence, Lake Las Vegas, and Lakemoor.
4. To develop an implementation plan of prioritized projects based on need and timeframe in which they should occur - short (0-4 years), middle (5-10 years), and long-term (10+ years).
5. This study will look at the feasibility and develop recommendations to make this corridor a “gateway” into the City of Henderson.

Previous Studies:

- East Henderson Investment Strategy
- Henderson Strong Comprehensive Plan
- On Board High-Capacity Transit Study (RTC)
- Reimagine Boulder Highway (RTC)
- Southern Nevada Extreme Heat Vulnerability Analysis
- All-In Clark County - Sustainability & Climate Action Plan

Methodology:

1. Develop a public engagement plan and conduct public workshops with stakeholders and steering committee members for robust public outreach.
2. Collect metrics that include land use, infrastructure and construction starts (residential and commercial).
3. Collect metrics that describe and explain the reasons for the study.
4. Traffic analysis of existing and planned volumes as well as origin and destination evaluations for Lake Mead Parkway and Galleria Drive.
4. Produce a matrix to identify criteria for complete streets to include weather and heat accommodations.
5. Produce a matrix to identify levels and types of needed infrastructure improvements based on any identified potential safety concerns, enhancement alternatives, inequitable infrastructure, and existing and recommended land uses within the corridor.
6. Create technical sustainability and resilience memorandum quantifying and minimizing the environmental impact of travel and ensuring resilience against environmental changes and general deterioration.

Participating Agencies:

- City of Henderson,
- Clark County,
- Nevada Department of Transportation (NDOT)
- Federal Highway Administration (FHWA)
- and RTC of Southern Nevada

Budget:

Sub-Task 301-4110-24	State FY 2024	State FY 2025
Total Project Cost	\$ 385,000	\$ 0
Professional Services Contract	\$ 375,000	\$ 0
RTC Staff Costs	\$ 10,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$ 365,750	\$ 0
Local Match (5%)	\$ 19,250	\$ 0

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: January 2025

Duration: 18 months

- A final report containing a public outreach plan and public participation tools.
- An existing conditions analysis and report will be developed.
- A travel demand model will be prepared which will help predict future travel conditions and estimate the effects of complete street policies on behavior as well as travel demand.
- A matrix will be developed to identify potential congestion locations and causes.
- Existing and future no-build traffic capacity and level service analyses will be conducted.
- Short-term and long-term study recommendation narratives will be written. Linkage evaluation to address needed roadway and overall corridor improvements for increased hyper-local, intracity and intercity connectivity.

Sub-Task 301-4115-24

Transit Stop Siting & Specifications Study

Purpose

Through several planning efforts, the RTC has identified its future fixed route transit network. To ensure the expansion of the transit network meets the needs of a diverse region as it continues to grow, an analysis is needed to identify siting requirements, policy and amenity needs for future and existing transit stops.

This study will also inform potential updates to guidelines, specifications, policies, and/or standards related to RTC transit stops and amenities. Additionally, an examination of the “transit stop realm” of the RTC’s existing network will be completed to identify siting, amenity, and policy enhancements that could improve rider safety and comfort, as well as expand ridership.

Previous/Related Studies

- On Board Mobility Plan (2020)
- RTCSNV Regional Bike and Sidewalk Inventory Project (2022)
- Southern Nevada Regional Walkability Plan (2022)
- Southern Nevada Pedestrian Comfort Study (2018)
- Regional Bike & Pedestrian Plan for Southern Nevada (2017)
- Transit Node & Access Enhancements (2013)
- Southern Nevada Transportation Impacts on Health Study (2022)
- Southern Nevada Extreme Heat Vulnerability Analysis (2021)
- Southern Nevada Urban Heat Island Mapping Project (2023)
- RTC Extreme Heat & Public Transit Survey (2022)
- All-In Clark County Sustainability & Climate Action Plan (2023)
- RTC Travel Surveys (2023; in development)

Methodology

- Review existing plans, policies, and guidelines pertaining to RTC transit stops and amenities specifications.
- Examine current national best practices and guidelines for bus stop siting and transit amenities specifications.
- Conduct a “transit stop realm” assessment to identify connectivity, amenity, and policy enhancements that could improve rider safety and comfort.
- Assessment of future transit network and development forecasts to identify future transit stop siting and amenity needs.
- Conduct an Existing Conditions Analysis to assess the current state of transit stops siting and amenities and identify where enhancements/improvements are needed.
- Identify transit stop locations where improved connectivity, siting, and/or amenities would help to expand ridership opportunities.
- Develop and execute a public engagement plan and conduct robust community outreach, with a focus on current transit riders.

Participating Agencies

- RTC of Southern Nevada
- City of Henderson
- City of Las Vegas
- City of North Las Vegas
- Clark County

Budget

Sub-Task 301-4115-24	State FY 2024	State FY 2025
Project Costs		
Professional Services Contract	\$ 150,000	\$ 0
RTC Staff Costs	\$ 10,000	\$ 0
TOTAL	\$ 160,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$ 152,000	\$ 0
Local Match (5%)	\$ 8,000	\$ 0

Schedule and Deliverables

- Starting Date: October 1, 2023
- Ending Date: June 30, 2025

- Update to RTC’s Bus Stop Guidelines
- “Transit stop realm” analysis and catalogue of recommendation improvements (with prioritization)
- Updated transit stops and amenity specifications
- Public engagement plan
- Public participation tools (to capture input and feedback)
- Future development and transit network forecast
- Existing conditions analysis

Sub-Task 301-4120-24
Regional Active Transportation
Infrastructure Gap Analysis



Purpose:

To identify regional best practices for developing and maintaining active transportation infrastructure and coordinate efforts to improve active transportation infrastructure throughout the region.

Previous Studies:

Regional Bikeway and Sidewalk Inventory
Regional Bicycle and Pedestrian Plan
Southern Nevada Transportation Impacts on Health
Performance-Based Benefits Calculator
Pedestrian Comfort Study and Demonstration Projects
Regional Walkability Plan

Methodology:

With the completion of the regional bikeway and sidewalk inventory, Southern Nevada has an unprecedented understanding of the extent and condition of active transportation infrastructure (i.e. crosswalks, sidewalks, ADA ramps, etc.). Gaps in the active transportation network (due to quality or availability) have deleterious effects—often disparately borne by low-income neighborhoods—on resident health, safety, and welfare. In order to allocate our scarce active transportation funding efficiently, stakeholders will compile a prioritization matrix with criteria referencing existing conditions, public input, health vulnerability, road project programming, non-occupant traffic collisions, paratransit path-of-travel barriers, calculated active transportation infrastructure benefits, and recommendations from applicable local and regional planning documents and policies. Stakeholders shall identify options for and build consensus regarding the means whereby the matrix remains relevant and coordinated (e.g. steering committee).

Participating Agencies:

- RTC of Southern Nevada
- City of Henderson
- City of Las Vegas
- City of North Las Vegas
- City of Boulder City
- City of Mesquite
- Clark County
- Nevada Department of Transportation

Budget:

Sub-Task 301-4120-24	State FY 2024	State FY 2025
Total Project Cost	\$ 280,000	\$ 0
Professional Services Contract	\$ 270,000	\$ 0
RTC Staff Costs	\$ 10,000	\$ 0
Funding Sources		
Consolidated Planning Grant (100%)	\$ 280,000	\$ 0
Local Match (0%)	\$ 0	\$ 0

On January 5, 2023, the FHWA [approved a waiver](#) for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law. This planning subtask would be considered a Complete Streets planning activity and thus eligible for the local match waiver.

Schedule and Deliverables:

Starting Date: October 2023

Ending Date: April 2025

Duration: 18 Months

Sub-Task 301-9115-24

Planning and Infrastructure Needs for Emerging Transportation Technologies

Purpose:

Substantial and rapid technology advances are happening in the transportation field, including autonomous vehicles, connected vehicle technologies, commercial drones (unmanned aerial vehicles), transportation network companies, and increasing market adoption of electric vehicles. These developments have the potential to trigger significant changes in transportation safety, costs, resource consumption, mobility, and other important areas. However, any benefits can only be achieved if the transportation system can effectively accommodate and leverage these emerging technologies. This study will examine current, anticipated, and potential trends relating to various new and developing transportation technologies to identify challenges and opportunities related to the RTC's transportation infrastructure planning over near-, mid-, and long-term horizons.

Previous Work:

- Traffic Signal Timing Strategies in Las Vegas;
- Regional Transportation Plan

Methodology:

Review current and recent research and literature on development and projections for adoption of relevant emerging transportation technologies, including autonomous vehicles, drones, connected vehicles, shared vehicle ownership models, and transportation network companies.

- Identify and summarize recent examples of MPO or city planning activities that have addressed emerging transportation technologies. Identify policies adopted by other agencies related to emerging transportation technologies.
- Summarize current state of knowledge or practice related to transportation infrastructure needs or characteristics necessary to accommodate emerging transportation technologies.
- Develop potential timelines showing likely or potential levels of adoption of different emerging vehicle technologies and potential impacts on relevant planning-related outcomes and measures of transportation system performance.
- Develop policy and planning alternatives appropriate for current and future levels of adoption of different emerging vehicle technologies.
- Identify any relevant fiscal impacts from emerging vehicle technologies and different levels of policy and planning-related responses at the regional or local level.
- Convene a stakeholder advisory committee comprised of representatives from local jurisdictions and other stakeholders. Solicit feedback from the stakeholder committee at key milestones.
- Present to RTC and local jurisdictions at key milestones, as needed.
- Prepare a draft final report and present it to the stakeholder committee for feedback and direction. Revise report as needed.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Henderson,
- City of Las Vegas,
- City of North Las Vegas,
- Boulder City,
- City of Mesquite,
- Nevada Department of Transportation,
- University of Nevada Las Vegas

Budget:

Sub-Task 301-9115-24	State FY 2024	State FY 2025
Total Project Cost	\$ 25,000	\$ 175,000
Professional Services Contract	\$ 0	\$ 150,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 25,000	\$ 25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 23,750	\$ 166,250
Local Match (5%)	\$ 1,250	\$ 8,750

Schedule and Deliverables:

Start Date: July 2023
End Date: June 2025
Duration: 24 months

Deliverables: The final deliverable will be a report analyzing trends in emerging transportation technologies and challenges and opportunities related to the RTC's transportation infrastructure planning over the near-, mid-, and long-term horizons.

Sub-Task 301-9270-22 Livable Centers Study - Project Two

Purpose:

The overall goal of the Livable Centers Study is to foster multimodal access and connectivity, a mix of uses, a diversity of housing options, and a sense of place. The study's conceptual framework and resulting catalyst projects should encourage walkability, connections within and between the nodes of community activity, and built environment strategies that support a strong and diverse economy.

The Livable Centers Study should create a plan for the area that analyzes the safety and quality of the public realm, identifies existing as well as potential future pedestrian generators, and provides design solutions for an enhanced, attractive, connected and safe pedestrian environment. All recommendations should be based on strengthening the area's existing best characteristics while providing real strategies and a road map for implementing improvements over time. Recommendations should include actions for the local jurisdiction to take, including potential changes to zoning and/or city codes and ordinances. Recommended projects and/or strategies should include potential funding mechanisms such as public-private partnerships and investment opportunities. An implementation plan should consider the benefits and consequences of each recommendation and identify proposed implementation timing and funding opportunities.

Previous Work:

- Southern Nevada Strong, Regional Transportation Plan - Access 2040
- Regional Bicycle and Pedestrian Plan,
- RTC Complete Streets Study,
- RTC Complete Streets Design Guidelines for Livable Communities.

Methodology:

- Issue a call for projects to local jurisdictions,
- Select FY19 Livable Centers Study Project Two partner,
- Develop scope and issue RFP for consultant team,
- Select consultant team,
- Anticipated project tasks:
 - Task 1-- project management
 - Task 2 – needs assessment
 - Task 3 – develop conceptual plan
 - Task 4 – designs for proposed recommendations
 - Task 5 – implementation plan for proposed recommendations
 - Task 6 – stakeholder engagement
 - Task 7 – final report

Participating Agencies:

- Regional Transportation Commission of Southern Nevada,
- Local stakeholders to be determined

Budget:

Sub-Task 301-9270-22	State FY 2024	State FY 2025
Total Project Cost	\$ 25,000	\$ 25,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 25,000	\$ 25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 23,750	\$ 23,750
Local Match (5%)	\$ 1,250	\$ 1,250

Schedule and Deliverables:

Start Date: August 2022

End Date: June 2024

Duration: 2 years

Deliverables: The final deliverable is a Livable Centers Study plan document with proposed infrastructure improvements and redevelopment opportunities, as well as documented public support developed through outreach during the planning process.

Staff time on the Livable Centers Study Project Two exceeded initial estimates due to necessary project scoping and stakeholder coordination. A notice to proceed to the selected consultant was issued in August 2022.

Sub-Task 301-9295-24 Regional Bicycle and Pedestrian Plan Update



Purpose:

The Regional Bicycle and Pedestrian Plan provides a framework for improving the bicycle and pedestrian environment throughout the Las Vegas Valley and Boulder City. The actions and investments identified in the plan are envisioned to enhance safety for all roadway users and encourage more people to bike, walk, and roll. The 5-year plan update will include:

- 1) revised bicycle and pedestrian network maps based on the inventory and Regional Walkability Plan,
- 2) identification of cycle track corridors and development of cycle track pilot conceptual plan(s), and 3) an updated, prioritized implementation plan with specific actions, roles, potential resources, and timelines. Additionally, the plan update will expand the study area to include the City of Mesquite.

Previous Work:

- RTC Regional Bicycle and Pedestrian Plan (2017)
- RTC/NDOT Pedestrian Crash Data (ongoing)
- RTC Pedestrian Comfort Study (2019)
- North Las Vegas Citywide Pedestrian & Bicycle Plan (2020)
- Regional Walkability Plan (in progress)

Methodology:

- Scope the plan update in collaboration with a Technical Advisory Committee; determine implementation status, barriers, and obtain input on the planning and community engagement process.
- Revise the plan maps and GIS data to include the City of Mesquite and the following elements for all geographic areas: completed bicycle and pedestrian facilities, facilities planned through new studies (i.e. North Las Vegas Citywide Pedestrian and Bicycle Plan), and locations of cycle tracks and bicycle and/or pedestrian boulevards.
- Analyze crash corridors and intersections based on recent data and prepare a map.
- Update transit corridors maps per the On-Board Mobility Plan and Silver Rider plans. Identify bicycle facility gaps and needs for improved first and last mile access.
- Develop design concepts and solutions to maintenance challenges for cycle tracks.
- Update the prioritized list of bicycle and pedestrian facility projects. Convene meetings with agency staff to explore integration into existing plans, including Capital Improvement Plans.
- Revisit programs and policies, determine implementation status, and revise as needed.

- Prepare and build regional agreement on a 5-year implementation plan that includes priority actions (projects, programs or policies), roles, timelines, planning-level cost estimates, and funding sources.
- Establish key priority indicators (KPIs), roles, and methods for tracking progress. Gather baseline data for KPIs.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (lead)
- Southern Nevada Health District,
- UNLV,
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- Boulder City,
- City of Mesquite

Budget:

Subtask 301-9295-24	State FY 2024	State FY 2025
Total Project Cost	\$ 150,000	\$ 150,000
Professional Service Contract	\$ 125,000	\$ 125,000
RTC Staff Costs	\$ 25,000	\$ 25,000
Funding Sources		
Consolidated Planning Grant (100%)	\$ 150,000	\$ 150,000
Local Match (0%)	\$ 0	\$ 0

On January 5, 2023, the FHWA [approved a waiver](#) for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law. This planning subtask would be considered a Complete Streets planning activity and thus eligible for the local match waiver.

Schedule:

This study will begin following the completion of the Regional Bicycle and Sidewalk Inventory.

Start Date: July 2023

End Date: June 2025

Duration: 24 months

Sub-Task 301-9300-22 “Perfect Storm” Special Events Management Study

Purpose:

- Develop a traffic management plan for the Resort Corridor (RC) to service the range of demand from scenarios of every mode of travel to mitigate predicted impacts to the transportation system and ensure safety and security.
- Refer to other Counties/cities who have previously hosted national special events - refer to FHWA guidance;
- Identify and engage stakeholders;
- Align recommendations from stakeholders and develop master list of special events and public works projects along major roadways inside the Resort Corridor;
- Analyze overlap of special events and construction to develop forecast event-generated traffic and parking demand and EMS routes; including an increasing range of traffic demand and threshold traffic scenarios, up to and including a fully saturated special event weekend where every major venue has an event and are overlapping (Perfect Storm Special Event Scenario) to include an assessment of resort corridor employee commuter demand movements. Analysis of system capacity and operating needs.

Previous Work:

- RTC Transportation Investment Business Plan;
- FHWA National Special Security Events: Transportation Planning for Special Events.
- Nevada Traffic Incident Management Coalition;
- Southern Nevada Traffic Management Center - Waycare Platform case study.

Task Elements:

Engaging all necessary stakeholders and identifying SME participants; Collecting stakeholder data master list of special events in a year (including NFL events); collecting county and utility CIP project schedules; traffic and parking demand analysis and forecast modeling; assessment and recommendations.

Expected Products:

Report identifying the Traffic Management Plan that includes:

- Group movement for shared ride into/out of RC. Optimal location and utilization of park and ride lots; possible dedicated lane use for high occupancy vehicles and contra flow lanes;
- Recommendations for advanced ITS deployment;
- Actual deployment of artificial intelligence /Internet of Things (IoT) methods during past planned special events to capture, process and predict future behaviors.
- Listing and interactive map with layers of special events, projects, by date range to illustrate demand on the transportation system and RC properties for parking.
- Conclusions and Recommendations.

Proposing Agency:

Clark County Department of Public Works

Participating Agencies:

- Las Vegas Convention and Visitor Authority;
- Nevada Department of Transportation;
- City of Las Vegas,
- Las Vegas Metropolitan Police Department;
- Nevada Highway Patrol;
- State Taxicab Authority;
- Las Vegas Stadium Authority;
- Resort Corridor Major Properties;
- Fremont Street Experience.

Budget:

Sub-Task 301-9300-22	State FY 2024	State FY 2025
Total Project Cost	\$ 178,750	\$ 0
Professional Services Contract	\$ 175,000	\$ 0
Staff Time	\$ 3,750	\$ 0
Funding Sources		
Carryover from FY 2023	\$ 178,500	\$ 0
Consolidated Planning Grant (95%)	\$ 0	\$ 0
Local Match (5%)	\$ 0	\$ 0

Schedule:

Start Date: May 2022
End Date: June 2024
Duration: 24 months

Sub-Task 301-9310-24 (Grant Funded)
Nellis Air Force Base Transportation Study

Purpose:

The northeast region of the Las Vegas Valley is poised for the potential of increased large vehicle traffic with the planned land uses of the area allowing warehouse and industrial park projects in the City of North Las Vegas. These changes are causing a cumulative impact on the existing transportation network. Combined with current and future growth in the Speedway industrial area and auto auction properties, this has resulted in existing and forecasted increases in traffic congestion around the Nellis Air Force Base.

This study will evaluate the existing transportation network and program future transportation projects and services. It will also examine travel demand management approaches as warranted. Current conditions of the transportation network around Nellis Air Force base will be evaluated. Models will be constructed showing what the network looks like when the planned developments are completed.

Nellis Air Force Base Transportation Study will have professional consultant contract costs covered by a combination of US Department of Defense grants which is anticipated to be in the amount of \$720,000 with a non-PL local match of \$80,000.

There will not be any consolidated planning grant (CPG) funds expended on the professional services contract.

MPO staff time costs for this study will be paid out of subtask 101-9215 - Discretionary Grant Administration.

Sub-Task 301-9320-24 (Grant Funded)
Reimagine Boulder Highway Transit Oriented Development Plan

Purpose:

The City of Henderson was awarded funding for a new fixed guideway bus rapid transit (BRT) project along the Boulder Highway Corridor, a 15.1-mile long arterial, connecting Henderson and Las Vegas in the eastside of the metro area. Henderson’s portion of the corridor extends 7.5 miles from Tulip Falls Drive (north) to Wagonwheel Drive (south). Henderson is partnering with the RTC of Southern Nevada to construct the BRT project.

This planning study will identify opportunities for transit-oriented development (TOD) throughout the 7.5-mile segment of the corridor within the Henderson city limits in anticipation of the BRT service. The study will also recommend station-area design concepts that will spur equitable redevelopment, enhance transit ridership, and improve accessibility to jobs and critical services.

A US Department of Transportation grant will be used to fund the Professional Services Contract costs for \$700,000.

There will not be any consolidated planning grant (CPG) funds expended on the professional services contract.

MPO staff time for this plan will be paid out of subtask 101-9215 – Discretionary Grants Administration.

Sub-Task 301-9330-24 Transit Oriented Development and Mobility Hub Study

Purpose:

The Southern Nevada Transit Oriented Development and Mobility Hub Study will be a component of implementing the On-Board Transit Plan. The objective is to create financing, design and housing, employment standards for up to four Transit Oriented Development (TOD) priority site locations along the approved high-capacity transit (HCT) corridors. The RTC will work with each jurisdiction in planning and designing one of their priority transit-oriented developments on an identified/approved HCT corridor.

The study will also look at the feasibility of establishing mobility hubs within our region. Mobility hubs are places in a community that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle. They are built around frequent and high-capacity transit, mobility hubs offer a safe, comfortable, convenient and accessible space to seamlessly transfer from one type of transportation to another

Previous Work:

- Southern Nevada Strong (SNS) Regional Plan,
- On Board Transit Plan,
- RTC Regional Transit Plan,
- RTC-Boulder Highway Multimodal Transportation Investment Study,
- LVGEA - CEDS, Henderson Strong, City of Las Vegas Mobility Master Plan,
- Maryland Parkway Environmental Assessment

Methodology:

- Establish and manage a TOD Stakeholder group, composed of jurisdiction staff from RTC and local member agencies. The Stakeholders will meet regularly to provide input and discuss technical work products.
- Each jurisdiction will have “TOD staff workshop” to refine and scenario plan the jurisdiction’s TOD site location.

For siting analysis of mobility hubs, steps could include:

1. Identification of the baseline networks
2. Classification of the Baseline Network by Hub Type
3. Prioritizing hubs by objective – e.g. coordinated transit, climate change, equitable mobility

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (RTC),
- City of Las Vegas
- City of Henderson
- City of North Las Vegas
- Boulder City

Budget:

Sub-Task 301-9330-24	State FY 2024	State FY 2025
Total Project Cost	\$160,000	\$160,000
Professional Services Contract	\$150,000	\$150,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 10,000	\$ 10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$152,000	\$152,000
Local Match (5%)	\$ 8,000	\$ 8,000

Schedule and Deliverables:

Starting Date: July 2023
Ending Date: June 2025
Duration: 24 months

Final deliverable will consist of a final report that will be presented to the Planning Commission, City Council of each city and also to the Clark County Commission.

Sub-Task 301-9340-24
Reconnecting Communities Regional Scan

Purpose:

Provide a broad perspective on the region’s major transportation facilities (railroad, highways, and arterials) and how they support or hinder all forms of mobility in and around the region, particularly in communities that experience disproportionate impacts due to past transportation planning decisions (i.e. transportation disadvantaged communities).

Previous Work:

- Regional Pedestrian and Bicycle Plan
- Regional Walkability Plan
- Southern Nevada Health Study
- Public Participation Plan
- Southern Nevada Transportation Impacts on Health Study

Methodology:

The study will:

- 1) identify past and present harms caused by transportation infrastructure in the region, including displacement, community divisions, increased pollution, and barriers to economic opportunity,
- 2) engage the community to redress inequities and better understand the current transportation challenges they face, and
- 3) establish baseline, existing condition data for how travelers behave in select transportation disadvantaged communities that are identified during the study.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Clark County

Budget:

Sub-Task 301-9340-24	State FY 2024	State FY 2025
Total Project Cost	\$ 195,000	\$ 25,000
Professional Services Contract	\$ 170,000	\$ 0
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 25,000	\$ 25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 185,250	\$ 23,750
Local Match (5%)	\$ 9,750	\$ 1,250

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months

Deliverables include:

- Historic context development and identification of past planning harms
- Community outreach plan and summary report detailing engagement efforts and findings
- Baseline data for four (4) transportation disadvantaged communities, identified during the survey, which describe mobility experiences and needs within each community
- Recommendations for future capital projects that can improve mobility and connectivity within the studied communities
- Final report that comprehensively communicates the study's findings and recommendations

Sub-Task 301-9350-24 Regional Electric Vehicle Charging and Fueling Infrastructure Plan

Purpose:

The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), makes the most transformative investment in EV charging that will put us on a path to a nationwide network of electric vehicle (EV) chargers that ensures a convenient, affordable, reliable, and equitable charging experience for all users. BIL includes provisions to increase investment in electric vehicle supply equipment (EVSE) and alternative fuel infrastructure.

In response to climate change and increases in greenhouse gas (GHG) emissions, Clark County with partner agencies developed Clark County Regional Transportation Electrification Strategy (TE Strategy). TE Strategy adopted goals to protect public health, improve air quality, and reduce (GHG) pollution. TE strategy finds that Clark County has seen its highest number of EV sales over the last year. This means the immediate acceleration of EV charging infrastructure is needed to support this demand. To deploy EV infrastructure in Southern Nevada a study is needed to understand regional transportation growth pattern and community needs. Regional Transportation Commission of Southern Nevada (RTC) will be taking the lead in developing a plan for the EV charging and fueling infrastructure locations.

Previous Work:

- Nevada State Alternative Fueling Infrastructure Plan – Nevada received \$38 million federal funds for implementation of the plan
- NV Energy Economic Recovery Transportation Electrification Plan (ongoing) – NV Energy will spend \$100 million for the plan implementation
- All-in Clark County Community Sustainability & Climate Action Plan
- All-In Clark County - Regional Transportation Electrification Strategy (TE Strategy)

Methodology:

The study will:

- 1) Review the infrastructure law and requirements for electric vehicle infrastructure planning and development
- 2) Engage the regional stakeholders for any coordination and or collaboration in developing electric vehicle infrastructure plan,
- 3) Review the Clark County TE Strategy, NV Energy, and Nevada Fueling Infrastructure Plans in the context of regional transportation growth trends in Southern Nevada and establish short-, medium-, and long-term regional need to meet infrastructure law goal of 500,000 electric vehicle charging stations by 2030 in US.
- 4) Identify electric vehicle charging and fueling infrastructure locations to accommodate Justice40 initiatives.
- 5) Identify new and emerging technologies and data sources for electric vehicle charging stations, for example, smart intersections,
- 6) Estimate costs, prioritize and develop implementation plan for the Clark County TE Strategy findings and advance charging and fueling infrastructure projects, and
- 7) Identify funds and projects to apply for the grants made available under the infrastructure law.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Clark County
- NV Energy
- Nevada Department of Transportation
-

Budget:

Sub-Task 301-9350-24	State FY 2024	State FY 2025
Total Project Cost	\$ 15,000	\$ 280,000
Professional Services Contract	\$ 0	\$ 265,000
Professional Services Contract Carryover	\$ 0	\$ 0
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 14,250	\$ 266,000
Local Match (5%)	\$ 750	\$ 14,000

Schedule and Deliverables:

Deliverables include:

- Final report that comprehensively communicates the study’s findings and recommendations

Starting Date: July 2024

Ending Date: July 2025

Duration: 12 months

Sub-Task 301-9360-24 (Grant Funded Project) **Safe Streets for All Southern Nevada Action Plan**

Purpose:

As part of the Bipartisan Infrastructure Law, the RTC will be received Safe Streets for All funding. This funding will be used to plan better roadway infrastructure to make roads safer for pedestrians and people riding bikes throughout Southern Nevada.

RTC will develop a community-driven action plan that leverages new data sources to prioritize equitable mobility projects that utilize cost-effective, impactful strategies to significantly reduce the unacceptable 128 traffic deaths that occurred in Clark County last year. The plan will directly address a safety crisis, particularly in underserved and historically disadvantaged areas that resulted in 43 bicycle and pedestrian deaths in just the last year. A new project scoring and prioritization system will utilize benefit-cost ratios, with a focus on reducing high vehicle speeds that lead to traffic violence. The plan will prioritize projects and programs for immediate implementation.

Plan development will continue RTC's commitment and history of incorporating broad, inclusive community engagement. Public outreach will ensure equitable participation from historically underserved communities. Stakeholders are fully committed to plan development and will be active partners, as the RTC has built support from jurisdictions and agencies across Southern Nevada, including Clark County, Las Vegas, North Las Vegas, Henderson, Mesquite, Boulder City and NDO.

Participating Agencies:

- RTC of Southern Nevada

Project Cost:

- Federal Grant Funds – \$1,684,000
- Local Match Funds – \$ 544,866
- Total Value Funds – \$2,228,866

There will not be any consolidated planning grant (CPG) funds expended on the Professional Services Contract or for MPO staff time for this plan.

Tentative Schedule:

- Starting Date: Oct. 1, 2023
- Ending Date: June 30, 2026

Task 302, Intelligent Transportation Systems Planning

The Regional Transportation Commission, through the Freeway and Arterial System of Transportation (FAST) unit has played a major role in the development of ITS systems in the Southern Nevada region. The MPO has provided support to these activities by funding capital investments in the RTP and TIPs.

Further development of the FAST system is also supported by the inclusion of ITS-related planning activities in the UPWP.

Activities comprise an investigation of how best to update signal timing strategies to respond to changing patterns of traffic.

This activity requires extensive professional support from outside consultancies. The costs of professional services contracts are included under Task 302.

Task 302 includes the RTC Staff Costs associated with the procurement of professional services contracts and their administrative and financial oversight.

Specific Sub-Tasks are:

- 302-2510, Planning for ITS and Operations
- 302-2520, TSMO Business Case Implementation

Task 302, Fiscal Years 2024 and 2025 Budget

The following costs are included under Task 302:

Task 302, State FY 2024-2025 Budget	State FY 2024	State FY 2025	Total:
Total Cost	\$ 335,000	\$ 25,000	\$360,000
Professional Services Contract	\$ 300,000	\$ 0	\$300,000
RTC Staff Costs	\$ 35,000	\$ 25,000	\$ 60,000
The sources of funding for Task 302 are:			
Consolidated Planning Grant (95%)	\$ 318,250	\$ 23,750	\$342,000
Local Funds (5%)	\$ 16,750	\$ 1,250	\$ 18,000

**Sub-Task 302-2510-24
Planning for ITS and Operations**

Purpose:

The Planning for Intelligent Transportation Systems and Operations subtask helps the RTC achieve its vision of advancing regional transformative mobility solutions through equitable, innovative, and sustainable infrastructure development.

Project Scope:

- Attendance of RTC’s Operations Subcommittee and NDOT’s Operations Management Group, FAST’s Data Working Group, and applicable webinars like The Eastern Transportation Coalition’s RITIS User Group in order to stay up to date on industry resources and best practices as well as coordinate within and between agencies.
- Leverage travel demand model, dynamic traffic assignment microsimulation, internally generated data, and big data sources and tools (e.g. RITIS) to evaluate the impacts of implemented and proposed ITS and operation scenarios (e.g. road diet).

Previous Studies:

Northwest Las Vegas Traffic Study, Traffic Signal Communication System Gap Analysis, Integrating Exploratory Modeling and Simulation Modeling into Regional Transportation Planning, Land Use and Transportation Scenario Planning

Methodology:

Longitudinal tracking and microsimulation scenarios can reveal the effectiveness of implemented and proposed strategies respectively. The findings of this project will recommend changes, as necessary and feasible, in the congestion management process and in the performance-based benefits calculator.

Participating Agencies:

RTC of Southern Nevada

Budget:

Sub-Task 302-2510-24	State FY 2024	State FY 2025
Total Project Cost	\$ 25,000	\$ 25,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 25,000	\$ 25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 23,750	\$ 23,750
Local Match (5%)	\$ 1,250	\$ 1,250

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months (ongoing)

Sub-Task 302-2520-24 TSMO Business Case Implementation

Purpose:

The purpose of the Transportation Systems Management and Operations (TSMO) Business Case Implementation project is to implement recommendations from the final report of the recent TSMO Business Case study. These recommendations were approved by the study stakeholders.

The purpose of the TSMO Business Case study was to determine the desirability and benefit to the region for the Regional Transportation Commission of Southern Nevada to pursue a Transportation Systems Management and Operations plan for regional adoption and potential integration into the NDOT TSMO plan.

Methodology:

- Educate RTC and member agency staff on the benefits of TSMO for improving the performance of the freeway and arterial networks across jurisdictional boundaries and service delivery. This incorporates areas of responsibilities such as Emergency Services, Transit Operations, Work Zone Management, Special Event Coordination, Congestion Management, etc
- Host meetings with appropriate stakeholders to advance the project objectives
- Review inventory and catalog existing programs and projects that were documented in the TSMO Business Case study amongst the RTC and local jurisdictions and establish a prioritization list for their construction and completion.
- Estimate the benefits and costs associated with funding the projects that were recommended in the preceding TSMO Business Case study.
- Submit technical memoranda, presentations, and briefings to executive management as necessary to support the project objectives

Previous Studies:

- Transportation Systems Management and Operations (TSMO) Business Case Development Plan (2022-2023)
- Nevada Statewide TSMO Program Plan (2020)
-

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Nevada Department of Transportation
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Unincorporated Clark County

Budget:

Sub-Task 302-2520-24	FY 2024	FY 2025
Total Project Cost	\$ 310,000	\$ 0
Professional Services Contract	\$ 300,000	\$ 0
RTC Staff Costs	\$ 10,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$ 294,500	\$ 0
Local Match (5%)	\$ 15,500	\$ 0

Schedule and Deliverables:

Starting Date: July, 2023

Ending Date: June, 2024

Duration: 12 months

Task 501: Regional Policy Plan Administration

The following work activities will be conducted by the Regional Transportation Commission of Southern Nevada, as the region’s designated Metropolitan Planning Organization, to administer the Southern Nevada Strong Regional Plan.

In completing these activities, the MPO will follow established best practices for conducting a continuous, cooperative, and comprehensive planning process, and – to the maximum extent possible – conform to the metropolitan transportation planning procedures described in 23 CFR 450 (“Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning”).

Task 501 and relevant sub-tasks define the Core Administration functions for the Southern Nevada Strong Regional Plan, which the Regional Transportation Commission (RTC) agreed to assume upon adoption of the Plan in 2015. Administration consists of planning, coordinating, and either managing or encouraging the implementation of the Regional Plan. Because implementation of the Regional Plan – or conforming to it – is voluntary, administering the plan without authority to implement most (non-transportation) parts requires focusing efforts on supporting local governments and stakeholders as they implement the Regional Plan. The goals of administering the Regional Plan on behalf of the Southern Nevada Regional Planning Coalition are two-fold:

First, perform the regional plan-related tasks identified in Nevada Revised Statutes to help advance the legislative intent of regional planning identified in NRS 277.02521; and

Second, perform the “Building Capacity for Implementation” tasks identified in the SNS Regional Plan Implementation Matrix for the RTC to lead.

Specific Sub-Tasks are:

- 501-1000, Regional Plan Core Administration
- 501-1010, Regional Plan Updates
- 501-1050, Indicator Tracking and Mapping
- 501-1150, Outreach and Communications
- 501-1160, Annual Southern Nevada Strong Implementation Report

Task 501, Fiscal Years 2024 and 2025 Budget

The following costs are included in Task 501:

Task 501, State FY 2024-2025 Budget	State FY 2024	State FY 2025	Total:
Total Cost	\$ 120,000	\$ 120,000	\$ 240,000
Professional Services Contract	\$ 0	\$ 0	\$ 0
RTC Staff Costs	\$ 120,000	\$ 120,000	\$ 240,000
The sources of funding for Task 501 are			
Consolidated Planning Grant	\$ 42,000	\$ 42,000	\$ 84,000
Local Match	\$ 78,000	\$ 78,000	\$ 156,000

Sub-Task 501-1000-24 Regional Plan Core Administration

Purpose:

As designated by the SNRPC in accordance with NRS 277.02528(4) to administer the Regional Policy Plan, the RTC MPO team will perform the NRS-identified tasks specifically related to the Regional Plan. These primarily include performing plan conformity review in accordance with NRS 277.02577 but may include other activities necessary to administer the Plan.

Previous Work:

- Regional Planning team has been tasked with administration since 2015

Methodology:

- **Conformity Review:** Develop a framework for collaborative, consistent, and clear conformity review. Conduct conformity review for any plans or plan elements that local partners develop during the year.
- **Plan Review:** Participate in technical committees for local agency comprehensive plans and development code updates and identify opportunities for regional plan implementation. Provide comments on local agency comprehensive plans and other studies as needed.
- **Grants Coordination:** Convene and facilitate meetings of local, regional, and state partners to improve the coordination of IIJA grants and develop long-term funding lists.
- **Facilitation:** Facilitate meetings of implementation leads to improve information sharing, identify accomplishments, and develop strategies to address barriers to implementation.
- **SNS Steering Committee:** Facilitate plan implementation through meetings of the SNS Steering Committee. Design interactive, engaging meetings that include subject matter experts in key focus areas. Track Steering Committee membership list and identify gaps as needed
-

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson,
- Boulder City,
- City of Mesquite,
- Clark County School District,
- Southern Nevada Regional Planning Coalition

Budget:

Sub-Task 501-1000-24	State FY 2024	State FY 2025
Total Project Cost	\$ 35,000	\$ 35,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 35,000	\$ 35,000
Funding Sources		
Consolidated Planning Grant (20%)	\$ 7,000	\$ 7,000
Local Funds (80%)	\$ 28,000	\$ 28,000

Schedule and Deliverables:

This is an ongoing task in the UPWP.

Conformity review memo upon Master/Comprehensive plan adoption

Sub-Task 501-1010-24 Regional Plan Updates

Purpose:

As needed, the RTC MPO will develop and propose to the SNRPC potential updates of the SNS Regional Plan, in accordance with NRS 277.02528.

Previous Work:

- Completed Opportunity Site 5-Year Progress Reports for Boulder Highway, Downtown North Las Vegas, and the Las Vegas Medical District.

Methodology:

- Evaluate need for a plan update through workshop(s) of the SNS Steering Committee that will:
 - Recap the Regional Plan development, implementation successes, and committee history for re-orientation;
 - Revisit priority goals and determine key issues of focus;
 - Evaluate the need for a plan update and/or annual work plan including tasks, roles, and resource needs across all partners;
 - Review the committee structure, membership, roles, and responsibilities and identify any updates needed to support plan update and/or implementation of emerging priorities; and
 - Summarize findings, recommendations, and necessary revisions to committee bylaws in a summary report.
- Evaluate implementation of the SNS Vision Map by comparing priority corridors and land use concepts to plans (e.g. On Board, Access 2040, Henderson Strong, City of Las Vegas Master Plan update, Transform Clark County), developments, and entitlements completed since 2014.
- Evaluate implementation of the Maryland Parkway opportunity site

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County,
- City of Las Vegas
- City of North Las Vegas,
- City of Henderson
- Boulder City,
- City of Mesquite,
- Clark County School District,
- Southern Nevada Regional Planning Coalition

Budget:

Sub-Task 501-1010-24	State FY 2024	State FY 2025
Total Project Cost	\$ 35,000	\$ 35,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 35,000	\$ 35,000
Funding Sources		
Consolidated Planning Grant (50%)	\$ 17,500	\$ 17,500
Local Funds (50%)	\$ 17,500	\$ 17,500

Schedule and Deliverables:

This is a continual activity in the UPWP.

- SNS Plan Update Needs Assessment Summary: July 2023
- SNS Steering Committee Bylaws Revision: October 2024
- Maryland Parkway Opportunity Site Implementation Plan: June 2024
- SNS Vision Map Assessment: June 2024

Sub-Task 501-1050-24 Indicator Tracking and Mapping

Purpose:

As the RTC has done from the start of its SNS Regional Plan administration activities, the MPO team will track key indicators relating to elements of the SNS plan. Tracking includes updating up to 30 regional indicators that provide overarching metrics for progress on the goals within the Regional Plan including educational attainment, housing costs, median income, volunteer rates, and health insurance coverage rates. Indicators have also been translated into narrative analysis on the digital platform “Live Stories” found on the SNS website.

For several years, the MPO team has created multiple mapping resources to assist partners to understand spatial relations of demographics and/or the regional metrics. In FY 2020, the team will begin developing a new dashboard that will develop values to capture the complex, inter-dependent relationship between transportation infrastructure, land use planning, and economic activity.

Previous Work:

- Annual report (2017, 2018)
- Development of Live Stories (2019)
- Project Analysis Tool (2016)
- Equity Map (updated 2019)
- Community Engagement Map (2018)

Methodology:

- Combine SNS and MPO Indicators Dashboards
- Explore the development of a Southern Nevada version of the Economic Value Atlas in collaboration with Brookings.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- Boulder City,
- City of Mesquite
- Clark County School District
- Southern Nevada Regional Planning Coalition
- Southern Nevada Health District
- University of Nevada Las Vegas,
- Las Vegas Global Economic Alliance,
- Brookings DC,

- Nevada Department of Transportation,
- Urban Lands Institute,
- Southern Nevada Water Authority

Budget:

Sub-Task 501-1050-24	State FY 2024	State FY 2025
Total Project Cost	\$ 25,000	\$ 25,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 25,000	\$ 25,000
Funding Sources		
Consolidated Planning Grant (50%)	\$ 12,500	\$ 12,500
Local Funds (50%)	\$ 12,500	\$ 12,500

Schedule and Deliverables:

- This is an ongoing task in the UPWP.

Sub-Task 501-1150-24
Outreach and Communications

Purpose:

The MPO team will perform outreach and communications-related elements in the “Building Capacity for Implementation” portion of the Southern Nevada Strong Regional Plan Implementation Matrix. Specific ongoing activities include production of the SNS blog stories, maintenance of the regional planning contacts list, providing social media content, etc.

Included in this task will also be continued coordination and participation with regional coalitions and work groups related to goals within the regional plan. Stakeholder outreach and coordination allows the MPO Team to identify current issues and regional progress.

Previous Work:

- Quarterly newsletter published 2016, 2017, 2018, 2019, 2020
- Monthly blogs published in 2021, 2022, 2023

Methodology:

- Support partnership with local agencies and key stakeholders to identify progress and issues
- Participation in meetings, workshops, coalitions that carry out work related to the regional plan goals
- Draft, finalize and publish blog stories.
- Amplify and share news related to progress on the regional plan via social media
- Additional communications related activities are performed by the MPO, RTC Government Affairs, Media and Marketing, and Executive Management

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- Boulder City,
- City of Mesquite

Budget:

Sub-Task 501-1150-24	State FY 2024	State FY 2025
Total Project Cost	\$ 15,000	\$ 15,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 15,000	\$ 15,000
Funding Sources		
Consolidated Planning Grant (20%)	\$ 3,000	\$ 3,000
Local Funds (80%)	\$ 12,000	\$ 12,000

Schedule and Deliverables:

- This is an ongoing task in the UPWP.

Sub-Task 501-1160-24

Annual Southern Nevada Strong Implementation Report

Purpose:

On an annual basis, staff at the RTC, the agency responsible for administration of the Regional Plan, will create a summary of implementation progress to show the annual progress the region makes on each strategy. This report will be released concurrently with the annual update of the indicator dashboard. While the primary stakeholder involved in regional plan coordination tends to be agency staff within the planning department, regional implementation encompasses every department within local government as well as state government, nonprofit organizations, and private business. A full and comprehensive review of strategy progress relies on staff responsiveness and assistance with research.

Previous Work:

- Annual SNS report (2017, 2018, 2019, 2020)
- Annual RTC accomplishments report (2021, 2022)

Methodology:

- Distribution of implementation strategies by “lead responsible agency” for stakeholder review
- MPO staff review of all strategies
- Follow-up inquiries distributed to all partners, connect with additional partners and communications teams
- Continue to inquire of progress
- Draft annual report for review

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- Boulder City,
- City of Mesquite,
- Clark County School District,
- Southern Nevada Regional Planning Coalition
- Southern Nevada Health District,
- University of Nevada Las Vegas,
- Las Vegas Global Economic Alliance
- Nevada Department of Transportation,
- Urban Lands Institute,
- Southern Nevada Water Authority

Budget:

Sub-Task 501-1160-24	State FY 2024	State FY 2025
Total Project Cost	\$ 10,000	\$ 10,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 10,000	\$ 10,000
Funding Sources		
Consolidated Planning Grant (20%)	\$ 2,000	\$ 2,000
Local Funds (80%)	\$ 8,000	\$ 8,000

Schedule and Deliverables:

- Completed annually by December, published in January

Task 601: Regional Planning and Research

Based on stakeholder request and input, the MPO Regional planning staff identified the following projects to support and promote progress of the regional plan.

Following years of staff assistance on tracking and communications, the team will now work to provide technical assistance in research and planning so that individual agencies and local governments can carry out their tasked strategies within the regional plan. To best support the forward movement and progress of these strategies, the MPO team will provide specific research and analysis that can inform implementation.

Progress on all regional plan strategies is voluntary and based on current needs, available resources, and motivation on the part of those responsible for each strategy.

Specific Sub-Tasks are:

- 601-1020, Extreme Heat Adaptation and Shade Analysis
- 601-1060, Regional Open Space and Trails – Federal Lands Access Planning
- 601-1070, Regional Sustainability and Resiliency Planning
- 601-1080, Underutilized Parcels and Transportation Impacts
- 601-1090, Transportation Access to Parks
- 601-1100, 2025 Southern Nevada Strong Regional Policy Plan Update
- 601-1110, Clark County East Side Plan

Task 601, Fiscal Years 2024 & 2025 Budget

The following costs are included in Task 601:

Task 601, State FY 2024-2025 Budget	State FY 2024	State FY 2025	Total:
Total Task Group Cost	\$ 1,295,230	\$ 785,420	\$ 2,080,650
Professional Services Contract (CPG Funded)	\$ 1,050,230	\$ 575,420	\$ 1,625,650
RTC Staff Costs	\$ 245,000	\$ 210,000	\$ 455,000
The sources of funding for Task 601 are:			
Consolidated Planning Grant	\$ 1,215,469	\$ 731,149	\$ 1,946,618
Local Funds	\$ 79,762	\$ 54,271	\$ 134,033

Sub-Task 601-1020-24 Extreme Heat Adaptation and Shade Analysis

Purpose:

Southern Nevada has been identified as one of the fastest warming regions in the country, and recent research has indicated a substantial risk of heat-related deaths from an increasing number and duration of extreme heat events in the region. Increasing temperatures in the region are associated with and contribute to a host of negative impacts – from poorer air quality to added wear and tear on infrastructure. Most importantly, studies have found a clear link between increasing temperatures and increasing heat-related deaths and hospitalizations.

Despite the history of adverse health impacts associated with extreme heat in our region, experts hold that many of these outcomes are preventable. Reducing future adverse outcomes requires developing effective and coordinated responses, as well as improving the awareness of public health officials and the community members about the health risks associated with extreme heat. This is especially critical in areas with populations most vulnerable during extreme heat events.

In response to this challenge, MPO staff prepared the heat vulnerability index and map, which identifies where populations are at high risk to extreme heat. MPO staff will continue to support the region's adaptation to extreme heat through infrastructure and emergency response planning.

Previous Work:

- [Southern Nevada Extreme Heat Vulnerability Analysis Report](#) (2022)
- [Southern Nevada Extreme Heat Vulnerability Analysis Webmap](#) (2022)
- Southern Nevada Urban Heat Island Mapping Project (2022)

Methodology:

- Participate in local, state, regional, and federal technical committees focused on extreme heat adaptation and related projects.
- Support implementation of the NOAA Emergency Response Tabletop Exercise in coordination with regional partners.
- Continue to update the Extreme Heat Vulnerability Index.
- Convene the Southern Nevada Heat Technical Advisory Committee.
- Support local implementation of the Southern Nevada Extreme Heat Vulnerability Report as needed.
- Prepare a tree canopy and shade analysis in coordination with community partners.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Southern Nevada Regional Planning Coalition
- Southern Nevada Health District,
- NV Energy,
- Southern Nevada Water Authority

Budget:

Sub-Task 601-1020-24	State FY 2024	State FY 2025
Total Project Cost	\$ 155,000	\$ 155,000
Professional Services Contract	\$ 125,000	\$ 125,000
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 147,250	\$ 147,250
Local Funds (5%)	\$ 7,750	\$ 7,750

Schedule and Deliverables:

Start: July 2023
End: June 2025
Duration: 2 years

Deliverable: Final tree canopy and shade analysis report.

Sub-Task 601-1060-24 – Regional Open Space and Trails – Federal Lands Access Planning

Purpose:

The Regional Open Space and Trails (ROST) working group coordinates a regional approach to land conservation, with an emphasis on access to open space and trails in the greater metro area of the Las Vegas valley. The working group coordinates implementation of the Regional Open Space Plan (2006) through an interagency team which includes local agencies, state, and federal partners. The working group shares information and resources to continue the development of an interconnected regional trail system and to improve transportation facilities that provide access to local, state, and federal lands. As a member of the ROST working group, the purpose of this task is to continue RTC's participation as a member of ROST working group, to provide resources for regional open space and trails planning, and to implement guidance for federal lands access within the MPO.

Previous Work:

- Regional Open Space Plan (2006)
- Regional Open Space and Trails (ROST) working group (2008-present)
- Southern Nevada Strong Regional Policy Plan (2015)
- NPS Rivers, Trails, and Conservations Assistance for ROST strategic planning (present)

Methodology:

The ROST working group is currently engaged in strategic planning that will shape ROST activities for future years. The strategic planning process is expected to finish in FY 2024, at which point a work plan will be developed for FY 2024 and 2025 funding. Work plan activities will likely include:

- Facilitation of the work group, coordination among local, state, and federal partners,
- Updates to regional trails and open space planning documents,
- Updates to the Regional Transportation Plan,
- Wayfinding coordination, and
- Tracking of project needs for improved access to open space and trails in the region.

Participating Agencies:

- Clark County
- City of Las Vegas
- City of Henderson
- City of North Las Vegas
- Boulder City
- Regional Flood Control District
- Clark County School District
- National Park Service
- U.S. Forest Service
- Bureau of Land Management

- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Southern Nevada Health District
- Nevada Department of Transportation

Budget:

Sub-Task 601-1060-24	State FY 2024	State FY 2025
Total Project Cost	\$ 30,000	\$ 30,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (70%)	\$ 21,000	\$ 21,000
Local Match (30%)	\$ 9,000	\$ 9,000

Schedule and Deliverables:

- Development of FY 2024/2025 work plan to be completed by Dec. 2024
- Work plan to be executed between January 2024-June 2025.
- Work plan deliverables may include facilitation of the work group, coordination among local, state, and federal partners, updates to regional trails and open space planning documents, updates to the Regional Transportation Plan, wayfinding coordination, and the tracking of project needs for improved access to open space and trails in the region.

Sub-Task 601-1070-24 – Regional Sustainability and Resiliency Planning

Purpose:

The Southern Nevada region continues to experience the effects of climate change, including extreme heat and drought. RTC staff will continue to support regional collaboration and implementation of regional and federal policy aimed at mitigating climate change and increasing community resiliency. Additionally, staff will explore a *Southern Nevada Transportation Resiliency Plan* to identify vulnerabilities and projects that “harden” infrastructure to withstand higher temperatures, flooding, and winds.

Previous Work:

- **Southern Nevada Strong Regional Plan** (2015) established a shared vision for a diverse economy, excellent educational opportunities, urban and natural amenities, and integrated transportation networks. Founded in sustainability, SNS identifies goals and strategies to create sustainable communities and combat climate change.
- **Regional Sustainability Planning Tools and Techniques Report** (November 2020) examined approaches and frameworks used by other regions in their climate-related work and catalogued best practices.
- **All-In Sustainability and Climate Action Plan** (2023) identifies actions to advance clean and reliable energy, smart buildings and development, connected and equitable mobility, and a diverse and circular economy.

Methodology:

- Continue to track and support implementation of SNS strategies that mitigate climate change and build community resiliency;
- Support implementation of the All-In Sustainability and Climate Action Plan through participation in the anticipated All-In Clark County Climate Collaborative, Transportation Workgroup, and Clean Cities Coalition Advisory Committee;
- Participate in local, regional and state technical groups focused on sustainability, such as the Nevada Department of Transportation Emissions Reduction Working Group;
- Scope the proposed *Southern Nevada Transportation Resiliency Plan*, which aims to identify: 1) roadways, bridges, culverts, services, and fueling/charging facilities that are vulnerable to the effects of climate change, 2) adaptation measures and projects for critical, high-risk locations, and 3) policy barriers, increased maintenance requirements, monitoring needs, and related strategies to address these challenges.

Participating Agencies:

- Clark County Department of Environmental Services (All-In Clark County Lead)
- Nevada Department of Transportation
- Local and regional agencies

Budget:

Sub-Task 601-1070-24	State FY 2024	State FY 2025
Total Project Cost	\$ 30,000	\$ 30,000
Professional Services Contract	\$ 0	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (70%)	\$ 21,000	\$ 21,000
Local Match (30%)	\$ 9,000	\$ 9,000

Schedule and Deliverables:

- Ongoing participation and technical assistance for local, regional and state working groups focused on sustainability (July 2023 – June 2025)
- Prepare Southern Nevada Transportation Resiliency Plan scope and seek funding (July 2023 – December 2023)

Sub-Task 601-1080-24

Underutilized Parcels and Transportation Impacts

Purpose:

The local jurisdictions interest and ability to promote infill development has critical outcomes for regional transportation. This is because disjointed land use patterns contribute significantly to worsening air quality, as well as increasing VMT and congestion by promoting long trips. As the expected population growth in Southern Nevada threatens to worsen the aforementioned metrics by continuing sprawling patterns, it is imperative that the RTC studies the feasibility of developing underutilized and vacant parcels to accommodate new housing and economic development opportunities as an alternative. The Room for Smart Growth Study will:

- identify vacant and underutilized parcels and their ownership,
- assess the feasibility of their development for housing and employment using existing conditions as a baseline,
- create a publicly accessible online mapping tool describing the parcels,
- develop a VMT, congestion and GHG emissions scenario in which 30% of the population and job growth occurs within the urbanized core as planned by Southern Nevada Strong,
- identify local barriers to infill development including real estate development market and zoning regulation, and
- issue recommendations to overcome barriers based on other existing urban planning and policy research and peer regions.

Previous Work:

- Southern Nevada Strong
- Access 2050
- Transportation Emissions Gap Report (in progress)
- LVGEA 2016 Employment Lands Report
- All-In Clark County GHG Inventory
- CBER Population Forecast
- NAIOP Southern Nevada Industrial Land Analysis

Methodology:

Study will meet its purpose by:

- developing a schema to identify underutilized and vacant lots in coordination with local jurisdictions and LVGEA (i.e. excluding cemeteries from analysis),
- mapping and counting relevant parcels, acreage, and ownership using Clark County Assessor's data,
- assessing their feasibility of development based on prior infill research, which focuses on existing conditions related to transit access as well as housing and employment densities,
- predicting travel behavior with existing RTP model,
- interviewing planners and economic development professionals in local municipalities, developers, and parcel owners to understand opportunities and constraints, and
- researching academic and policy literature regarding best practices to promote infill development.

Participating Agencies:

- RTC of Southern Nevada (RTC)
- Las Vegas Global Economic Alliance (LVGEA)
- Urban Land Institute Nevada (ULI)
- CBER at UNLV
- Clark County
- City of Las Vegas
- City of Henderson
- City of North Las Vegas
- City of Mesquite

Budget:

Sub-Task 601-1080-24	State FY 2024	State FY 2025
Total Project Cost	\$104,610	\$ 30,000
Professional Services Contract	\$ 74,610	\$ 0
RTC Staff Costs	\$ 30,000	\$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$ 99,380	\$ 28,500
Local Match (5%)	\$ 5,230	\$ 1,500

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months

- Engage partner agencies and co-develop underutilized parcel identification schema.
- Conduct interviews with planners, economic development professionals, developers, and parcel owners.
- Count and map number of underutilized parcels and acreage based on Assessor Data and maximum parking standards from peer communities.
- Categorize underutilized parcels by size and housing and employment development feasibility. Focus on mapped feasible parcels.
- Develop VMT, congestion and GHG scenario where 30% of population growth occurs in lands with feasible development opportunities using current RTP model
- Prepare study first draft and distribute for review.
- Release study and interactive mapping tool to the public
- Co-develop two-year tool maintenance guidelines and recommendations and identify partner agency responsible for updating the tool.

Sub-Task 601-1090-24 Transportation Access to Parks

Background:

RTC's MPO received discretionary grant funding from the Nevada Department of Outdoor Recreation (NDOR) to fund a Transportation Access to Parks study through NDOR's Nevada Outdoor Recreation Infrastructure (NORI) grant program. Funding for the NORI program was distributed to NDOR through the American Rescue Plan Act (ARPA) in the form of a State Tourism Block Grant. RTC's MPO was awarded \$75,000, with a required match of \$30,000, which includes both hard costs and staff time for the project. As a requirement of the grant, matching funds must come from non-federal sources.

The RTC has identified appropriate funding sources for fulfilling the match requirements of this grant and *will not* be using any Consolidated Planning Grant (CPG) funds for this study. However, to effectively and efficiently report staff time associated with this project, the Transportation Access to Parks study is included as an unfunded study within the Unified Planning Work Program FY 24 and FY 25.

Purpose:

The purpose of the Transportation Access to Parks study is to identify areas in need of improved transportation to "parks" using an equity lens. For the purposes of this study, parks are generally defined as any publicly accessible outdoor recreational opportunity, including parks, open space, trails, and other natural resources and outdoor recreational assets. Through a GIS-based spatial analysis, the study will identify inequities in access to parks across the region, informing future investments for new facilities, active transportation infrastructure, transit services, and education and programming to create an equitable outdoor recreation network in Southern Nevada.

Methodology:

Using an equity lens, the study will utilize spatial analysis to map gaps in resident access to parks, focusing on what types of recreational assets (passive and/or active) are reasonably accessible by walking, biking, or public transit for Southern Nevadans. The purpose of the spatial analysis is to layer parks, transit service, and demographic information to identify patterns in transportation access to parks, identifying priority areas of inequitable park access for future potential investments and services. Transit rider surveys led by RTC staff will inform the data analysis and provide information around how parks and recreational facilities are (or are not) accessed in the region.

Previous Work:

- Southern Nevada Strong Regional Policy Plan (2015)
- Southern Nevada Preliminary Parks and Open Space Analysis (2017)

Expected outcomes:

The analysis will result in the identification of communities that are not within walking or biking distance to a park or are without convenient public transit access to outdoor recreation. The results of this analysis will inform current and future planning and programming efforts to improve access to parks and outdoor recreation opportunities for communities that have the highest need.

Project deliverables will include an inventory of outdoor recreational assets available at parks and open spaces in and around Southern Nevada, an interactive spatial analysis identifying park access at the neighborhood (census tract) level, and preliminary strategies and recommendations for improving park access in identified areas with park inequity. The deliverables will also include a scope for Phase II, which will be funded through a future Unified Planning Work Program study.

Participating Agencies:

- **RTC of Southern Nevada**

Budget:

Sub-Task 601-1090-24	State FY 2024	State FY 2025
Total Project Cost	\$105,000	\$ 0
Professional Services Contract	\$ 75,000	\$ 0
RTC Staff Costs	\$ 20,000	\$ 0
RTC Hard Costs	\$ 10,000	\$ 0
Consolidated Planning Grant	\$ 0	\$ 0
External Grant	\$ 75,000	\$ 0
Non-Federal Source Local Match	\$ 30,000	\$ 0

Schedule and Deliverables:

Starting Date: July 2023

Ending Date: June 2025

Duration: 24 months

Sub-Task 601-1100-24 2025 Southern Nevada Strong Regional Policy Plan Update

Background:

In order to increase staff capacity and more efficiently complete the range of projects identified in the UPWP, RTC staff has identified an opportunity to combine four standalone studies into one, achieving the goals of each individual project through a consolidated study that will serve as an update to the Southern Nevada Strong (SNS) Regional Policy Plan.

The combined studies include *Land Use and Scenario Planning*, *Livable Centers Project 3*, *Future Housing Inventory and Needs Analysis*, and *Underutilized Parcels and Transportation Impacts*. (Note that the *Underutilized Parcels and Transportation Impacts* study will remain as a standalone study with a reduced budget. The remaining balance of unused funds from this study will be consolidated into the new, combined study.)

The SNS Regional Policy Plan was adopted regionwide in early 2015 and provides an integrated framework that guides community development through strategies that include improving access to transit, co-locating jobs and housing, increasing transportation choice, and integrating land use and transportation planning to reduce VMT and transportation emissions. SNS stakeholders recently identified a need to update the SNS Regional Policy Plan amidst community concerns of rising housing and transportation costs, extreme heat, and worsening air quality. After identifying goals of this plan update, RTC MPO staff realized that many projects in the UPWP FY 24 and FY25 share similar goals. It was decided to consolidate the aforementioned studies into a combined 2025 Southern Nevada Strong Plan Update.

Purpose:

The purpose of the 2025 Southern Nevada Strong Regional Policy Plan Update (2025 SNS Plan Update) is to procure consultant services to perform a rigorous and inclusive planning process that can guide urban development over the next 25 years, incorporating the interactions between land use, transportation, the economy, and the environment. The results of the planning process will identify an agreed upon community vision that accommodates forecasted population growth and climate resiliency goals and maximizes equity and quality of life for all Southern Nevadans.

The 2025 SNS Plan Update will accomplish the following goals:

1. Re-engage and educate the community at large in regional planning processes and decision making.
2. Highlight outcomes and trade-offs of various infrastructure and development decisions to improve data-based decision-making in the region.
3. Establish a foundation to integrate land use and transportation planning in RTC and local agency plans and processes, such as the Regional Transportation Plan and local comprehensive plans and master plans.

Previous Work:

- Southern Nevada Strong Regional Policy Plan
- Rapid Policy Analysis Tool
- Envision Tomorrow (software practice and basic training)
- RTC's Livable Centers program (ongoing support for Livable Centers studies)
- Regional Housing Analysis: Diversifying Housing Type (2021)
- Regional Housing Analysis: Jobs-Housing Balance (2021)
- Regional Housing Analysis: Housing Affordability (2021)
- Access 2050 (RTP – update in progress)
- Transportation Emissions Gap Report (in progress)
- LVGEA 2016 Employment Lands Report
- All-In Clark County GHG Inventory
- CBER Population Forecast
- NAIOP Southern Nevada Industrial Land Analysis
- Underutilized Parcels and Transportation Impacts (in progress)

Methodology:

These planning goals will be accomplished through the following exercises:

- A. Understand the hyperlocal scale of our built environment by mapping and analyzing existing activity centers in the Southern Nevada region.
- B. Assess current and future housing needs and preferences for the region.
- C. Perform a robust scenario planning process to improve coordinated and integrated land use and transportation planning and decision making in the region.
- D. Establish one or more preferred development scenarios through a scenario planning process that can guide planning decisions in the region for the next 25 years.
- E. Develop a regional housing strategy and strategic action plan that will guide coordinated, short-term (5-year) actions to jump start implementation of the 2025 SNS Plan Update.
- F. Establish baseline data and performance measures to track implementation of the 2025 SNS Plan Update over time.
- G. Develop a process for integrating and maintaining the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and the SNS Regional Policy Plan.
- H. Facilitate adoption by RTC member entities and the RTC Board of Commissioners.

Participating Agencies:

- RTC of Southern Nevada (RTC)
- City of North Las Vegas
- City of Las Vegas
- City of Henderson
- City of Boulder City
- City of Mesquite

Budget:

Sub-Task 601-1100-24	State FY 2024	State FY 2025
Total Project Cost	\$540,420	\$540,420
Professional Services Contract	\$450,420	\$450,420
RTC Staff Costs	\$ 90,000	\$ 90,000
Funding Sources		
Consolidated Planning Grant (95%)	\$513,399	\$513,399
Local Match (5%)	\$ 27,021	\$ 27,021

Schedule and Deliverables:

Starting Date: May 2024

Ending Date: June 2026

Duration: 24 months

- Conduct Regional Land Use Working Group meetings and meet with representatives from local entities and stakeholders to gather input for scenario assumptions.
- Continuous coordination with local agencies and stakeholders to develop land use scenarios and provide scenario input files.
- Assess scenario impacts on land use and transportation and the integrated relationships.
- Assess scenarios that evaluate the effects of infill development on environmental outcomes and jobs-housing balance.
- Identify local barriers to infill development including real estate development market and zoning regulations.
- Present scenario planning results and findings to local entities to demonstrate the relationships between land use and transportation.
- Identify growth geographies that can be used to guide where future growth in housing and jobs would be prioritized under RTP plan strategies over the next 30 years and update the Southern Nevada Strong vision map to reflect this jobs-housing balance strategy.
- Develop an action-based plan that leads to walkable, mixed-use places with increased travel choices, improved environmental quality, and equitable economic development and housing choices.
- Facilitate and support integration of scenario planning findings into local agency and regional planning efforts.
- Develop guidance for review and coordination of regionally significant developments that have region-wide impacts to VMT, pollution, transit service, etc.

601-1110-24 Clark County East Side Plan

Purpose:

The Southern Nevada Strong Regional Plan (SNS) identifies a goal to develop “complete communities,” where jobs, housing, transportation options, and community amenities are located within a reasonable proximity of one another, meaning that everyone has access to housing, economic opportunity, and healthy resources, regardless of income or transportation choice.

The established “Eastside” neighborhood, which is in both Clark County and the City of Las Vegas jurisdictions, includes opportunities to integrate transportation and land use for the development of complete communities. With a history of disinvestment from both public and private sectors, many neighborhoods within the Eastside lack access to active transportation infrastructure, grocery stores and healthy foods, parks, and healthcare facilities. While rich in history and culture, the Eastside has not experienced recent reinvestment and many commercial areas are underutilized. Additionally, Eastside residents who participated in recent listening sessions led by the Nevada Environmental Justice Coalition and Southern Nevada Strong shared concerns related to transportation challenges, increasing heat, lack of affordable housing, and decreasing air quality.

Building on recent plans for portions of the Eastside in the City of Las Vegas, the Clark County Eastside Study aims to develop neighborhood-scale action plan(s) that further the following Transform Clark County Master Plan goals²:

- Encourage reinvestment in established areas;
- Expand access to neighborhood serving uses and amenities;
- Protect the natural environment and systems;
- Enhance multi-modal connections; and
- Protect and enhance the neighborhood employment base.

Methodology:

- Task 1: Continue to scope the Clark County Eastside Study and define potential planning phases or pilot neighborhood for expedited implementation.
- Task 2: Complete existing conditions analysis with an emphasis on developing engaging visuals.
- Task 3: Develop a culturally appropriate, bilingual community engagement plan.
- Task 4: Identify challenges and opportunities through community and stakeholder outreach.
- Task 5: Identify strategies to address challenges and build on existing opportunities.
- Task 6: Develop an action plan, including a transportation project list; define roles, potential funding sources, and timelines.
- Task 7: Facilitate approvals by the Clark County Board of Commissioners.

Previous Work:

- Southern Nevada Strong Regional Policy Plan (2015)
- Southern Nevada Regional Bicycle and Pedestrian Plan (2017)
- [Transform Clark County Master Plan](#) – Sunrise Manor Planning Area (2021)
- Southern Nevada Extreme Heat Vulnerability Report and Map (2022)
- Southern Nevada Transportation Impacts on Health Study Community Health Score (2022)
- Southern Nevada Regional Walkability Plan (2022)
- [East Las Vegas Neighborhood Revitalization Strategy Area](#) (2023)
- [East Las Vegas Special Area Plan](#) (2023)

Participating Agencies:

Key agency stakeholders include:

- Clark County (multiple departments including Planning, Public Works, Parks and Recreation, Housing, Social Services, Redevelopment, Environment and Sustainability, UMC Hospital)
- Regional Transportation Commission of Southern Nevada (multiple departments including Transit Planning, Transit Amenities, Specialized Services)
- Clark County School District
- City of Las Vegas
- Bureau of Land Management
- State of Nevada Department of Transportation
- State of Nevada Department of Employment, Training and Rehabilitation

Additional participating agencies and community stakeholders will be identified through the development of the community engagement plan.

Budget:

Sub-Task 601-1110-24	State FY 2024	State FY 2025
Total Project Cost	\$435,000	\$ 0
Professional Services Contract	\$400,000	\$ 0
RTC Staff Costs	\$ 35,000	\$ 0
Funding Sources		
Consolidated Planning Grant (95%)	\$413,250	\$ 0
Local Match (5%)	\$ 21,750	\$ 0

Schedule and Deliverables:

- June 2024-July 2024: Scope development and phase identification
- August 2024-December 2024: Procurement process, staff-led planning for initial phase(s)
- January 2025-December 2025: Plan development through community engagement

Discretionary Planning Grant Program Funded Projects–

The RTC receives approximately \$4 million annually in its role as the Metropolitan Planning Agency to coordinate transportation planning. These funds are utilized to develop the long-rang Regional Transportation Plan (RTP), prioritize federal transportation funding for high-priority projects, engage with the public and stakeholders, coordinate with government agencies, and analyze transportation-related data to improve mobility and infrastructure within Southern Nevada.

With these federal funds, there are 3 priorities the MPO seeks to achieve:

1. First and foremost. We need to meet baseline federal requirements by completing required plans like the RTP, TIP, UPWP, PPP, and the Coordinated Plan.
2. Second, we seek to advance regional planning priorities. We do this through coordination with local entities to build off existing plans and fill any needed gaps. This includes efforts to develop Greenhouse Gas mitigation strategies, safety plans, and the RTC's role as core administrator of the Southern Nevada Strong Regional Plan.
3. And finally, we seek to directly fund local agency planning initiatives that implement a shared regional vision. These are local agency sponsored plans that the RTC funds with federal dollars, and we work with your local agency staff to complete them.

With passage of the Infrastructure Investment and Jobs Act, much of the increased funding was made available through existing and new discretionary grant programs. In order to leverage these funding opportunities to meet regional needs, and to increase available resources, the RTC proactively applied for several grant opportunities throughout calendar year 2023. This resulted in 11 successful grant applications totaling approximately \$19 million. These funds will assist Southern Nevada in achieving goals outlined in the RTP by providing additional funding to support crucial transportation projects and initiatives, ultimately enhancing mobility, accessibility, and economic development.

Program Description:

Charleston Blvd Alternatives Analysis

Awarded a USDOT RAISE discretionary grant to plan for future high-capacity transit (HCT) along Charleston Blvd in 2023. The approximately \$10 million in project funding will be dedicated to completing the planning, preliminary engineering, and environmental clearance phases for a HCT line along 16.9 miles of Charleston Blvd. The Alternatives Analysis will begin in mid-2024, and will plan for dedicated transit travel lanes, enhanced pedestrian and bike amenities and facilities, enhanced transit station areas, real-time bus arrival information, streetscape improvements, and safety/traffic management technology. Project partners include NDOT, Clark County, and City of Las Vegas. Planning grant for Charleston Boulevard to fund the Alternatives Analysis, NEPA, and PE phases for future LRT or BRT.

Why is it important?

Enhance transit service and safety along Charleston Blvd, while expanding economic development opportunities. Implements the On-Board Mobility Plan.

Project Description:
Areas of Persistent Poverty Program

Equitable Access to Mobility Action Plan

Awarded FTA Areas of Persistent Poverty (AoPP) discretionary grant in July 2023. The grant will be used to develop the Equitable Access to Mobility Action Plan, which will identify priority locations for mobility hubs, complete streets, and transit amenities, as well as prioritize overall infrastructure investments within the study area to enhance safety, access, and mobility. The study area is focused around downtown Las Vegas and downtown North Las Vegas. The plan will kick-off in 2024 and will include equity workshops with key stakeholders and community members, as well as a community-led equity plan.

Plan for the development of sustainable, equitable transit and mobility infrastructure in a 31-square-mile area that encompasses downtown Las Vegas, the Historic Westside, East Las Vegas, and North Las Vegas. The RTC identifies and prioritizes mobility infrastructure improvements in a part of the valley that is traditionally underserved.

Why is it important?

Increase safety, comfort, and job accessibility in a high equity-need area.

Project Description:

Reimagine Boulder Highway – Regional Infrastructure Accelerator

Approve an Interlocal Agreement with NDOT to initiate the NEPA and Preliminary Engineering phases of the Reimagine Boulder Highway project in Clark County and the City of Las Vegas. A successful application for federal funding through the Build America Bureau’s Regional Infrastructure Accelerators program was successful, with NDOT committed to funding the remainder of the project cost. Efforts are being coordinated with NDOT, Clark County, and City of Las Vegas. Planning grant for Boulder Highway to fund NEPA and PE for future center-running BRT.

Why is it important?

Increase safety and promote transit ridership by ensuring seamless implementation of the Reimagine Boulder Highway corridor currently under construction by the City of Henderson.

Project Description:

Southern Nevada Safe Streets for All Action Plan

Begin work on a \$1.6 million FHWA Safe Streets for All grant to develop a regional action plan. The project will include the development of a community-driven action plan that leverages new data sources to prioritize equitable mobility projects that increase safety for vulnerable roadway users. The project team is emphasizing the need to utilize cost-effective, impactful strategies to significantly reduce the annual 128 traffic deaths by identifying and solving the most significant safety factors, including speed, roadway design and lighting. The plan will prioritize projects, policies, and programs for immediate implementation.

Develop a community-driven action plan that leverages new data sources to prioritize equitable mobility projects that utilize cost-effective, impactful strategies to significantly reduce the unacceptable traffic deaths that occurred in Clark County.

Why is it important?

The plan will directly address a safety crisis, particularly in underserved and historically disadvantaged areas that resulted in 43 bicycle and pedestrian deaths last year.

Project Description:

Boulder Highway TOD Plan

In partnership with the City of Henderson, align land use plans with the Reimagine Boulder Highway project, which will construct center-running bus rapid transit (BRT), to plan for transit-oriented development. Funded by a discretionary FTA TOD Planning grant in 2023, the project is in active procurement, with a project kick-off is anticipated for January 2024. Project will conduct a market readiness analysis to understand which station areas are most ripe for redevelopment and develop specific station area plans to be incorporated by the City of Henderson in future master plan and zoning updates.

Planning grant to fund the station-area TOD planning to complement the Re-Imagine Boulder Highway project in the City of Henderson.

Why is it important?

Well-designed TOD station areas reduce the need for personal automobile use, resulting in decreased transportation costs for residents that live within the station area.

Project Description:

Bike Share Expansion

Plan for future expansion in partnership with the City of Las Vegas via Community Project Funding (Earmark) in Rep. Titus' district and that will include 37 E-bikes and 24 docks.

Why is it important?

Bike Share expansion will increase system ridership and decrease VMT and GHG emissions.

Project Description:

Department of Defense - Office of Local Defense Community Cooperation

Nellis Air Force Base Transportation Study

Complete development of a Department of Defense-funded transportation study to ensure accessibility to Nellis AFB by enhancing multimodal access, improving freight mobility, and congestion management. Project kicked off in 2023, and initial community engagement is underway. The study will recommend transportation projects, services, programs, and policy strategies to address expected growth at Nellis AFB and surrounding industrial areas. Project partners include Nellis AFB, NDOT, Clark County, and City of North Las Vegas.

Why is it Important?

Help ensure the forecasted growth at Nellis AFB and industrial properties in North Las Vegas can continue through congestion management and promoting multimodal accessibility.

Project Description:

Access to Parks Plan and Regional Open Space and Trails Workgroup

Through a Nevada Department of Outdoor Recreation grant, study transportation access to parks and open space, focusing especially on multimodal access. This project will be supported through continued collaboration with Get Outdoors Nevada by convening the Regional Open Space and Trails (ROST) Workgroup to address regional trail network gaps, update trail and public lands maps, and educate the public about the region’s outdoor recreation opportunities. ROST will finalize strategic planning, through support from the National Park Service, to update the ROST charter – including the group’s purpose, structure, and actions – and develop a 5-year action plan to guide the group’s work.

Why is it important?

Enhances equitable access to healthy recreational opportunities and develops a regional open space and trails system that links federal, state, and local lands and connects people to the outdoors for improved physical activity and health. Promotes increased use of existing trails and public lands through printed maps and online tools.

Project Description:

Centers for Disease Control - REACH grant (Subaward to RTC)

The bike share expansion and low-come fare subsidy is \$25k.
Food access planning to 3 Double Up Food bucks sites is \$40k.

Project Description:

State of Nevada, Department of Public Safety, Office of Traffic Safety

Bicycle Safety Videos

Develop two PSA safety videos (both in Spanish and English) to educate both motorists and bicyclists using our roadways. The goal of the project is to reduce the number of bicyclist fatalities in Southern Nevada through education and providing creative delivery methods to educate both motorists and bicyclists using our roadways.

Table of Discretionary Grant Funded Projects

Number	Grant Name	Type	RTC Project Name	Grant Award	Local Match	Total
1	USDOT - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Charleston Blvd Alternatives Analysis	\$5,861,631	\$3,907,755	\$9,769,386
2	Federal Transit Administration - Areas of Persistent Poverty	Federal	Equitable Access to Mobility Action Plan	\$630,000	\$70,000	\$700,000
3	Build America Bureau - Regional Infrastructure Accelerator Program	Federal	Reimagine Boulder Highway – Regional Infrastructure Accelerator	\$4,346,000	\$0	\$4,346,000
4	Federal Highway Administration - Safe Streets and Roads for All	Federal	Southern Nevada Safe Streets for All Action Plan	\$1,684,000	\$421,000	\$2,105,000
5	Federal Transit Administration - Transit Oriented Development Planning	Federal	Boulder Highway TOD Plan	\$560,000	\$140,000	\$700,000
6	Community Project Funding - Bike Share Expansion	Federal	Bike Share Expansion	\$142,500	\$7,500	\$150,000
7	Department of Defense - Office of Local Defense Community Cooperation	Federal	Nellis Air Force Base Transportation Study	\$720,000	\$80,000	\$800,000
8	National Park Service - Rivers, Trails and Conservation Assistance (RTCA) program	Federal	Regional Open Space and Trails (ROST) Workgroup Strategic Vision	\$101,979	\$8,719	\$110,698
9	State of Nevada, Nevada Outdoor Recreation Infrastructure - Access to Parks	State	Access to Parks Plan	\$75,000	\$10,000	\$85,000
10	Centers for Disease Control - REACH grant (Subaward to RTC)	Federal	Bike Share Expansion and Food Access Planning	\$65,000	\$0	\$65,000
11	State of Nevada, Department of Public Safety, Office of Traffic Safety	State	Bicycle Safety Videos	\$18,750	\$4,687	\$23,437
Total				\$14,204,860	\$4,649,661	\$18,854,521

Appendix 1 - Southern Nevada Regional Planning Prospectus

The purpose of this Prospectus is to outline the roles and responsibilities of the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission of Southern Nevada (RTCSNV), as required by 23 CFR Section 450.314. The Prospectus was first incorporated into the Unified Planning Work Program (UPWP) in Fiscal Year 2014.

I. General Roles & Responsibilities

RTCSNV will perform the transportation planning process for the Southern Nevada Metropolitan Planning Area (the region) and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The region is defined as the County of Clark in the State of Nevada and includes the incorporated cities of Boulder City, Henderson, Las Vegas, Mesquite, and North Las Vegas as well as unincorporated areas of the County.

The transportation process will, at a minimum, consist of:

- A. Development of an annual Unified Planning Work Program (UPWP) that lists and describes all transportation planning studies and tasks to be completed during the year.
- B. Development and update of a long-range, multimodal metropolitan transportation plan, known as the Regional Transportation Plan (RTP).
- C. Development and maintenance of a short-range regional transportation improvement program (TIP).
- D. Financial planning to ensure plans and programs are fiscally constrained within anticipated funding levels.
- E. Development of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
- F. Public outreach to the community throughout the transportation planning process, including the electronic dissemination of reports and supporting information on the RTCSNV website, and consideration of public comments. Public outreach activities should take into account the needs of persons with limited proficiency in English.
- G. Ensuring low income or minority populations, including the elderly and persons with disabilities, are not significantly or disproportionately impacted.
- H. Development and implementation of a Congestion Management Process (CMP) as appropriate.
- I. Ensuring plans, projects, and programs are consistent with, and conform to, air quality goals for reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

II. The Regional Transportation Plan (RTP)

The RTP will be prepared and compiled through a cooperative process between federal agencies, the Nevada Department of Transportation, RTCSNV (including RTCSNV in its capacity as the provider of public transportation), the Clark County Department of Environment and Sustainability (acting under delegated authority as the Air Agency for Southern Nevada), and the local city and county governments in the region.

Responsibilities of the Regional Transportation Commission

A. The RTCSNV will be responsible for preparing and developing the Regional Transportation Plan (a 20–25-year time frame). The RTP will be converted into a format that will allow it to be downloaded from the internet.

B. The RTCSNV may develop an executive summary report for the region that includes the key issues facing the area and identifies high priority programs and projects.

C. The RTCSNV will provide opportunities for the public and other interested parties to provide input during the development of the Regional Transportation Plan, in accordance with the Public Participation Plan. The draft of each update to the RTP will be made available for public and agency review and comment. Prior to taking formal action on the Plan or Plan update, the RTCSNV Board will be informed of the extent and nature of comments received and the response to such comments.

D. The RTCSNV will develop and keep up to date a list of those roadways and transit facilities deemed to be ‘regionally significant’ in accordance with 23 CFR 450.322.

E. The RTCSNV will, in cooperation with NDOT, develop estimates of future inflation to be used to convert project costs and revenues to a ‘year of expenditure’ basis.

F. The RTCSNV will coordinate with the Clark County Department of Environment and Sustainability to assess air quality impacts and conduct the regional emissions assessment of the RTP.

G. The RTCSNV, acting as the transit agency for the region, will ensure the RTP includes information on local bus capital projects that are consistent with the transit capital program. The RTP will also identify future bus needs and services, including new routes, service expansion, vehicle needs, and operating financial needs.

Responsibilities of the Nevada Department of Transportation

H. The Nevada Department of Transportation (NDOT) will provide the following information and data in support of developing the RTP:

1. An estimate of federal funds expected to be available over the 20 to 25-year time frame of the plan for highway and transit programs. This estimate of funds will be provided at a time mutually agreed

upon by the RTCSNV and NDOT so that the fiscal limits of the RTP can be determined before project prioritization begins.

2. A list of projects in Southern Nevada, developed in cooperation with the RTCSNV, to be undertaken by NDOT over the 20 to 25-year time frame of the Plan using federal program funds reserved in the State of Nevada for use anywhere in the state. The state's regionally significant project list will be provided at a time mutually agreed upon by the RTCSNV and NDOT so that air quality conformity analysis can be performed at the appropriate time in the course of RTP development.

3. A list of projects in Southern Nevada for which funds have been earmarked or otherwise designated in federal transportation legislation.

4. An estimate of state funds expected to be expended on transportation projects in the region over the 20 to 25-year time frame of the Plan. In the interests of public information and to assist the RTCSNV in demonstrating the fiscal feasibility of the Plan, NDOT will also provide information as to how these expenditures relate to the state transportation revenues available after allowing for the cost of maintenance, operations, debt service, administration, and other draws on these fund sources.

5. Traffic count data and other performance indicators for state roads in the region.

I. For those federal program funds intended to be distributed between various entities or regions within the state, NDOT will either provide the basis for the allocation between areas as defined by law, or will work cooperatively with the RTCSNV and other jurisdictions to establish mutually agreed formulae for the allocation between areas of such funds for forecasting and financial planning purposes.

NDOT will provide information on projects to be undertaken in Southern Nevada using transit or other federal program funds allocated to non-urbanized areas of the state and will consult with the RTCSNV for selecting such projects.

III. Transportation Improvement Program (TIP)

The TIP will be prepared and compiled through a cooperative process between federal agencies, NDOT, the RTCSNV (including the RTCSNV in its capacity as the provider of public transportation), and the local city and county governments in the region.

Responsibilities of the Regional Transportation Commission

A. The RTCSNV will be responsible for preparing and developing the Transportation Improvement Program (4-year time frame with a fifth illustrative year) for the region. The TIP will be converted into a format that will allow it to be downloaded from the internet. The RTCSNV will maintain the TIP by tracking changes to projects (schedule, scope, and cost) made through the amendment and administrative action processes.

B. The RTCSNV, in consultation with NDOT and local city and county governments, shall develop the list of locally sponsored transportation projects to be included in the TIP.

1. In the case of the Congestion Mitigation and Air Quality Program (CMAQ) (or any successor funding program of similar intent), the RTCSNV shall also consult with the Clark County Department of Environment and Sustainability in the development of the list of projects to be included in the TIP.

2. In the case of the Transportation Alternatives Program (or any successor funding program of similar intent), the RTCSNV shall also consult with all eligible project sponsors in the development of the list of projects to be included in the TIP.

C. The RTCSNV, as the provider of public transportation services, shall develop the list of transit projects to be included in the TIP.

1. In the Southern Nevada urbanized area, the RTCSNV shall consult with not-for-profit agencies and other providers of specialized transportation and human services, in accordance with the Coordinated Public Transit-Human Services Plan.

2. For Southern Nevada non-urbanized area transit programs, the RTCSNV shall consult with NDOT and other providers of transportation services to the non-urbanized parts of the region.

D. The RTCSNV shall develop a comprehensive list of projects for all projects in the TIP. In order to illustrate the entire scope of the project to the policy board and the general public, the project list will contain detailed project descriptions, estimated total project costs at completion, and complete project schedule by phases.

E. The RTCSNV will develop an estimate of anticipated local funds to be expended on transit projects identified in the TIP. In the interests of public information and to assist in demonstrating the fiscal feasibility of the TIP, the RTCSNV will also document how these expenditures relate to the local revenues available for transit after allowing for the cost of maintenance, operations, debt service, administration and other draws on these fund sources.

F. The RTCSNV will provide information on proposed TIP amendments and administrative modifications relating to projects sponsored by the RTCSNV or local entities. Amendments and administrative modifications will include a project description that provides sufficient detail to explain the proposed changes to the RTCSNV Board, as well as a justification for the change.

Responsibilities of the Nevada Department of Transportation

G. NDOT will prepare an initial list of NDOT-sponsored projects to be included in each new TIP. This list will be based on the current TIP and an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.

H. NDOT will provide information on proposed TIP amendments and modifications relating to projects sponsored by NDOT. Amendments will include a project description that provides sufficient detail to allow the proposed changes to be explained to the RTCSNV Board, as well as a justification for the change.

I. NDOT will provide a list of projects to be undertaken on Native American tribal lands under the Indian Reservation Roads (IRR) program within the Southern Nevada region.

J. NDOT will provide a list of projects to be undertaken under the Federal Lands Highways program within the Southern Nevada region.

K. NDOT will provide a list of projects obligated during the federal fiscal year at the end of each program year. The annual list of obligated projects should include both highway and transit projects and should identify the fund source and the amount obligated in accordance with 23 CFR 450.332.

L. NDOT will provide annually, for each federal fund source, the revenues available (including both unobligated funds carried forward from prior years and the amount appropriated during the fiscal year), the total amount obligated, any other deductions and the balance of funds remaining at the end of the fiscal year.

IV. Statewide Transportation Improvement Program (STIP)

A. NDOT will develop a four - year STIP including projects in each MPO and the rural regions of the state and will be responsible for securing the approval of the STIP by the United States Department of Transportation.

B. The TIP, as developed by the RTCSNV, will be incorporated into the STIP without change, directly or by reference.

C. NDOT, in consultation with the RTCSNV and the other MPOs in the state, shall develop procedures for the modification and amendment of the STIP. NDOT shall be responsible for notifying the RTCSNV of the effective date of modifications and the approval date of amendments.

V. Public Transportation Planning

A. The RTCSNV, acting as the transit agency for the region, will ensure the RTP and TIP include all transit projects (both capital and operating) that are funded by federal program funds.

B. The RTCSNV will consult with NDOT to ensure that both the RTP and TIP include information on transit projects in the non-urbanized parts of the region that are funded by federal program funds.

C. The RTCSNV will include in the RTP information on the transit system and will outline the objectives of the RTCSNV in respect to the various types and modes of public transportation in the region.

D. As part of its outreach activities, the RTCSNV will provide opportunities for other providers of public transportation, not-for-profits, and providers of specialized transportation services to be involved in the development of the RTP and TIP. The RTCSNV will also provide these firms and agencies with advice, information, and consultation on transportation programs within the region.

VI. Air Quality Planning

A. The preparation of a new or revised RTP will be coordinated with the State Air Quality Implementation Plan (SIP) and transportation demand management and transportation system management (TDM/TSM) measures.

B. In accordance with the Clean Air Act and U.S. EPA conformity regulations (40 CFR, Part 51), the RTCSNV, acting as the regional MPO, makes air quality conformity determination on any new or revised

RTP prior to Plan approval. Any such new or revised RTP is also provided to the FHWA and the FTA with a request that these federal agencies approve the conformity finding.

VII. Public Participation Program

A. The RTCSNV will develop and maintain a Public Participation Plan that sets out the procedures to include the public and interested parties in the development of the Regional Transportation Plan, Transportation Improvement Program, and other elements of the regional planning process, to seek public input and comment, and to inform decision-makers of the extent and nature of comments received and response to such comments.

B. The RTCSNV will annually review and evaluate its public participation program.

C. The RTCSNV will maintain a list of interested organizations and individuals who will receive notices of MPO plans, programs, and projects.

D. The RTCSNV will work to ensure that low-income, minority, and transit dependent areas are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits, and do not endure a disproportionate transportation burden.

E. The RTCSNV will maintain its website to provide clear and concise information on the regional transportation planning process and provide an opportunity for downloading reports and documents. This will include developing project and study summaries, converting reports into PDF or text format, and maintaining a list of available documents. The website will provide links to other associated organizations and agencies.

VIII. Fiscal/Financial Planning

A. NDOT will provide the RTCSNV with up-to-date fiscal and financial information and projections on the statewide and regional transportation improvement programs to the extent practicable.

B. This will include anticipated federal funding resources by federal aid category by year for the four years covered by the TIP, and by five-year intervals for the 20 to 25-year time frame of the RTP for inclusion in the TIP and RTP financial charts.

C. For each federal program for which funds are sub-allocated to Southern Nevada, NDOT will provide an annual statement identifying:

1. Unobligated funds brought forward from the previous year;
2. Funds appropriated during the year;
3. Fund obligated during the year and any adjustments thereto;
4. Unobligated fund balance.

D. For each federal transit program for which funds are allocated to the Las Vegas Urbanized Area, the RTCSNV will provide an annual statement identifying:

1. Unobligated funds brought forward from the previous year;

2. Funds appropriated during the year;
3. Funds obligated during the year and any adjustments thereto;
4. Unobligated fund balance.

E. NDOT will notify the RTCSNV when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative action process.

IX. Performance Measurement and the Management of Congestion

A. In developing the RTP and TIP, RTCSNV will incorporate the national goals, measures, and standards of system performance established under the provisions of MAP-21 and the FAST Act.

B. RTCSNV will coordinate with NDOT in the establishment of multimodal transportation system performance targets for the region. These will reflect national goals and standards as applied to the circumstances and priorities of the region.

C. RTCSNV will cooperate with NDOT to collect data and conduct system performance monitoring. RTCSNV will report on progress toward meeting system performance targets as part of the biennial development of major TIP updates and will assist NDOT as needed in meeting state reporting requirements under MAP-21 and the FAST Act.

D. To address the national goal of reducing congestion, RTCSNV will gather and analyze data to define the extent and duration of congestion in the region, to identify the causes of congestion, and to identify congestion management strategies.

E. As part of the Congestion Management Process (CMP), the RTCSNV will develop implementation activities in coordination with NDOT to address congestion and other performance issues and will include priority projects in the RTP and TIP.

X. Intelligent Transportation Systems (ITS) Program

A. The Freeway and Arterial System of Transportation (FAST), a department of the RTCSNV, coordinates the planning, development, and operation of the Southern Nevada ITS program in cooperation with NDOT and local agencies.

B. NDOT will maintain the statewide ITS architecture and will work with FAST to ensure consistency with the Regional ITS Architecture for the Southern Nevada Metropolitan Planning Area.

C. NDOT, in cooperation with FAST, is responsible for identifying freeway ITS capital projects and operating strategies for inclusion in the RTP and TIP.

D. Local agencies, in cooperation with FAST, are responsible for identifying arterial roadway ITS capital projects and operating strategies for inclusion in the RTP and TIP.

Amendments to this Prospectus

This Statement defining the Southern Nevada Regional Transportation Planning Process may be amended from time to time to coincide with development of the annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including federal transportation agencies.

Effective Date

This Statement will be effective after it has been endorsed by the RTCSNV as part of the Fiscal Year 2014 UPWP, and as soon as that UPWP has been approved by NDOT and the relevant federal transportation agencies.

No Limitation on Statutory Authority

Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Nevada law, federal law, local ordinance, or interlocal agreement.

This is the end of the State Fiscal Years 2024 and 2025 Unified Planning Work Program
Amendment One