



LET'S GO 2050

Regional Transportation Plan for Southern Nevada

2025 – 2050

WE'RE GOING PLACES. LET'S GO TOGETHER.

LET'S
GO **2050**



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1 Introduction





1.1 About the RTC

The Regional Transportation Commission of Southern Nevada (RTC) is an entity that oversees public transportation, traffic operations and management, roadway design and construction funding, transportation planning, bike share, and regional planning efforts throughout Southern Nevada.

The RTC was formed in 1965 by state statute and became the area's metropolitan planning organization (MPO) in 1981. In 1983, the RTC added transit planning to its charge and began owning and operating the region's public transit system.

As the region's MPO, the RTC is responsible for maintaining a continuing, cooperative, and comprehensive (3-C) transportation planning process. This process ensures—among other things—that transportation plans and programs incorporate public input, and that the region remains in compliance with federal air quality conformity standards.

The RTC is overseen by a governing board that includes elected officials from Clark County, every incorporated city within the county, and the Nevada Department of Transportation (NDOT). The member jurisdictions include:

- **Clark County**
- **City of Las Vegas**
- **City of North Las Vegas**
- **City of Henderson**
- **Boulder City**
- **City of Mesquite**

RTC convenes the regional partners, providing a forum for its member agencies to work together on a variety of issues. Agency staff participate in formal RTC advisory committees as well as various technical teams.

1.2 RTC Planning Area

The RTC's planning area shares a boundary with Clark County, as shown in Figure 1-1. Thus, the agency plans for all of Clark County and the cities it contains, including the City of Las Vegas, the City of North Las Vegas, the City of Henderson, Boulder City, and the City of Mesquite.

1.3 The Regional Transportation Plan

As the federally designated MPO for the Las Vegas-Henderson-Paradise metropolitan area, RTC is responsible for developing and maintaining a Regional Transportation Plan (RTP). The Let's Go 2050 RTP sets the region's long-term vision for transportation and guides related investments over the next 20+ years.

RTPs must comply with federal and state laws for regional and statewide planning to ensure that the region is eligible for federal transportation funding. One such requirement is including all transportation projects that could significantly impact the transportation system or air quality within the agency's planning area. These projects are considered regionally significant. All projects that receive federal funds are included in this plan.

Given Southern Nevada's current air quality attainment status, the RTP must be updated every 4 years to reflect the potential for changing regional conditions and priorities.

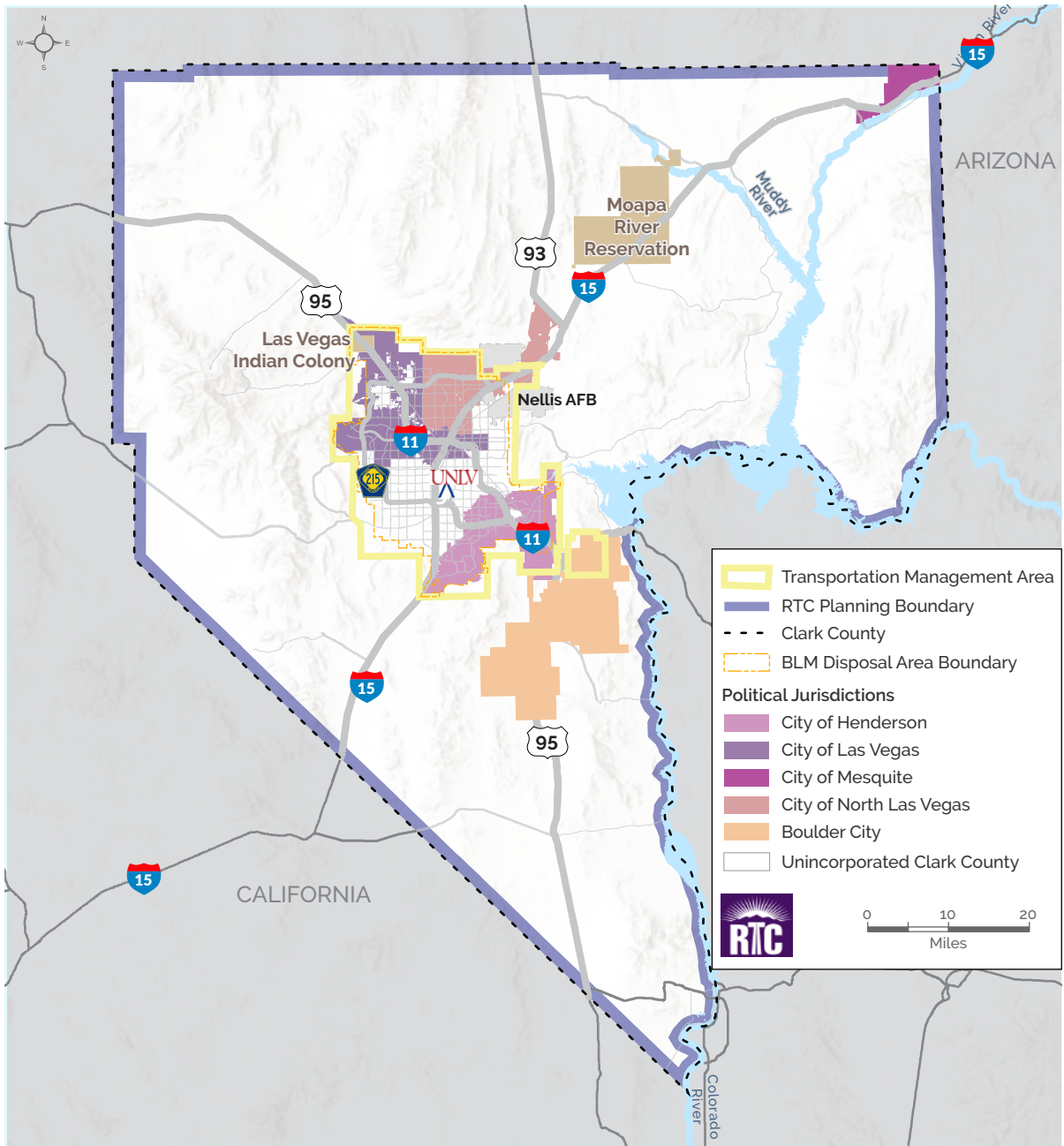


Figure 1-1. RTC Planning Area

About the RTC

The RTC is passionate about Southern Nevada, from our Board of Commissioners to our Executive Team to our dedicated network of contractors and public/private partnerships. We are committed to bringing efficient, reliable solutions to the complex needs that make our desert community special.

[Find out more about the RTC.](#)

2 Community Engagement



2.1 Purpose

The Regional Transportation Commission of Southern Nevada (RTC) is committed to a community and agency engagement process that is inclusive, equitable, and meaningful. Participation from partner agencies and the broader community facilitates the plan development process, from initiation to adoption. The plan seeks input from people of all demographic backgrounds, ages, and abilities to provide insight into regional priorities to develop solutions that meet community needs. Objectives for the engagement process include:

- **Engage and mobilize key community partners and the community at large, building capacity for effective participation in the planning process.**
- **Identify and confirm the community's vision, needs, and priorities for transportation for the next 20 years.**
- **Build community-wide support for the plan and its recommendations.**

Engagement Framework

This planning process adhered to the RTC Public Participation Plan, which defines requirements and objectives for community engagement for Let's Go 2050. Engagement policies include engaging the public early, engaging traditionally underserved populations, providing easy access to information, and using a go-to-them approach.

An engagement plan was developed to facilitate a successful, community-focused process for Let's Go 2050. The selected outreach strategies provide for expansive feedback from the community, including partner agencies, community leaders, and the general public, which will be meaningful and inclusive. This input and participation guided the development of the Let's Go 2050 RTP.

The Let's Go 2050 engagement plan identified the target audiences and included an analysis of regional demographics that was used to ensure that outreach efforts were representative of the community. A detailed summary of engagement strategies and events is provided in Appendix X – Engagement Summary.

2.2 Stakeholder Outreach

Executive Advisory Committee

This standing RTC committee serves as a technical advisory committee for the RTP. Because the Executive Advisory Committee's membership includes representatives from planning and public works departments of each RTC member jurisdiction as well as the Nevada Department of Transportation (NDOT), it provided a forum to seek input from each agency in a transparent and publicly accessible format.

Agency Meetings

The RTC met with representatives of each member agency during October and November of 2023. The purpose of these discussions was to provide additional information about the Let's Go 2050 process and schedule, call for projects, and ask each partner jurisdiction about their priorities.

After receiving the project requests from each agency through the initial call for projects, the RTC met individually with each agency to continue coordination. Discussion topics included results of the project analysis, agency priorities, and any relevant additional project information or updates.

Subsequent one-on-one agency meetings were also held with representatives from the Federal Highway Administration Central Federal Lands Highway Division, and NDOT. RTC also met with representatives of federal land management agencies, including the Bureau of Land Management, U.S. Forest Service, and U.S. Fish and Wildlife Service.

Tribal Consultation

The RTC consulted with representatives of the Moapa Band of Paiute Indians and the Las Vegas Paiute Tribe. This included individual consultation meetings as well as invitations to participate in the stakeholder workshops.

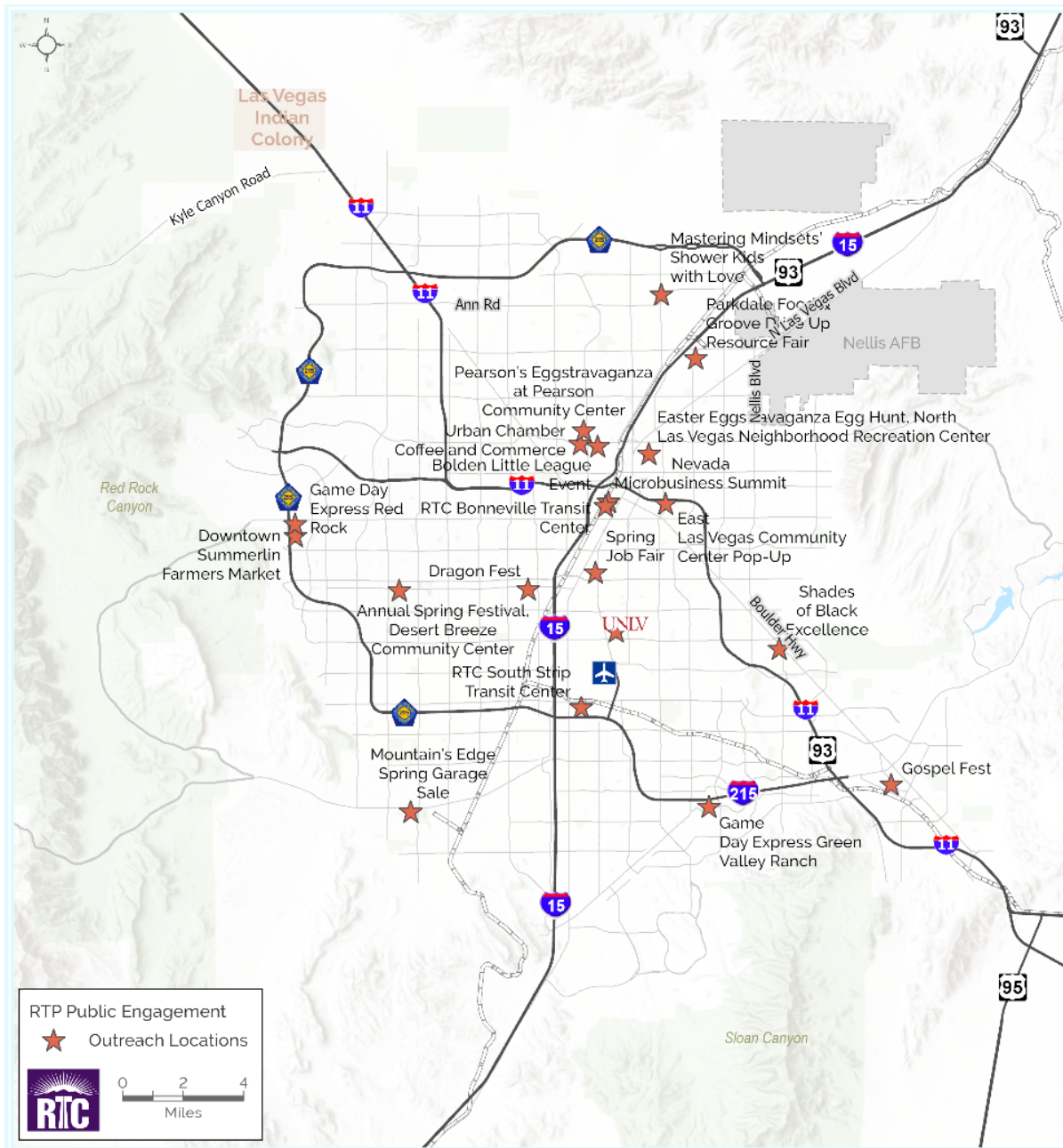


Figure 2-1: Public Engagement Locations

RTC Policies for Public Involvement

- Provide opportunities for involvement
- Engage the public early
- Engage traditionally underserved populations
- Build partnerships for engagement
- Provide easy access to information and meetings
- Consider and respond to public input
- Coordinate with statewide plans
- Be creative, flexible, and evaluate participation outcomes



Stakeholder Workshops



Community Outreach Event

Partner Agency Working Group

The RTP team met with planning staff from all of the RTC's member jurisdictions on February 8, 2024, to discuss the vision and goals for Let's Go 2050, review the call for projects, and discuss scenario planning options.

Stakeholder Workshops

The RTP development process included the facilitation of three stakeholder workshops to discuss community transportation needs and inform development of the plan. These were attended by approximately 25 community leaders representing a broad spectrum of community perspectives. Additional information about workshop attendees is provided in Appendix X – Engagement Summary.

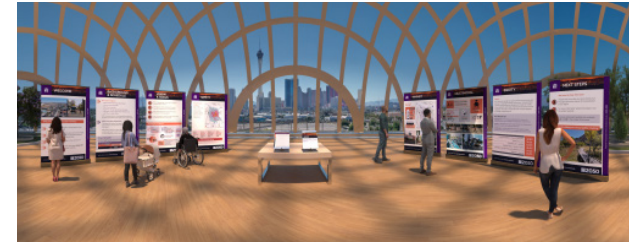
Stakeholder Workshop #1 was held on January 17, 2024. The purpose of this workshop was to gain a better understanding of the values and preferences that would help inform the plan's vision and goals. Key themes from the workshop are provided in Figure 2-2.

Stakeholder Workshop #2 was held on May 22, 2024. The main objective of this workshop was to present and discuss project requests received during the call for projects and to identify project priorities.

Stakeholder Workshop #3 was held on August 28, 2024. At this workshop, the stakeholders reviewed the evaluation of proposed projects and discussed the proposed prioritization of projects.

2.3 Community Outreach

Virtual Public Meeting #1



The first virtual public meeting was held between February 15 and March 31, 2024, to gather input from a broad spectrum of community members. The engagement campaign reached over 121,000 people during this period through a combination of social media, e-blasts, website page views, and in-person grassroots events.

The fully online platform provided convenient access to information about the Let's Go 2050 purpose and process, key transportation issues and needs, and opportunities to participate. The site was designed with English and Spanish language sites as well as an e-reader-accessible site.

The virtual meeting included a survey to gather input about priorities for transportation. A total of 4,378 surveys were received. Major themes from the survey are presented in Figure 2-2.

To reach a broad and representative cross section of the community, the project team also participated in over 20 events around the region to share information and invite participants to take the Let's Go 2050 survey.



Virtual Public Meeting #2 and Public Comment Period

A second virtual public meeting was held to solicit final feedback on the draft Let's Go 2050 RTP. The virtual meeting was available online between October 10 and November 12, 2024. The online meeting included the draft plan, comment form, and an interactive map developed to collect community feedback. Members of the public

were notified about the comment period through RTC and partner agency social media posts, the project website, a press release, RTC blog posts, and an e-blast to project stakeholders.

Public information meetings were also conducted across the region, including in North Las Vegas, Henderson, Las Vegas, and Laughlin. The RTP was available for review and comment at six additional events around the region.

Figure 2-2: Major Themes from Stakeholder and Community Outreach





3 Vision and Goals

3.1 Overview

The vision and goals form the foundation of this plan. They were developed based on input from members of the community, including a stakeholder working group, local agencies, and a public survey (as described in Chapter 2). They are consistent with regional and local plans and comply with federal planning requirements. A visioning workshop (Stakeholder Workshop #1) was held with community members representing a wide spectrum of interests from across the region. The characteristics of Southern Nevada most highly valued by this group include the following:

- **Sense of Community:** Diversity, equity, and the spirit of collaboration among area residents.
- **Opportunity:** Anything is possible here, and there is an ease of access to places and local leaders.
- **Natural Environment:** The beauty of the natural landscape, recreational opportunities, and access to open space/trails.

The group also discussed the role of transportation in strengthening the community. Participants emphasized the importance of connecting people with opportunities, jobs, and resources; transportation safety; providing equitable mobility options for all; improving health outcomes, including mitigating the impacts of extreme heat; building inclusive places; and the desire for a world-class transit system.

The plan's broader community outreach effort confirmed many of the priorities expressed by the stakeholder workshop participants. Over 4,300 people participated in a community survey about transportation priorities for the region.

Survey results showed that the highest regional priorities are safety, public transit, and road maintenance. Residents are concerned about traffic congestion and view alternatives to driving, such as improved transit and better facilities for walking and biking, as the most important ways to address traffic. A full report of public outreach efforts is provided in Appendix G.

3.2 Vision

The Let's Go 2050 vision is a broad statement that encapsulates the region's priorities and aspirations, and guides transportation investments. The vision statement incorporates input received throughout the development of Let's Go 2050.



Let's Go 2050 Vision:

Southern Nevada provides a world-class transportation system that offers a variety of safe, convenient, and accessible travel choices to all members of our diverse community.



3.3 Goals

Goals play a critical role in Let's Go 2050, providing guidance in selecting the projects and programs that best meet the needs of our region while advancing the regional vision. The goals are directly tied to performance measures that help monitor how the region is addressing challenges in the years ahead, as summarized in Figure 3-1.

RTC developed six goals as part of the planning process, as shown in Figure 3-2. These six goals help guide the decision-making process during planning and implementation. The RTP is one tool the region will use to help achieve these synergistic, interactive goal areas.

Figure 3-1: Process Summary



Figure 3-2: Let's Go 2050 Goals



3.4 Federal Planning Requirements

Planning Factors

In addition to reflecting the community's transportation priorities, these goals were also developed in accordance with the federal Bipartisan Infrastructure Law (BIL) planning factors. These planning factors are summarized in Figure 3-3.

Figure 3-4 shows how RTC's six goals are aligned with the 10 federal planning factors.

Figure 3-3: Planning Factors Checklist



National Performance Goals

The RTC implements a performance-based planning and programming process in accordance with the requirements of federal transportation legislation. National performance goals, which also help track progress toward Let's Go 2050 goals, are listed below:

- 1. Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2. Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
- 3. Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
- 4. System Reliability:** To improve the efficiency of the surface transportation system.
- 5. Freight Movement and Economic Development:** To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6. Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7. Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The national performance measures are identified in 23 United States Code (USC) 150(b) and implemented under 23 Code of Federal Regulations (CFR) 490.105.

The RTC works in close coordination with the Nevada Department of Transportation to develop targets for the national performance measures. Some performance measures require data collection and target setting to be established at the urbanized area (or metropolitan planning organization) level, while for others, the RTC has the option to support targets set at the state level or choose to develop their own. Chapter 7 provides more detail on the data requirements, calculations, and selected targets for each of the national performance measures.

National Planning Factor	Safety	Mobility	Equitable Access	Preservation	Economic Development	Quality of Life/Health/Environment
Support Economic Vitality		✓	✓		✓	✓
Increase Safety	✓			✓		✓
Increase Security	✓			✓		✓
Increase Accessibility and Mobility of People and Freight		✓	✓		✓	✓
Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency	✓	✓	✓	✓	✓	✓
Enhance Integration and Connectivity Across and Between Modes		✓	✓		✓	✓
Promote System Management and Operations		✓	✓			
Emphasize Preservation of the Existing System				✓		
Improve Resiliency and Reliability	✓	✓	✓	✓		✓
Enhance Travel and Tourism		✓	✓		✓	

Figure 3-4: Regional Transportation Plan Goal Areas and National Planning Factors

4 About Southern Nevada

An aerial photograph of a city street in Southern Nevada, overlaid with a semi-transparent purple filter. The street runs vertically through the center of the frame, with several cars visible. To the right of the street, there are various commercial buildings, including one with a sign for 'RED MOUNTAIN PLAZA' and another with 'AMERICAN LEGION'. The background shows a vast, flat landscape with sparse vegetation and distant mountains under a clear sky.



4.1. Community Characteristics

Population and Employment

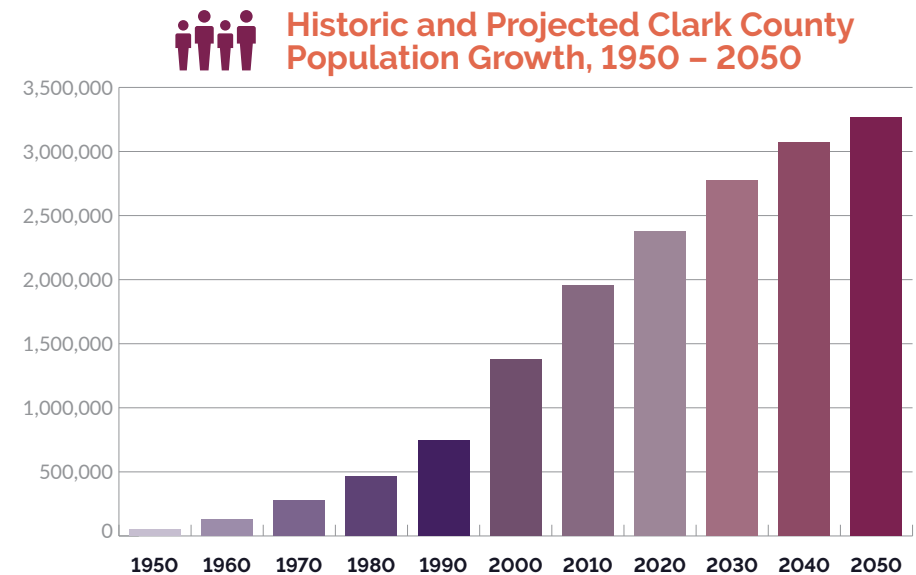
The RTC's planning efforts are shaped to meet the needs of the region, which is home to 2.3 million people. About 96% of the population resides within the RTC's transportation management area (TMA), which includes the Las Vegas Valley. The demographics of the region influence the demand for transportation infrastructure, making it essential to consider these population characteristics and growth for future transportation investments.

Approximately 53% of the county's residents live within the incorporated cities of Las Vegas, North Las Vegas, Henderson, Mesquite, and Boulder City. Population densities are generally higher within the TMA but are dispersed across the Las Vegas Valley, as shown in Figure 4-1.

The region has experienced astounding levels of growth since 1950, when the population stood at just over 48,000. As shown in Figure 4-1, Clark County had gained over 1 million residents by 2000 and the 2020 Census recorded over 2.3 million residents. In 2050, the county is projected to be home to over 3 million residents.

The region supports approximately 962,000 jobs, with higher concentrations along the I-15 corridor.

Figure 4-1: Historic and Projected Population Growth, 1950-2050



Source: US Census and UNLV Center for Business and Economic Research (CBRE)

Southern Nevada has been **GROWING RAPIDLY** for decades.

We are now:

HOME TO

2.3
MILLION
residents

&

HOST

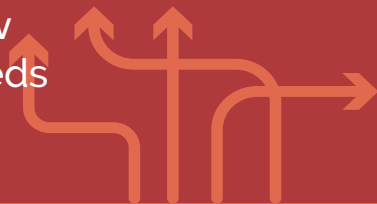
40+
MILLION
visitors/year

The RTC has grown **alongside** the region, helping residents and visitors get where **they need to go**.



We're known for our **world-class resorts, attractions, shopping, dining, and now sports**.

However, as **we welcome** new attractions, transportation needs grow, creating a **mobility challenge**.



To address that **challenge**, we need an integrated, multimodal **transportation system** and streets where it's comfortable and safe for people to bike, walk, and roll.

Figure 4-2: Regional Trends



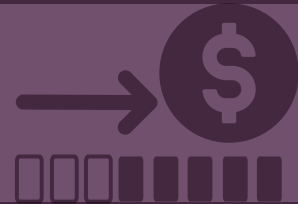
LOOKING AHEAD

We strive to develop a **world-class** transportation system to serve our residents and visitors.



Transportation is **critical** to moving people, goods, and services that **drive our economy**.

However, transit **still** receives the **same 3/8** of a percent sales tax.



Even with **limited funding**, we have created a **popular and efficient** transit system.

We anticipate a

14%
INCREASE
in population
over the next
10 YEARS,

WITH
2.7+
MILLION
residents
calling **SOUTHERN**
NEVADA home.



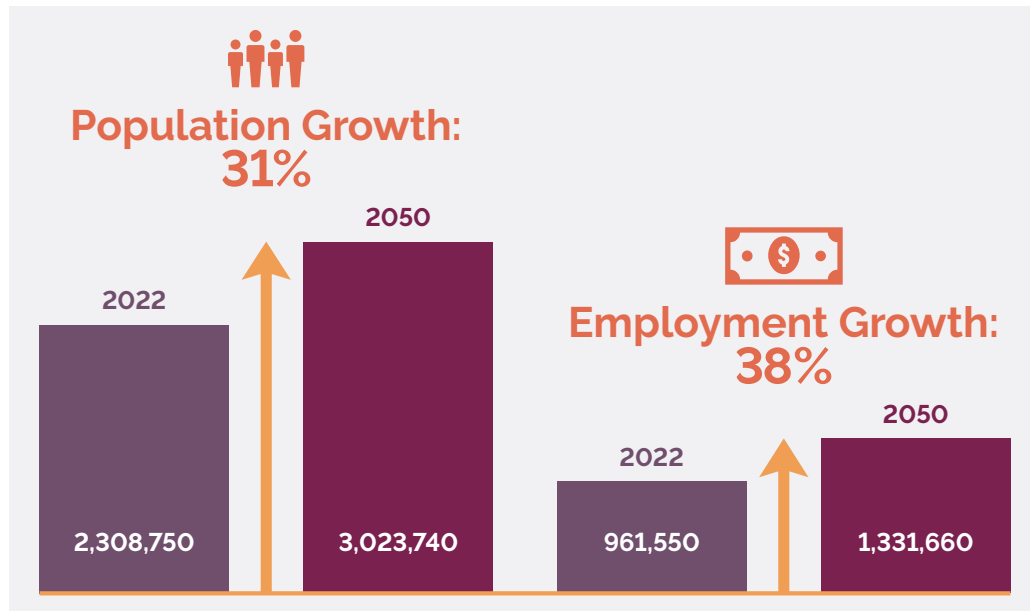
Our community has **changed significantly** over the past **20 years**, but our investment in public transit has **remained static**.



Table 4-1: Population and Employment Growth (2022-2050)

	Population		Employment	
	2022	2050	2022	2050
Boulder City	14,610	16,780	3,370	4,010
Henderson	262,370	348,210	79,350	103,590
Las Vegas	643,010	895,370	205,840	276,530
Mesquite	21,930	57,600	6,690	8,060
North Las Vegas	272,110	390,400	85,970	159,860
Unincorporated Clark County	1,094,730	1,315,380	580,350	779,620
Total	2,308,750	3,023,740	961,550	1,331,660
	+31% growth in Population		+38% growth in Employment	

Figure 4-3: Projected Population and Employment Growth (2022-2050)



Planning for Growth

A key objective of Let's Go 2050 is to plan for growth in a manner that preserves and enhances quality of life for all residents while successfully accommodating visitors. Figure 4-3 and Table 4-1 outline regional growth projections for population and employment over the next 25 years.

Local agency land use projections anticipate increasing population and employment densities in both the central core of the Las Vegas Valley and the outer edges of the urbanized area. This growth underscores the need for effective planning to accommodate rising demand for infrastructure and services.

Housing and Transportation

The RTC plays a crucial role in shaping the region's housing landscape by aligning transportation planning with housing development strategies. Southern Nevada is facing unprecedented and growing housing challenges.

Approximately 58% of households are homeowners, and 42% live in rental housing. According to the National Low Income Housing Coalition, the rental market has become increasingly strained, with rent prices rising by 69% since 2015.

Nearly 200,000 households, or half of all renters in Clark County, allocate over 30% of their income to rent, which is traditionally considered the upper limit for affordability. This financial strain limits the ability of residents to afford other essential goods and services, with potential generational consequences.

Given market realities and the close relationship between housing and transportation, the RTC intentionally sought to connect housing and transportation planning in Let's Go 2050. Efforts included the Housing and Transportation Workshop, which emphasized the need to align housing and transportation policies to promote more livable communities for all residents, including those who may need additional transportation resources. Key recommendations included increasing the amount of affordable housing, particularly within transit corridors; improving pedestrian safety; and expanding high-capacity transit options. Additional information about the Housing + Transportation Workshop is available in Appendix N – Community Engagement Summary and Appendix W – Housing and Transportation.



Housing and Transportation Needs

- Rising rent and home prices have created an urgent need for affordable housing with transportation access.
- Affordable housing should be located within transit corridors to expand high-capacity transit options.

In addition, RTC is further coordinating housing and transportation needs through the update of the **Southern Nevada Strong Regional Plan**. The Southern Nevada Strong Regional Plan includes recommendations that prioritize housing affordability and accessibility. To address these needs, the RTC is focused on investing in transit-oriented development, expanding public transportation networks, and implementing safety measures. These efforts provide residents with more diverse housing options and improved access to jobs, education, and health care. By collaborating with housing agencies and incorporating housing data into decision-making processes, RTC seeks to foster a more inclusive and sustainable region.

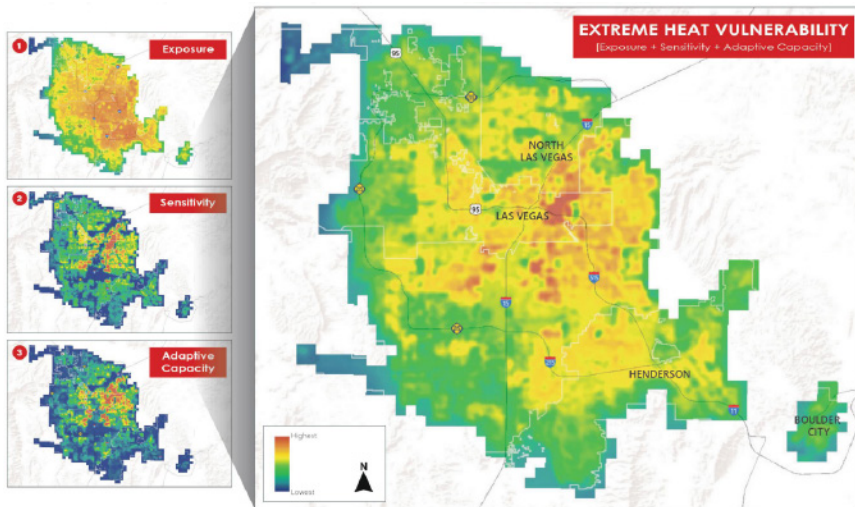
Heat, Health, and Equity

RTC has been working to address equity-related issues, particularly those related to extreme heat and health disparities, across the region. In 2022, the agency completed an [Extreme Heat Vulnerability Study](#) and a [Transportation Health Study](#).

The **Extreme Heat Vulnerability Study** included a detailed analysis of several factors related to **heat exposure**, an individual's or a population's **adaptive capacity**, and an individual's **sensitivity** to extreme heat. The plan documented the increasing number of days with temperatures over 100 degrees each year, which increased from an average of 68 days per year in the 1990s to 84 days per year during the 2010s. Extreme heat causes serious health risks, contributing to 245 heat-related deaths in 2021.

The study found that extreme heat disproportionately affects low-income and minority residents living in the region's core, as shown in Figure 4-4. Extreme heat can be especially dangerous for people who are walking, bicycling, or using transit. In a survey of transit customers, RTC found that almost half reported experiencing symptoms of heat-related illness while taking transit or going to or from the bus stop.

Figure 4-4: Extreme Heat Vulnerability Study – Regional Results



The major objectives of the Transportation Health Study were to:

- Estimate health-related impacts, costs, and benefits attributed to the regional transportation system.
- Integrate health outcomes info future plans, projects, and programming.
- Identify transportation-related health outcomes that can be tracked through performance measures.

The study included substantial public and stakeholder outreach in an effort to increase awareness about the relationship between transportation, health, and equity, and to learn about the transportation-related health impacts experienced by Southern Nevadans.

A major outcome of the study was a composite Community Health Score (as shown in Figure 4-5), which aggregated factors related to vulnerability, transportation-related health risk, and health-related transportation access. The assessment found that residents with lower health scores were generally concentrated in the region's core, which coincides with many of the area's Communities of Concern.

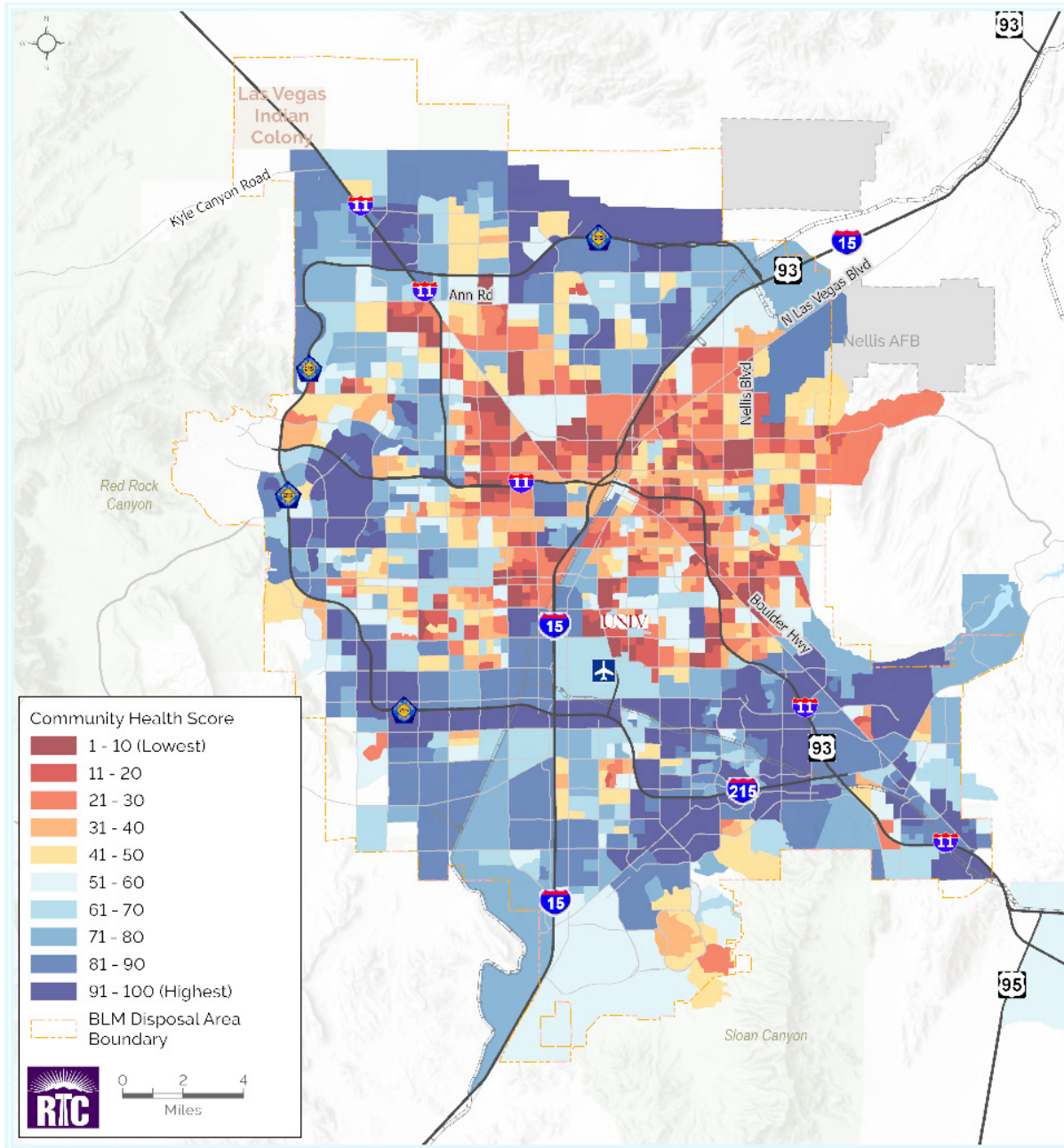


Figure 4-5: Community Health Score Map

Transportation is a key component in addressing health disparities and the impacts of extreme heat. Continuing to provide and/or improve convenient and equitable transportation alternatives helps residents reach destinations that support their well-being (e.g., groceries, medical, education).

RTC considered equity metrics during the planning process and as part of project evaluation and selection.

Additional information about heat, health, and equity considerations is provided in Appendix G.



Travel and Tourism

Southern Nevada is renowned for its world-class resorts and entertainment. In addition, the region offers a broad array of other attractions:

- **Meetings and Trade Shows:** Southern Nevada hosts dozens of the largest and most influential trade shows each year.
- **Sporting Events:** In addition to hosting golf, NASCAR, and boxing events, the region is home to the Las Vegas Golden Knights NHL team, the Las Vegas Aces WNBA team, and the Las Vegas Raiders NFL team. The Formula 1 Las Vegas Grand Prix began its annual racing events in 2023, and Allegiant Stadium hosted the NFL Super Bowl LVIII in 2024. In addition, UNLV hosts a full range of college sporting events.
- **Special Events:** Las Vegas is known for hosting all types of events, including major concerts, music festivals, the Rock 'n' Roll Running Series, and the Wrangler National Finals Rodeo.

According to the Las Vegas Convention and Visitors Authority (LVCVA), tourism generated over \$85 billion in economic impact in 2023. Addressing the unique travel demands of a tourism-driven economy includes many aspects, a few of which are outlined below.

- **Focusing on the employee experience and ensuring convenient job access for the local workforce that supports the tourism industry.**
- **Managing transportation needs to and through the major visitor access points, including the Harry Reid International Airport and I-15 corridor.**
- **Offering 24-hour mobility solutions.**
- **Managing travel demand for multiple simultaneous major events.**
- **Providing a range of transportation options for residents and visitors to resort destinations to reduce reliance on automobile travel.**
- **Maintaining travel for visitors during extreme heat and other climate-related events.**



2023 Southern Nevada Tourism

- 40.8 million visitors
- 6 million convention attendees
- 57.6 million airport passengers
- 156,100 hotel rooms
- 14,829,530 meeting room square footage
- \$85.2 billion economic impact

Source: Las Vegas Convention and Visitors Authority



Public Lands Access

The TMA planning area is in large part surrounded by public lands, as shown in Figure 4-6. Managed by the Bureau of Land Management, U.S. Forest Service, U.S. Fish and Wildlife Service, National Park Service, Bureau of Reclamation, and U.S. Department of Defense, these lands both constrain development opportunities and offer diverse employment options, provide for open space, preserve natural and cultural resources, and offer world-class outdoor recreation opportunities. RTC works closely with public land management agencies on a wide range of transportation and land use topics, including access to recreational facilities and regional mobility.

Nellis Air Force Base (AFB) is a major employer located in North Las Vegas. Some of the most advanced aircraft in the world are based at Nellis AFB, including the F-35A Lighting II. Creech AFB is located northeast of Las Vegas along US 95. RTC is currently conducting a joint transportation study with Nellis AFB to address growing travel demand, and RTC is partnering with the Nevada Department of Transportation (NDOT) on a study of mobility needs near Creech AFB.

The Southern Nevada Public Lands Management Act established the public land disposal boundary, which provides a way for federal agencies to transfer land to other state and local governments or sell land for private development.

The Federal Highway Administration Central Federal Lands Highway Division recently completed a Nevada Federal Lands Transportation Connectivity Study. This study identified packages of roadway and active transportation projects across Southern Nevada, including the following:

- **Spring Mountains and Mount Charleston**
- **Red Rock Canyon and Spring Valley**
- **Northern Clark County**
- **Southern Las Vegas Suburbs and Sloan Canyon**
- **River Mountains and Lake Mead**

RTC is currently conducting a study of multimodal transportation access to trailheads and other recreation opportunities on public lands.

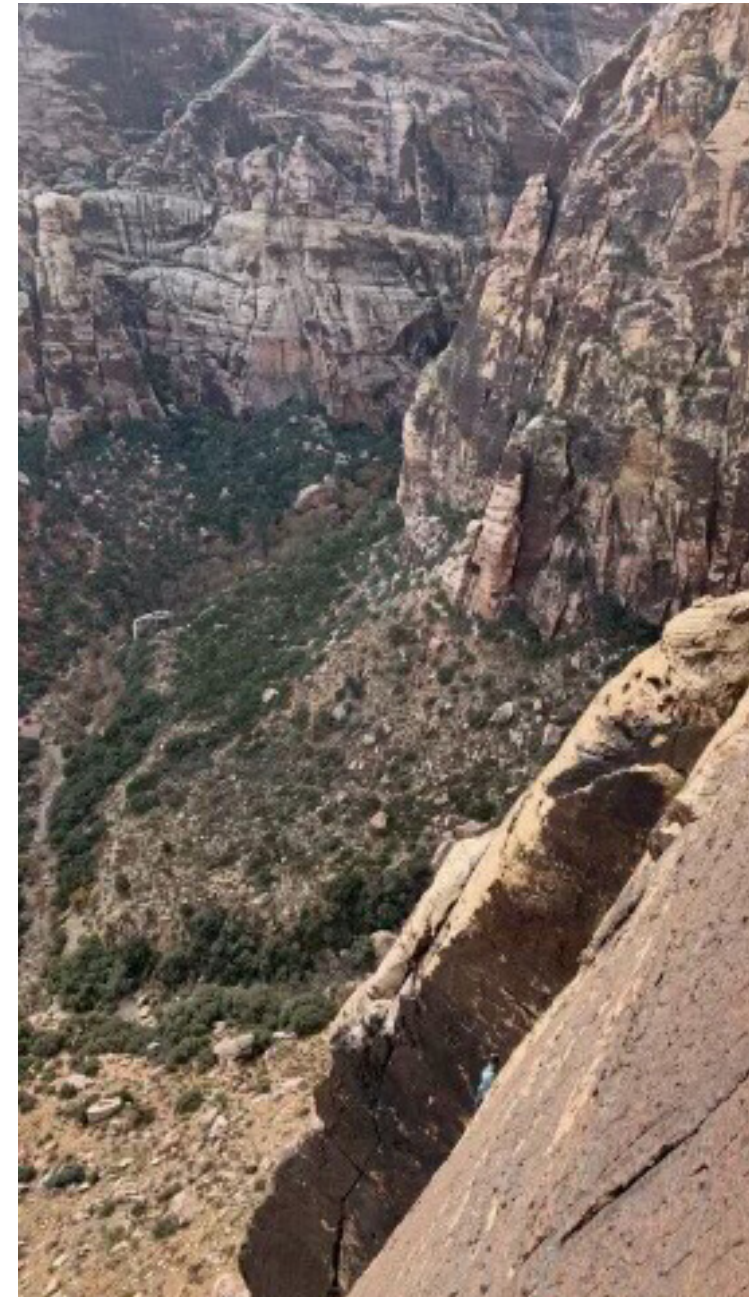
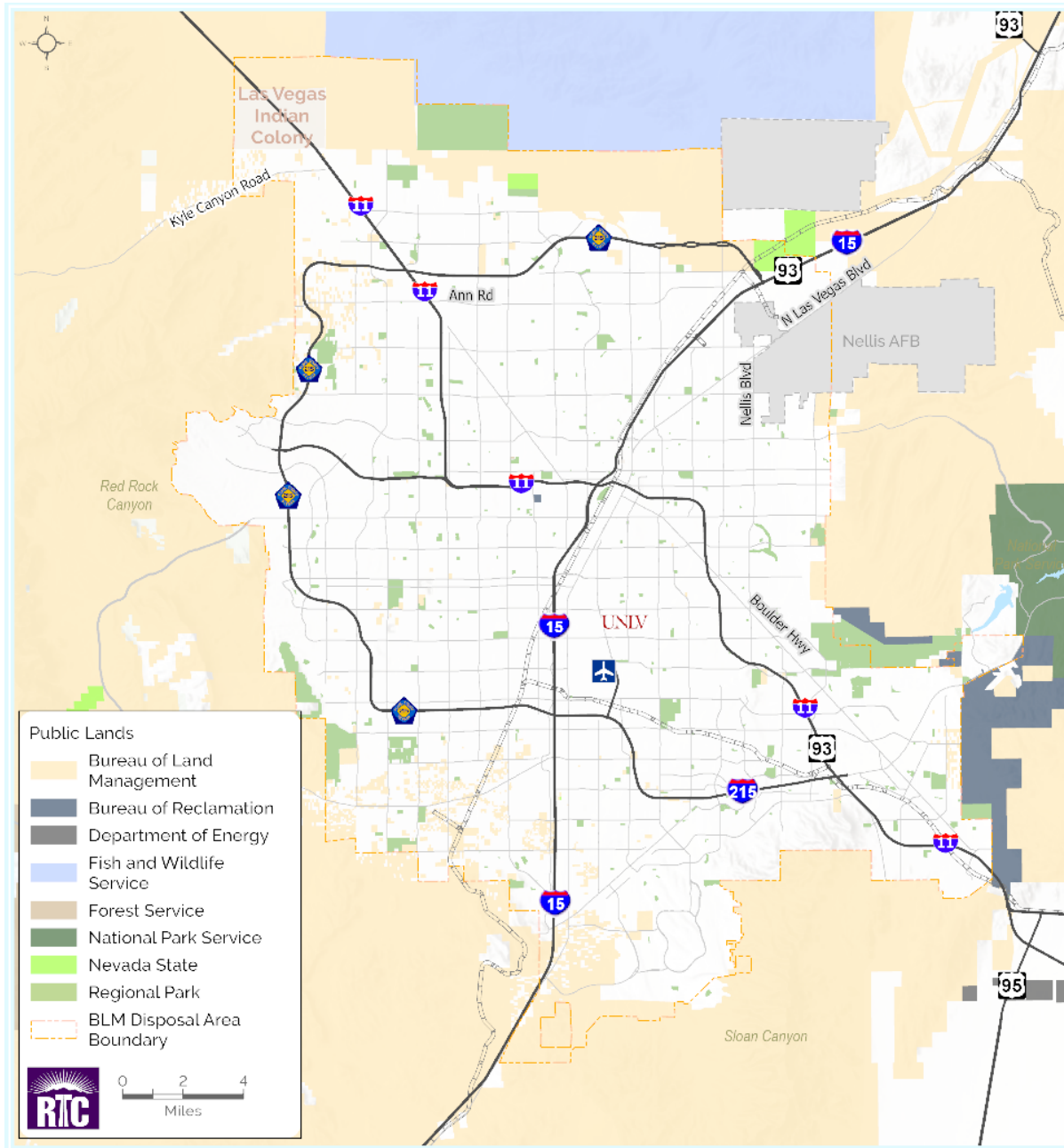


Figure 4-6: Public Lands

4.2. Multimodal Transportation

The regional transportation network includes facilities that accommodate all modes of travel. This chapter provides an overview of existing facilities and needs for transportation users in Southern Nevada, including people who drive, walk, bike, roll, and take transit to access regional destinations.

Transportation Safety

Transportation safety for all types of travel is a primary goal of the Let's Go 2050 Plan. The RTC and partner agencies strongly support initiatives to eliminate traffic fatalities. The community survey developed for this plan clearly showed safety as the top priority for the region. From 2018 through 2022, there were 1,094 traffic fatalities in Southern Nevada, or an average of 218 fatalities per year, as shown in Table 4-2. Of these, 290 people were walking and 40 were bicycling.

Many of the region's fatal crashes occurred along high-speed arterial roadways in the central areas of the Las Vegas Valley.

Active transportation users, which include bicyclists and pedestrians, are especially vulnerable in crashes due to their lack of the same protection that vehicles provide, increasing the risk of injury. **Active transportation crashes represented 3% of all crashes but accounted for 30% of all fatalities.**

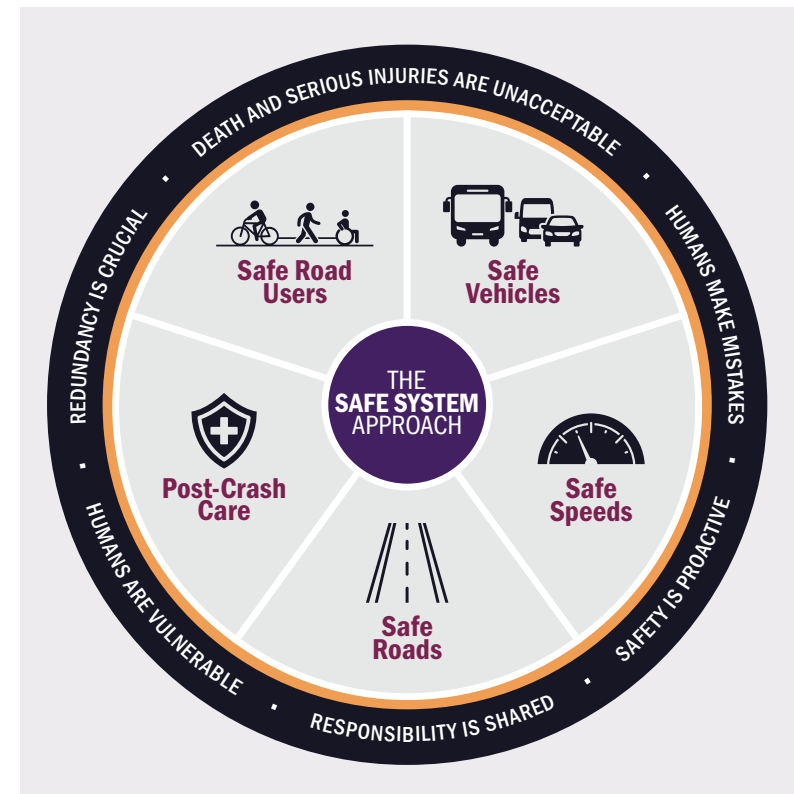
As shown in Figure 4-8, the highest concentrations of fatal and serious injury crashes occurred in the central Las Vegas Valley, including many high speed arterials. Crashes involving bicyclists and pedestrians are shown in Figure 4-9. These crash hotspots are found where active transportation is more common, roadways are wide, travel speeds are high, and pedestrian facilities are limited. This plan prioritizes and references multiple safety improvement efforts to better protect vulnerable roadway users in these areas, such as the projects included in the Las Vegas Vision Zero program and high-capacity transit improvements on Charleston Boulevard and Boulder Highway.

FHWA's **Safe System Approach** (as shown in Figure 4-7) provides a comprehensive framework for improving road safety by recognizing human vulnerability and implementing multiple layers of protection to prevent crashes and reduce harm when they occur. Incorporating this approach into regional transportation planning ensures that all users are prioritized, fostering safer and more resilient transportation systems for vulnerable users.

Table 4-2: Transportation Safety, 2018-2022

Number of annual fatalities (5-year average)	218
Number of annual nonmotorized fatalities (5-year average)	66

Figure 4-7: Safe System Approach



Crash data for 2020-2022 are not currently available in GIS format.

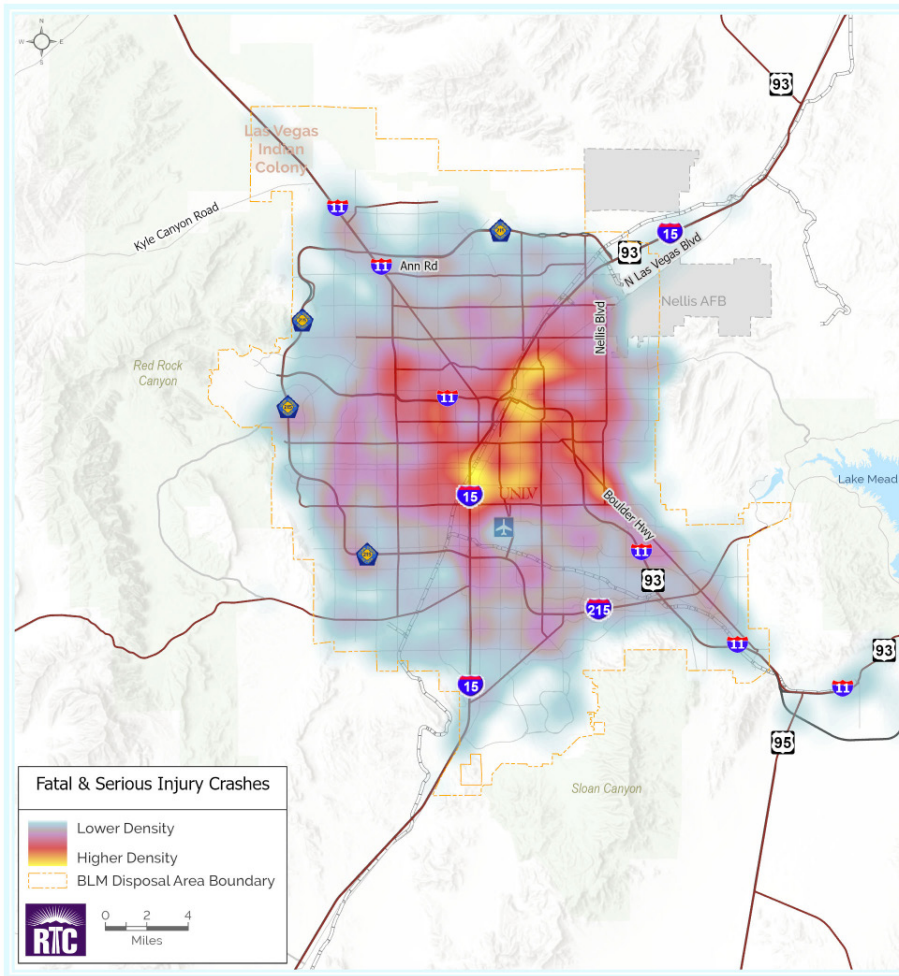


Figure 4-8: Crash Density – Fatal and Serious Injury Crashes (2016-2020)

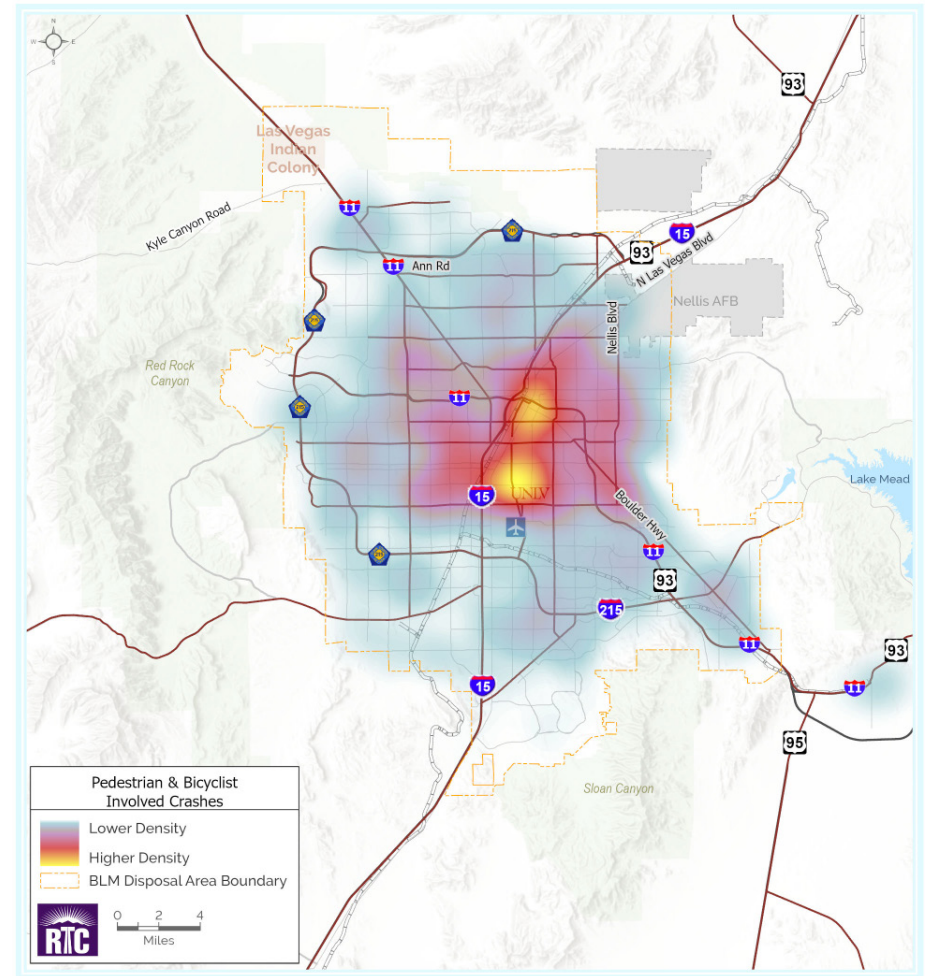


Figure 4-9: Crash Density – Active Transportation-Involved Crashes (2016-2020)

Regional Safety Plans and Programs

Southern Nevada agencies are working together to eliminate traffic fatalities and protect vulnerable road users. Current programs and planning efforts include:

- **Las Vegas Vision Zero Action Plan:** The City of Las Vegas adopted their Vision Zero Action Plan in August 2022. The purpose of the plan was to help address the high number of traffic fatalities and serious injuries experienced on city roadways using a safe system approach. This approach recognizes that human error plays an important role in crashes and seeks to design roadways to mitigate them. The plan uses a data-driven approach to recommend improvements along the High Injury Network and in Communities of Concern. These projects are incorporated into the Let's Go 2050 Plan.
- **RTC Safe Streets for All Action Plan:** RTC is currently developing a Safe Streets for All Action Plan (Action Plan). The agency received federal grant funding to develop this plan in 2023. The Action Plan will provide a baseline and framework for jurisdictions within the RTC planning area to develop implementation plans leading to actionable projects.
- **Zero Fatalities Nevada:** Zero Fatalities Nevada is a statewide initiative to eliminate traffic fatalities. The broader initiative includes an annual traffic safety summit, two safety committees, and periodic safety trainings. NDOT also developed the Strategic Highway Safety Plan, Speed Management Action Plan, and Vulnerable Road User Safety Assessment.
- **Safe Routes to School:** Safe Routes to School programs are implemented and supported by the Clark County School District, City of Las Vegas, and NDOT. These programs work to make it safe, convenient, and fun for children to walk and bicycle to and from school. Popular events include Bike to School Day, Nevada Moves Month, bike rodeos, pedestrian safety clinics, walk audits, bike repair workshops, and parent workshops. Walk audits can be requested on the [Southern Nevada Health District](#) website.
- **Clark County Office of Traffic Safety:** Clark County created the Office of Traffic Safety to lead county initiatives that can reduce the number of injuries and fatalities in Southern Nevada. The office is developing a safety prioritization platform on the Streetlight Data platform in partnership with the RTC.

Safety Management Plans

Safety management plans focus on **addressing concerns** within specific areas by thoroughly analyzing crash data and accessibility challenges and by incorporating input from the public and stakeholders as well as from roadway engineering insights. The ultimate objective of these studies is to enhance safety, mobility, and connectivity, ensuring that pedestrians, cyclists, and motorists can safely and efficiently share the road. NDOT has recently completed safety management plans for several key corridors within the RTC planning area, including:

- East Flamingo Road (SR 592)
- East Carey Avenue
- East Bonanza Road
- Jones Boulevard and Cheyenne Avenue

Transit

The importance of public transit was emphasized by members of the community throughout the Let's Go 2050 process. Results from the public survey showed transit as a top regional priority, as shown in Figure 4-10.

- Respondents indicated that public transit was one of the region's most important transportation issues.
- About 60% of people taking the survey felt that it was more important to provide more space for walking, bicycling, and transit than to provide more space for vehicles.
- About 46% of survey respondents said the region should prioritize more alternatives to driving to help reduce traffic congestion. Improving traffic signals was the preferred congestion reduction strategy for 31%, and only 23% recommended more lanes for cars.
- The travel improvements people wanted most were better local bus service, high-capacity transit, and well-maintained roads.

The desire for improved transit service was a clear and consistent theme in this plan's outreach efforts. These outreach efforts were foundational in the identification of needs, the plan's vision and goals, and project selection.

What transportation issue is most important to you?

(Participants could select up to 3)

Over 4,300 surveys received and 25+ community events attended

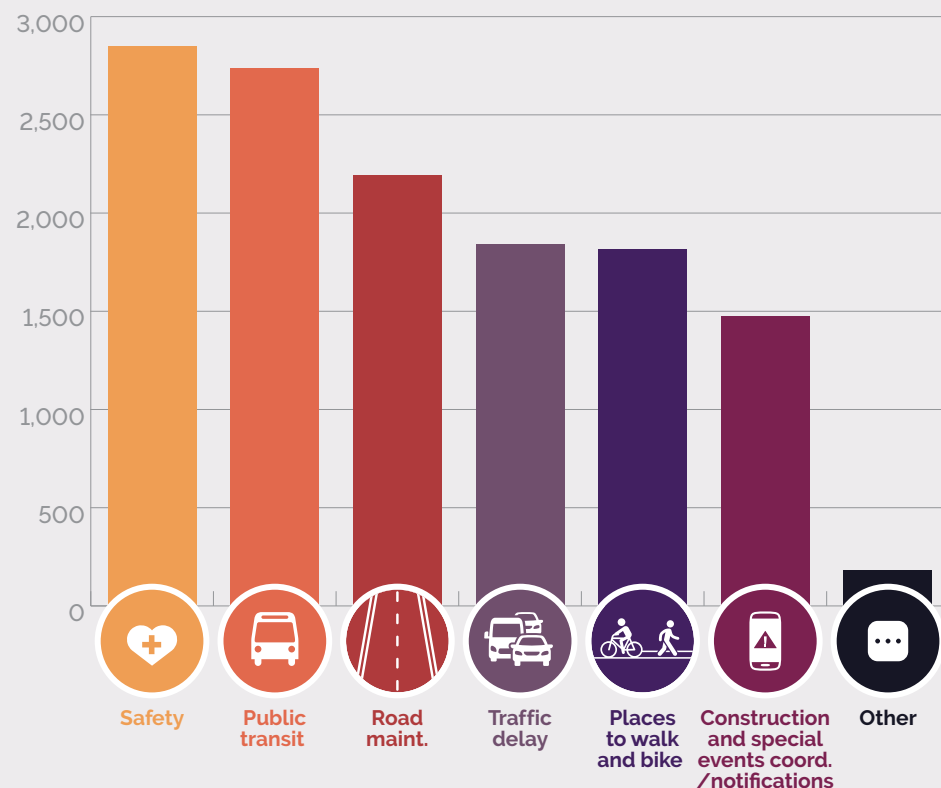


Figure 4-10: Public Feedback About Transit

Regional Transit Network

RTC is the public transit operator for Southern Nevada. The agency runs several types of service, including:

- Fixed-route bus routes
- Bus rapid transit (BRT)
- Express routes
- Paratransit service
- Services for seniors – e.g., Silver STAR and Flexible Demand Response (FDR)
- On-demand rideshare
- Game day/event express routes

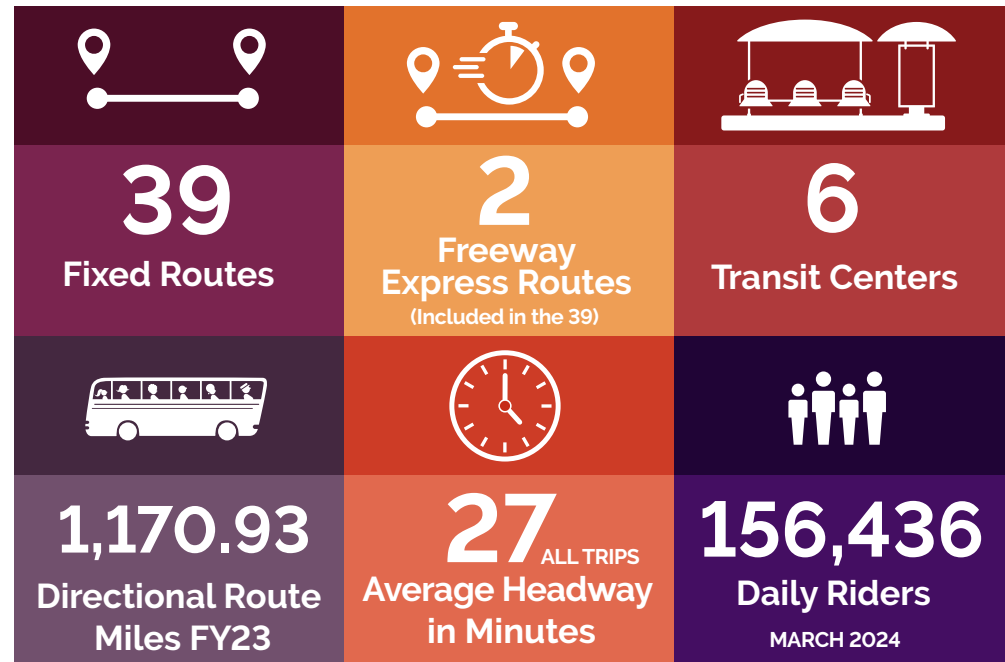
Fixed-Route Service

RTC currently operates 39 fixed bus routes providing coverage across Clark County. The region's highest-ridership routes include:

- **The Deuce:** 16,630 riders per day
- **Route 109 (Maryland Parkway):** 7,980 riders per day
- **Route 202 (Flamingo):** 8,000 riders per day
- **Route 206 (Charleston):** 7,810 riders per day
- **Route 503 (Boulder Highway Express):** 7,760 riders per day
- **Route 201 (Tropicana):** 6,930 riders per day

Summary information about the transit system is shown in Figure 4-11 and ridership by route is illustrated in Figure 4-13.

Figure 4-11: Existing Transit



On Board Mobility Plan

The need for improved transit services and facilities was documented in the On Board Mobility Plan. This plan identifies several priorities for regional transit improvements, including future high-capacity transit lines, an expanded bus network, and more transportation options through new technologies and services.

The On Board Mobility Plan was developed through the pairing of technical analysis, with input from elected officials, stakeholders, and over 80,000 Southern Nevada residents.

Recommended transit investments are shown in Figure 4-12.

Figure 4-12: On Board Mobility Plan

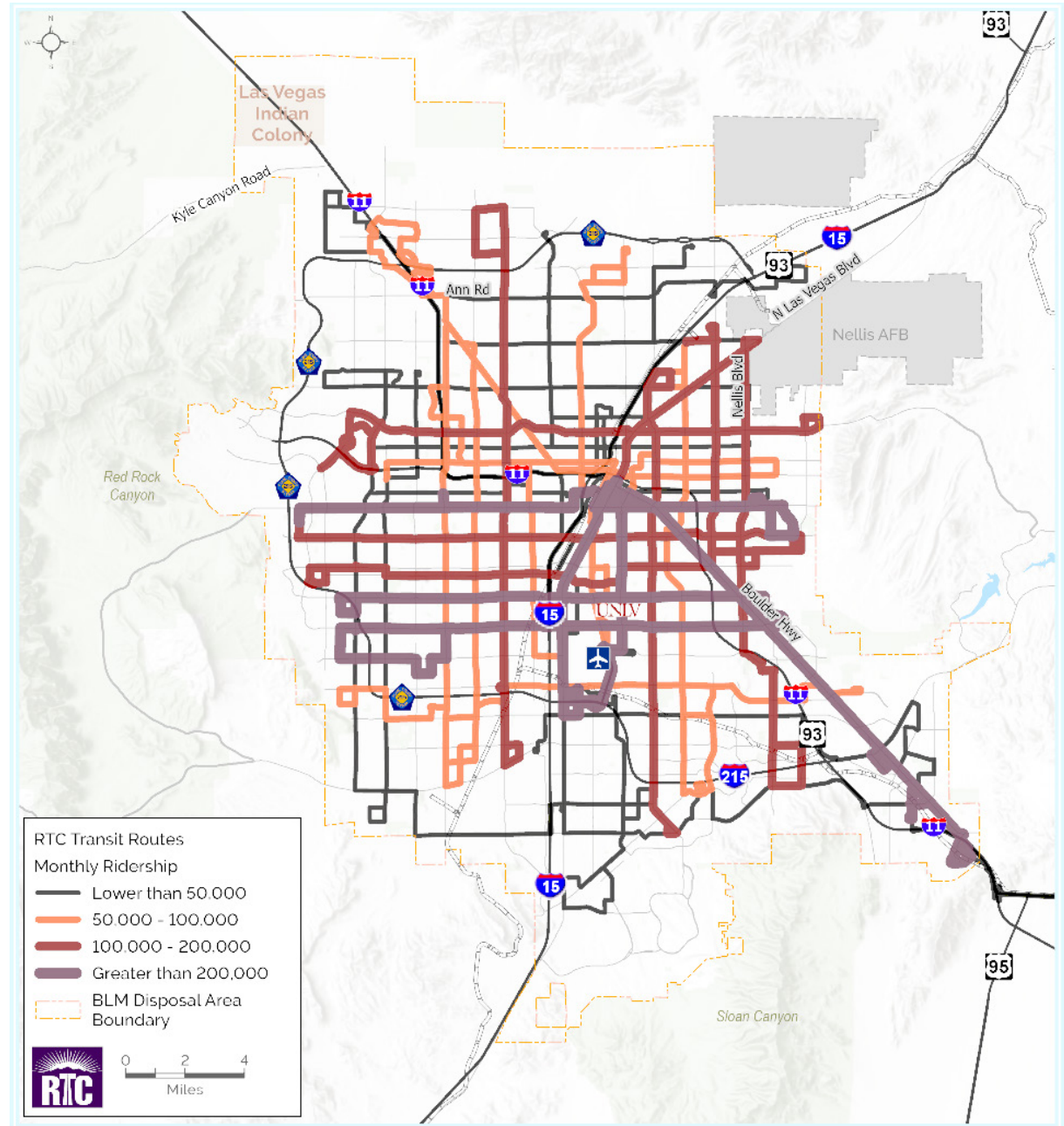


Figure 4-13: Monthly Transit Ridership

On-Demand and Senior Services

In addition to the agency's 39 fixed bus routes, RTC also operates on-demand service, which includes RTC-OnDemand, Silver STAR, and Flexible Demand Response.

RTC-OnDemand is a ridesharing program that provides pickup and drop-off service—typically from residences to popular locations, like medical facilities, grocery stores, or larger transit stops and stations. The service is available to the general public.

RTC established **Silver STAR** to help meet the mobility needs of the region's growing senior population. Although these neighborhood-focused routes are open to the entire community, they were created with seniors in mind, providing important connections between senior living communities and shopping areas across the region. Each Silver STAR route connects with regular fixed-route service to further improve mobility and access to a variety of destinations. Vehicles can accommodate up to two wheelchairs at a time.

RTC also provides **Flexible Demand Response** (FDR), a door-to-door service that allows residents to call and schedule rides in areas not served by fixed routes. FDR intersects with fixed-route service, allowing residents to reach destinations outside their neighborhoods and across the region. Although the service is targeted toward seniors, anyone within the communities of Anthem, Sun City Summerlin, and Centennial Hills can register for the program and ride.

Paratransit Service

RTC provides paratransit service, a shared-ride, door-to-door program available for those who are functionally unable to independently use the RTC fixed-route system. All paratransit customers are eligible and encouraged to use fixed-route services. Paratransit ID cardholders can ride any fixed route or express route free of charge.

The reservation-based door-to-door service is available to customers who have been deemed eligible through an evaluation process based on one's ability to use the fixed-route system, which may be determined through an in-person functional ability assessment process.

RTC paratransit service operates 24 hours a day, 365 days per year. The system operates within the urbanized area of Clark County as required under the Americans with Disabilities Act (ADA). The service area is directly connected to the fixed route service area in which it extends $\frac{3}{4}$ of a mile beyond the current RTC fixed-route service area.

Coordinated Human Services Transportation Plan

RTC developed an update to the Coordinated Human Services Transportation Plan (CTP) concurrent with the Let's Go 2050 process. The CTP helps agencies understand and solve access and mobility needs of people with low incomes, older adults, and people with different abilities. The draft plan has 13 recommended actions:

- **Create a formal group of transportation agencies from across the state.**
- **Create programs to help people use rideshare more easily.**
- **Share information about the Community Mobility Project more widely.**
- **Look for ways to make it easier for people to get a bus pass.**
- **Support recommendations of the HOPE Study to bring more microtransit service.**
- **Work with teachers, parents, and students to better understand obstacles.**
- **Study types of technology that can help people with different abilities get around.**
- **Set up new ways to report sidewalk and bus conditions that are not safe.**
- **Keep and grow funds for specialized transportation services.**
- **Bring more RTC staff to bus stops to help answer questions from riders.**



Las Vegas Monorail

Photo credit: [Wikimedia commons](#)

Other Regional and InterCity Transit Providers

Las Vegas Monorail

The [Las Vegas Monorail](#) runs along the Las Vegas Strip, providing connections between hotels, casinos, restaurants, and entertainment destinations. The fully electric monorail service carries nearly 5 million passengers each year, reducing vehicle trips and associated emissions. Trains arrive every 4 to 8 minutes at seven stations.

Southern Nevada Transit Coalition

The [Southern Nevada Transit Coalition](#) provides fixed-route, paratransit, and express-route services throughout Clark County's rural communities. Communities served include Laughlin, Mesquite, Boulder City, Searchlight, Cal-Nev-Ari, Palm Gardens, Sandy Valley, Goodsprings, and Indian Springs.

Greyhound

There are two Greyhound bus stations located within the RTC planning area: one in Las Vegas and another in Boulder City. From Las Vegas, passengers can head northeast into Utah, southwest into Southern California, or southeast into Arizona. From Boulder City, passengers can head northwest into Las Vegas or southeast into Arizona. The Las Vegas Greyhound station is located at the RTC South Strip Transfer Terminal on Gillespie Street. The Boulder City station is located on Arizona Street, near the Boulder Dam Hotel.

Brightline West High-Speed Rail

Brightline West is a high-speed rail service planned between Rancho Cucamonga, California, and Las Vegas. Trains will travel at over 186 miles per hour, providing a fast, convenient connection between California and Nevada. The line is expected to help relieve congestion along I-15.

Brightline West will also connect with Metrolink Regional Rail, providing access to Los Angeles, San Bernadino, and other destinations in Southern California.

The groundbreaking for the line occurred in early 2024, and construction is anticipated to last 4 years. A flagship station is planned in Las Vegas.

Amtrak and Intercity Passenger Rail Service

Amtrak currently provides intercity bus connections to Las Vegas. While there is no intercity rail service to Southern Nevada, NDOT and RTC are pursuing grant funds to advance feasibility studies of reinstating passenger rail service to Salt Lake City.

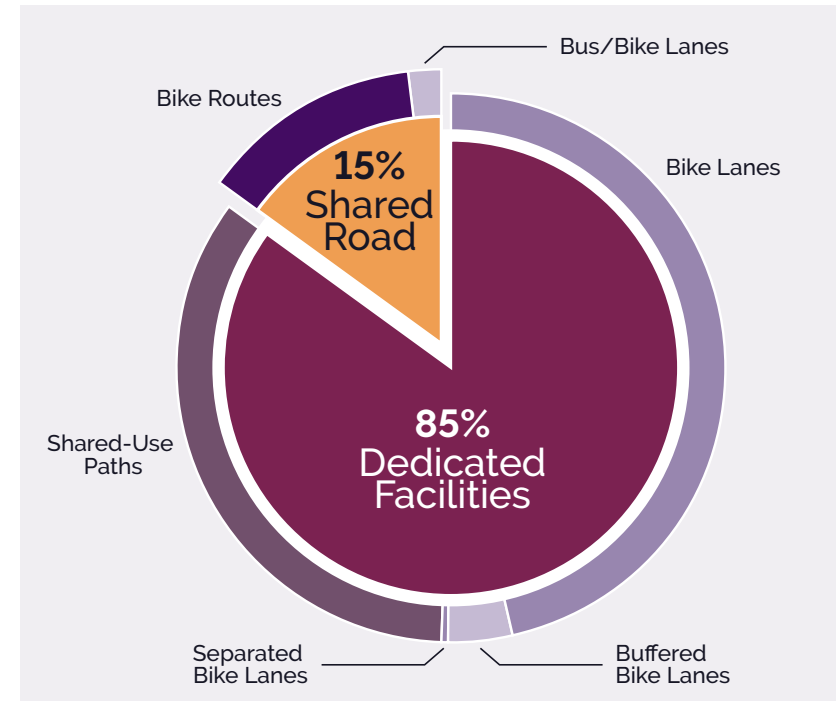
Active Transportation

Active transportation includes human-powered modes of transportation, such as walking, biking, or using a mobility assistive device. For many area residents and visitors, these facilities provide access to transit, an alternative to driving, and a safe place for exercise and recreation.

Regional active transportation infrastructure includes both dedicated and shared roadway facilities for active users. Dedicated facilities comprise sidewalks, shared-use paths, and various types of bike lanes, which differ based on their separation from traffic. Bike lanes are adjacent to travel lanes. Buffered bike lanes include a painted buffer between bicyclists and vehicles, and separated bike lanes are physically divided from traffic. Shared-use paths are paved routes used by all active transportation users, including bicyclists, pedestrians, runners, and other nonmotorized modes. Shared-roadway facilities include bike routes, where bicyclists share the road with vehicles, and bike/bus lanes, designated exclusively for bicycles and buses. Some areas of the Las Vegas Valley also offer equestrian trails.

There are approximately 1,095 miles of existing bicycle facilities, most of which are dedicated facilities for bicyclists, as shown in Figure 4-14. Bike lanes account for 47% of existing active transportation facilities, while shared-use paths make up 35%. Las Vegas leads with 225 miles of bike lanes, while Henderson has the most shared-use paths, totaling 135 miles. Notably, 31% of all bike facilities are located in unincorporated Clark County, partly due to its extensive network of designated bike routes spanning 118 miles. Major facilities include the River Mountains Loop Trail, the Las Vegas Wash Trail, the CC-215 Beltway Trail, and the (future) Vegas Valley Rim Trail.

Figure 4-14: Existing Bicycle Facilities



RTC Bike Share Station



Active Transportation Vision Statement

Southern Nevada will develop a safe, connected, and convenient walking and bicycling system that serves as a viable transportation and recreation asset while advancing the region's economic, educational, health, and environmental goals.

- Regional Bicycle and Pedestrian Plan Vision

Active Transportation Planning

There are several plans and studies that provide a detailed analysis of existing conditions, system gaps, and recommendations for the regional nonmotorized system. The **Regional Bicycle and Pedestrian Plan** outlines RTC's goals and strategies to create a safe, connected, and convenient system for walking and bicycling throughout Southern Nevada, supporting both recreational and commuting trips.

Additional recommendations for pedestrian improvements are made in the **Regional Walkability Plan**. Recommendations are focused on addressing common walkability challenges noted across the region, including narrow sidewalks, sidewalk obstructions, lack of shade/trees, gaps in the sidewalk network, swooping right-turn lanes, and large block sizes/auto-oriented land uses. Due to the large study area and body of needs, the plan recommends focusing improvements in priority pedestrian zones or areas where improvements are likely to have the most impact.

During the Let's Go 2050 engagement process, participants highlighted the need for diverse and equitable mobility options, including walking, bicycling, and transit. They stressed the importance of connecting people with opportunities and resources and underscored how active transportation modes contribute to human and environmental health.

Engagement survey respondents expressed a stronger preference for expanding space dedicated to walking, bicycling, and transit over increasing space for vehicles. They also emphasized the importance of prioritizing alternatives to driving to reduce traffic congestion.

Key themes from the outreach efforts were concerns about safety, hot weather, and a lack of convenient routes and facilities for walking and/or bicycling. The top three desired improvements were better facilities (e.g., wider/separated sidewalks and bike lanes), more paved trails, and more safe routes to schools.

Micromobility

The RTC Bike Share program offers a convenient and sustainable transportation option, featuring 31 stations with both regular and electric bikes. The electric bikes are a form of micromobility, which the Federal Highway Administration defines as small, low-speed transportation devices powered either by human effort or by electricity. The RTC Bike Share program promotes active transportation options, reduces traffic congestion, and enhancing connectivity. It offers an eco-friendly solution for short urban commutes. Currently centered in downtown Las Vegas, RTC is exploring an expansion of the service into additional neighborhoods, with a focus on traditionally underserved communities. Since its inception in 2016, there have been over 250,000 trips taken on the RTC Bike Share system.

Regional Roadway Network

The RTC collaborates with partner agencies to plan and fund improvements on regional roadways, as identified in Appendix P – Master Plan of Streets and Highways. To be eligible for federal funding, projects must be located on roadways identified by NDOT, in coordination with RTC, on the Roadway Functional Classification System, shown in Figure 4-15. The regional roadway network includes approximately 3,060 miles of publicly owned facilities.

Freeway and Arterial System of Transportation

The RTC Freeway and Arterial System of Transportation (FAST) is an integrated intelligent transportation system organization that works to keep traffic moving on freeways and arterials. FAST is led by RTC in partnership with NDOT, the Nevada Highway Patrol, and local jurisdictions. FAST monitors traffic volumes, speeds, and incidents. The program manages the Active Traffic Management system of high-resolution digital displays on I-15 and US 95 that provide variable speed limits signs and real-time information about incidents and lane restrictions to keep traffic moving safely.

FAST received a federal grant to integrate machine learning capabilities to more effectively coordinate traffic signals and allow emergency vehicles and buses to move safely and efficiently through intersections. FAST also partners with local jurisdictions on intelligent transportation system program upgrades and implementation.



FAST manages more than:

- 1,671 traffic signals
- 1,129 traffic cameras
- 1,626 miles of fiber optic communications cable
- 169 dynamic message signs
- 74 ramp meters
- 650 freeway flow detectors

Interstate Connectivity

Southern Nevada is served by several key interstates that play a crucial role in both regional and local connectivity. I-15 is a nationally significant corridor for travel and commerce between California, Nevada, and Utah. RTC participates in the I-15 Mobility Alliance, which is facilitated by NDOT in partnership with Caltrans, the Arizona Department of Transportation, and the Utah Department of Transportation. This alliance developed the [I-15 Corridor Alternate Route Study](#), which documented the severe interregional congestion and delay that impacts interstate commerce and mobility, especially during closures or other events. The corridor is vulnerable to natural disasters, such as major flood and fire events, that can cause detours adding hundreds of miles to travel routes. This alternate route study proposed a series of improvements to other state and local routes to address these constrained segments.

The RTC is also partnering with NDOT on planning initiatives for the I-11 corridor, segments of which were designated through the Las Vegas Valley in 2024. A study of needed improvements for extension of this designation northeast along US 95 is currently underway. I-11 is envisioned to extend from Mexico to Canada, with early focus on the connection from Phoenix through Las Vegas.

I-215 and Clark County 215 provide a radial connection around the Las Vegas Valley, linking major residential, commercial, and industrial areas while providing direct access to Harry Reid International Airport.

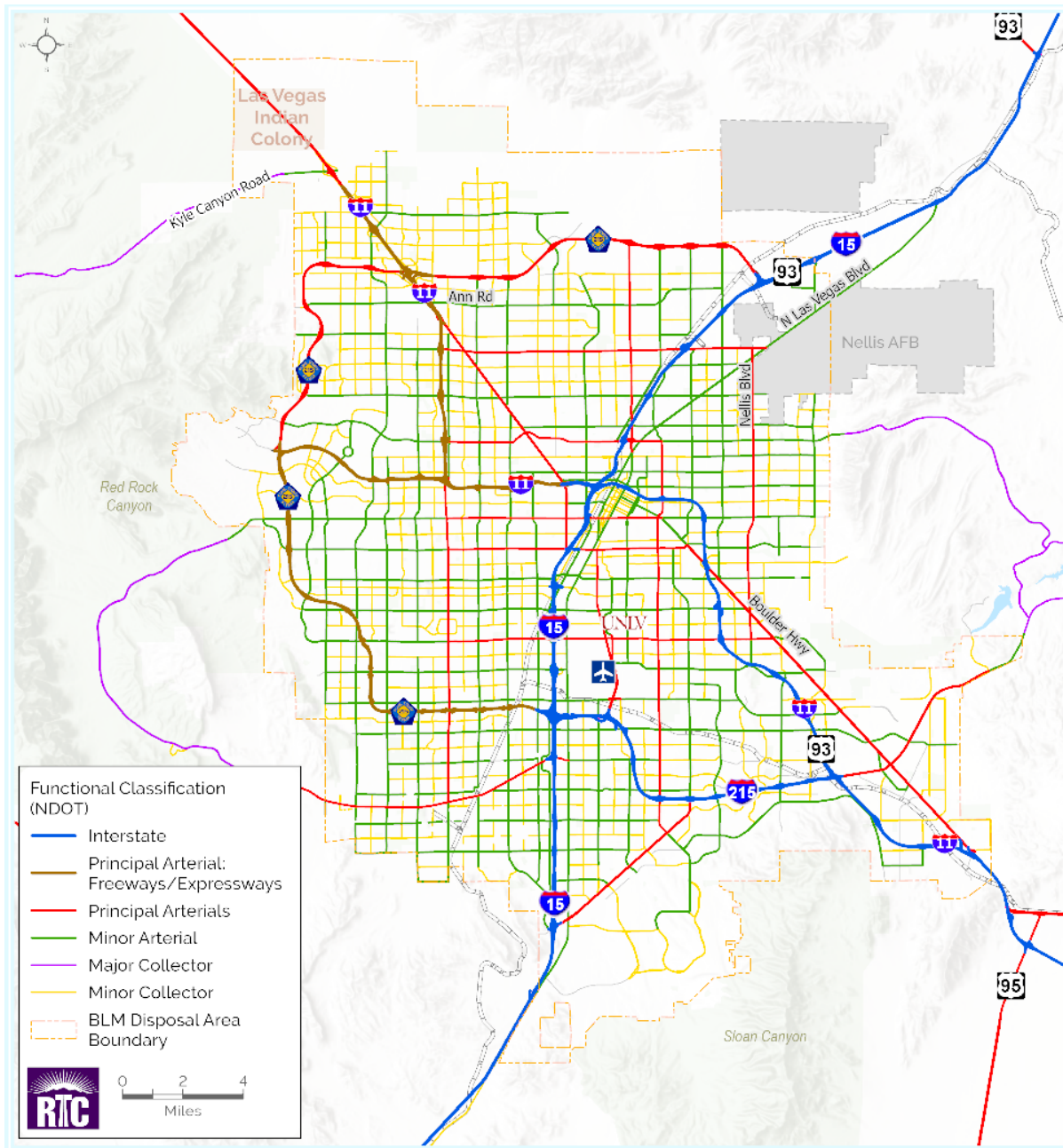


Figure 4-15: Regional Transportation Network



Freight

Safe and efficient freight and goods movement is critically important for the growing manufacturing and logistics industries in Southern Nevada. The distribution and warehousing sector is experiencing rapid growth due to the proximity to Southern California and a favorable business environment. The square footage of industrial and warehouse space increased by nearly 27.9 million between 2019 and 2023, according to a report by the UNLV Center for Business and Economic Research. The Nevada Freight Plan further documents major concentrations of trucking activity along the I-15 corridor, particularly in North Las Vegas, Apex, and Henderson. Freight rail in Southern Nevada primarily operates along the Union Pacific Railroad, which runs parallel to I-15 and connects to major hubs like Los Angeles-Long Beach and Salt Lake City.

Current economic development initiatives are targeting growth in advanced manufacturing and higher-wage industrial jobs, which is an important element of policies to diversify the economy in Southern Nevada. The 2022 Southern Nevada Freight Plan provides a robust analysis of trends and transportation needs related to goods movement, as summarized in Appendix S – Southern Nevada Regional Goods Movement Master Plan.

Traffic Operations

Vehicle miles traveled (VMT) measure the total distance driven by all vehicles within the region. VMTs for regional roadways indicate the overall demand on the transportation system, providing insight about trends in vehicle reliance, infrastructure use, and environmental impact of transportation emissions. An estimated 39 million daily VMT currently occur within the urban area. Projected traffic congestion in 2050 if no

improvements are made is shown in Figure 4-15. Through a combined program of improved traffic operations, network connectivity, transit, and active transportation, the investments in this plan will reduce projected VMT and reduce levels of congestion, as shown in Figure 4-16. Additional information is available in Appendix D – Regional Forecasts and Appendix E – Travel Demand Model Methodology and Air Quality Conformity.

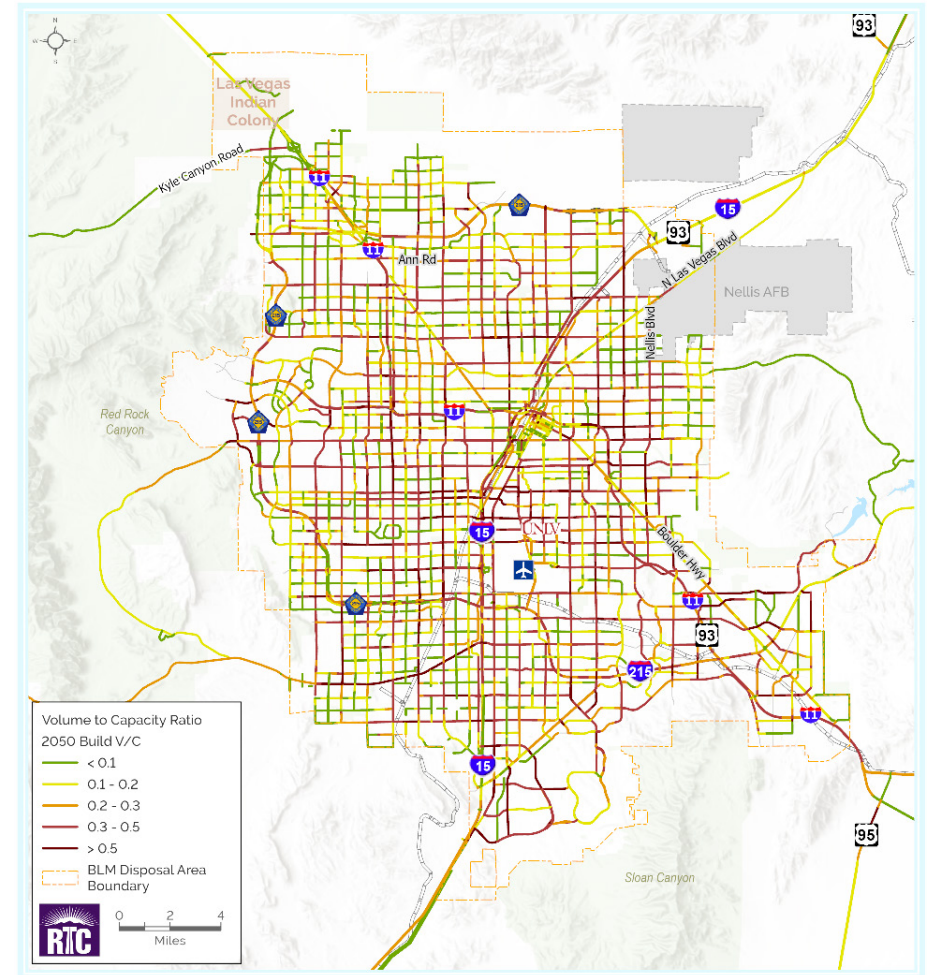
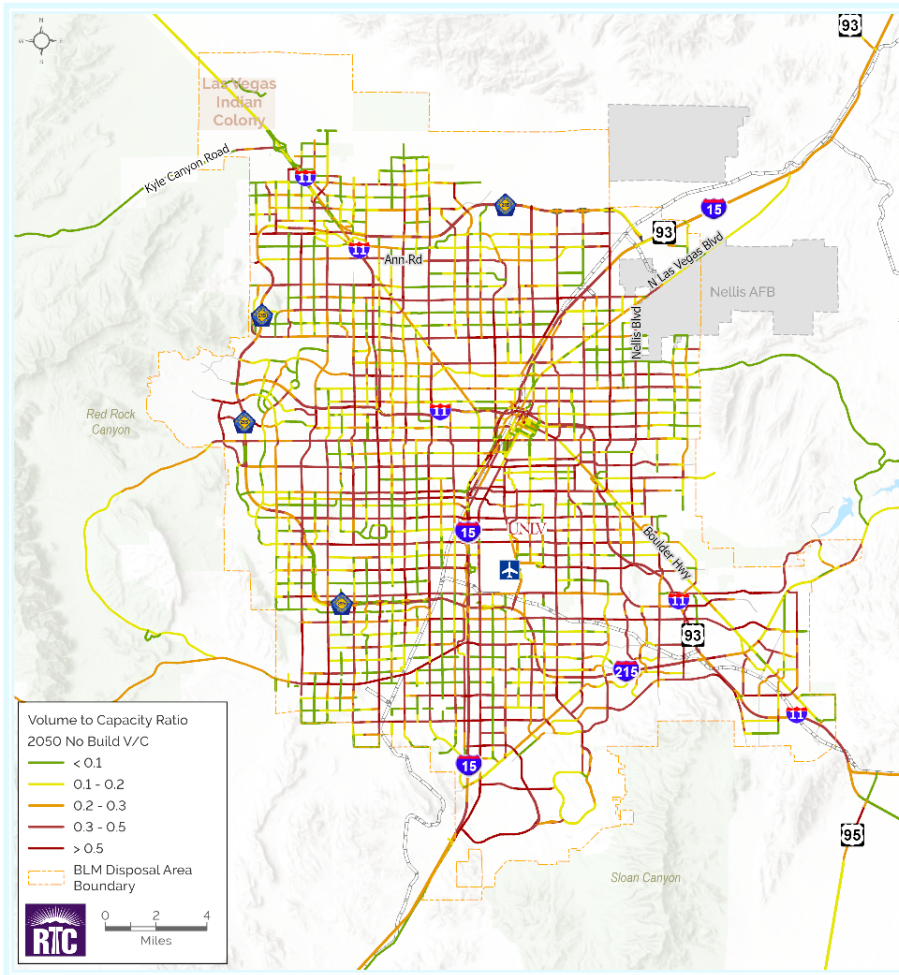


Figure 4-15: 2050 Traffic Levels of Service with No Improvements

Figure 4-16: 2050 Traffic Levels of Service with Let's Go 2050 Projects

Aviation

The Clark County Department of Aviation (CCDOA) owns and operates multiple airport facilities, including:

- **Harry Reid International Airport (LAS):** LAS is located in the heart of the urban area and hosted 57.7 million passengers in 2023. The airport had 550 inbound flights, with direct service to over 150 cities. In 2023, LAS also processed more than 263 million pounds of cargo.
- **Henderson Executive Airport (HND):** HND is a general and corporate aviation airport. It also supports extensive helicopter use.
- **North Las Vegas Airport (VGT):** VGT supports the general aviation needs of the region.
- **Perkins Field (U08):** U08 is a general aviation airport about 60 miles northeast of Las Vegas near Overton.
- **Jean Airport (OL7):** OL7 is a general aviation airport about 30 miles south of Las Vegas.

The Let's Go 2050 Plan supports CCDOA projects to improve safe access to the airport with roadway improvements and new connections, as described in Appendix A.

Because projected growth in passengers and air cargo cannot all be accommodated at LAS, plans are currently under development for an additional airport near Jean, Nevada, at I-15. The Southern Nevada Supplemental Airport would provide long-term aviation capacity for the region, serving charter, long-haul domestic, and international flights. Transportation improvements in support of the Southern Nevada Supplemental Airport are also included in this plan.

LAS Terminal 1



Photo credit: [Harry Reid International Airport and Clark County Department of Aviation](#)

5 Financial Plan





5.1 Fiscal Constraint

Federal guidance describes fiscal constraint as ensuring that planning documents, such as the Let's Go 2050 Regional Transportation Plan (RTP), include sufficient financial information to demonstrate that the projects in the plan can be implemented using committed, available, or reasonably available federal, state, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained. This is achieved by balancing estimated revenues against transportation improvement project costs over the lifetime of the plan. As is the case with many public programs and in many regions throughout the country, the cost of the identified needs exceeds reasonably anticipated funding. As such, some projects are identified in an unfunded needs list for planning purposes. Should other funding opportunities become available, or priorities shift, some of these projects could potentially be advanced more quickly. Including unfunded projects in the plan allows for potential opportunities to pursue grant funding as well.

5.2 Financial Assumptions

To determine fiscal constraint more accurately, an analysis must consider such factors as inflation and cost escalation, particularly for a 20+ year planning horizon. Past federal transportation authorization bills have included an average annual increase in program funding of approximately 2%. The current Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) is consistent with previous

bills; therefore, it is reasonably assumed that federal revenues will increase by 2% each year throughout the RTP timeframe.

In terms of expenditures, costs were escalated at an average annual rate of 3%, which generally reflects the 10-year rolling average of the Producer Price Index (PPI) of material and supply inputs to street and highway construction. Future years beyond fiscal year (FY) 2029 were grouped into 5-year bands (except for the first band of 6 years, 2030 through 2035), and costs were assumed to occur in the midpoint year for inflation purposes. For example, a project scheduled between FY 2036 and FY 2040 would assume a midpoint year of FY 2038 for the year of expenditure.

5.3 Regional Funding Sources and Projections

As the MPO for the Las Vegas Urbanized Area, the Regional Transportation Commission of Southern Nevada (RTC) receives a direct apportionment of several funding programs through the Federal Highway and Federal Transit Administrations (FHWA and FTA, respectively). Some funding programs can be used to implement only certain types of projects tied to specific program goals, while others are more flexible. Federal revenues are provided by the Highway Trust Fund, primarily based on the federal fuel tax of 18.4 cents per gallon of gasoline, which has not been adjusted since 1993. Figure 5-1 shows the anticipated federal revenue sources and projected amounts available throughout the RTP planning horizon.

Figure 5-1: Estimated Federal Revenues

Program/Amount	Eligible Projects	2027–2029 (\$ Millions)	2030–2050 (\$ Millions)
Congestion Mitigation and Air Quality Program (CMAQ) \$30M annually	Surface transportation projects and other related efforts that contribute to air quality improvements and/or provide congestion relief. Available for projects within air quality nonattainment areas; must calculate and demonstrate an emissions reduction benefit.	\$94.0	\$840.4
Surface Transportation Block Grant (STBG) \$45M annually	Flexible funding for projects that preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.	\$143.0	\$1,278.7
Transportation Alternatives Program (TAP) \$4M annually	Smaller-scale transportation projects, such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects/programs, historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	\$12.7	\$114.3
Carbon Reduction Program (CRP) \$5M annually	Similar to CMAQ, the purpose of this program is to fund projects designed to reduce transportation emissions based on specific carbon-reduction strategies, such as reduction of traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips.	\$16.8	\$150.7
Total FHWA:		\$266.5	\$2,384.1
Total FTA (all eligible programs):		\$215.9	\$1,931.1

5.4 State Funding Sources

NDOT is the lead agency for planning, programming, and implementing other funds directly apportioned by the FHWA, such as the Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Transportation Alternatives Program (TAP Flex State), and the Surface Transportation Block Grant – Statewide (STBG State). Overall revenues from these programs anticipated to be invested within the RTC metropolitan planning area are reported, and projects using these funds are listed in the RTP and TIP. These additional federal funds are subject to the same fiscal constraint requirements at the state level as funds directly apportioned to RTC. The RTC also coordinates with local entities to identify and pursue discretionary grant-funding opportunities made available through the BIL/IIJA.

5.5 Other Funding Sources

The RTC also receives revenue through the local-option Motor Vehicle Fuel Tax (MVFT) at 15.35 cents per gallon, a Fuel Revenue Indexing (FRI) program that provides an annual increase to offset the impact of inflation in addition to a portion of local sales tax collections. Annual increases in the FRI are based on the 10-year rolling average of the PPI, which currently sits at 4.10%. During the November 2016 election, Clark County voters approved ballot Question 5, which allowed for the continuation of the FRI program through 2026. The FRI program will sunset after 2026 without another public vote to extend it. Without an extension, a significant funding shortfall will occur for future transportation improvements and the region will be forced to make difficult prioritization decisions amongst competing needs.

5.6 Transit-Specific Funding Sources

The RTC is the lead agency for planning, programming, and implementing other funds directly apportioned by the FTA, including the following: 5307 (Large Urban Capital), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), 5337 (State of Good Repair), 5339 (Bus

and Bus Facilities), and 5309 (Capital Investment Grant). As with FHWA funds, FTA funds require a local match. However, a statute currently limits the funding to 3/8 of a percent of local sales tax dedicated to mobility services such as transit. Similar to the Highway Trust Fund, this singular source has not been supplemented by additional funding since it was established over 20 years ago. Overall revenues from these programs are reported in the RTP, and capital projects utilizing these funds are listed in the RTP and TIP.

5.7 Unfunded Needs

Despite the various federal, state, and local revenue sources, there remains a funding shortfall for projects identified through the call for projects process. Project prioritization was achieved through a data-driven process utilizing the project benefits calculator and input from local agencies, stakeholders, and the general public. RTC received requests for projects totaling approximately \$3.7 billion, which is about \$1.1 billion more than projected available revenue. As a result, several projects identified were not funded in this plan due to insufficient revenues. These projects are listed in an unfunded needs table, as they are a recognized necessity for an optimal regional transportation system. It is important to document these needs should additional funds become available, or priorities shift in the future.

Given that most funding is derived through various fuel tax mechanisms, it is likely that these funding deficiencies will persist and worsen over time as average vehicle fuel economies improve and the market transitions toward alternative power sources, such as electric vehicles. New funding mechanisms are being explored at the federal and state levels, but change is slow to implement due to increased administrative costs and lack of legislation, regulations, and appetite to impose new taxes or fees. The Las Vegas region continues to experience rapid growth, with an anticipated 14% increase in population over the next 10 years. This increase will put further demand on the existing transportation system infrastructure and services that are already strained.

6 Investment Strategy



Figure 6-1: Let's Go 2050 Process



RTC used a robust community-based and data driven process to identify and select projects for the Let's Go 2050 Plan. This continuing, comprehensive, and cooperative process, illustrated in Figure 6-1, has led to the recommendation of transportation investments that support regional and national goals.

6.1 Project Identification and Evaluation Process

Building on Previous Planning Initiatives

Since the adoption of Access 2050 in 2021, RTC and partner agencies have continued to advance corridor planning and regional transportation studies to define needs and propose solutions. These studies have addressed safety, climate action, transit, bicycle and pedestrian connectivity, freight, and many other corridor-specific needs, as summarized in Appendix X. This RTP builds on the extensive work that has been conducted over recent years.

Establishing the Vision and Goals

An early step in the Let's Go 2050 Plan was broad-based community engagement to identify the vision and goals for this plan. Input from the stakeholder workshop, Executive Advisory Committee, and thousands of residents through an online and in-person survey helped shape the priorities, which are fully integrated into the project evaluation process and establishment of performance measures and targets.

Identifying Potential Projects

To identify potential investments for this plan, RTC conducted a region-wide call for projects. RTC sought project recommendations from each local jurisdiction, the Nevada Department of Transportation, and community partners. These project concepts build on the many plans that each agency has been advancing through other, coordinated initiatives.

Projects were submitted through a project input form that was linked to the project benefits calculator. Information requested included the project location and description, estimated cost, traffic/roadway characteristics, federal performance measures addressed, primary RTP strategy addressed, and other attributes.

Evaluating Projects

All project requests were evaluated through a merit-based screening tool, referred to as the project benefits calculator, based on their ability to deliver benefits aligned with the federal and RTP goal areas: safety, mobility, equity, preservation, economic benefit, and environment. Projects were assigned a benefit score and ranked accordingly. Additionally, sponsoring agencies provided prioritized rankings for each of their requests. These two scores were combined to generate an overall score. The proposed project prioritization also considered project readiness, regional equity, and the eligible uses for available federal funding sources.

RTC sought community input on the proposed project ranking. The draft project listing was presented during Stakeholder Workshop #3 and at the August Executive Advisory Committee meeting, and it was made available online for public comment through the project website.

6.2 Transportation Scenarios

RTC undertook an effort to envision alternative future scenarios. The purpose of scenario planning is to:

- **Plan for uncertainty**
- **Develop investments that are robust under a variety of future conditions**
- **Explore policy implications**
- **Anticipate external forces**

During implementation of the most recent RTP, Southern Nevada has addressed multiple challenges driven by the COVID-19 pandemic, an unforeseen global crisis. Pandemic-related shutdowns and the aftermath placed stress on the resort industry that powers the region, led to changes in travel patterns and crash rates, placed new demands on transit service, and sparked expanded interest in active transportation.

Other recent trends that have emerged or strengthened over recent years were discussed with stakeholder and partner agencies during the planning process, as outlined to the right:

- **Advancement of Artificial Intelligence (AI) and Machine Learning:** The RTC Freeway and Arterial System of Transportation (FAST) program has been awarded grants to use advanced intersection analytics, which incorporate AI and machine learning, to process information about traffic movement. This has the potential to improve traffic signal timing optimization, traffic signal preemption for emergency vehicles and priority for transit vehicles, and analysis of safety needs. Investments in signal technology offer the potential to improve traffic operations and reduce delay without costly roadway capacity expansions.
- **Zero-Emission Vehicles:** Improvements in technology and increasing recognition of the needs caused by climate change have sparked growth in the zero-emission vehicle industry, which includes hybrid, battery electric, and hydrogen fuel cell technology. This results in new demands for charging infrastructure across the region. In addition, public agencies are seeking opportunities to transition fleets to cleaner and more cost-effective technologies. This includes local government automobile fleets, fire trucks, and transit buses. RTC has been successful in receiving competitive grants to pilot electric and hydrogen fuel cell bus technologies.

As part of this process, the proportion of funding allocated to various project types over previous decades was considered. The percentage of RTP funds dedicated to highway projects was 78% in the plan adopted in 2006, 85% in 2008, and 70% in 2013. Previous editions of the RTP have focused heavily on addressing the rapid growth and expansion of the region by building the regional roadway network. This focus on highway capacity investments represents one alternative scenario.

To compare potential investment approaches, the project benefits calculator was used to analyze three different scenarios:

- **Roadway capacity-only strategy**
- **Transit, active transportation, and intelligent transportation system-only strategy**
- **Balanced investment strategy**

As shown in Table 6-1, the contrast in investing in roadway capacity compared with active transportation and smart technology is strong. The focus on roadway construction is expected to lead to more single-occupant vehicle travel, increased pollution, and more crashes.

6.3 Planned Investments

The Let's Go 2050 call for projects resulted in a well-balanced package of projects. These projects advanced recent work to reduce the number of traffic fatalities on area roadways, expand trail networks, improve transit infrastructure, and incorporate technology solutions, along with new connections and operational improvements for the roadway network. The plan also includes investments toward preserving existing roads and bridges. The full list of projects is provided in Appendix A.

In addition, 42% of Let's Go 2050 Plan funds are planned in areas of concern, which reflect historically underserved communities.

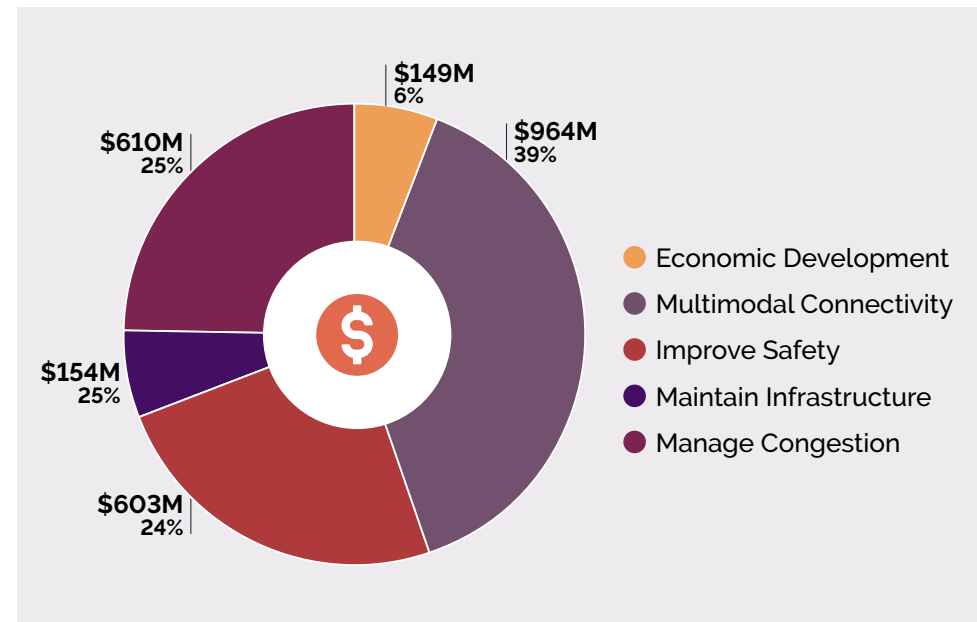
6.4 Unfunded Needs

\$3.7 billion in project requests was received for the Let's Go 2050 Plan. This exceeded the available revenue over the life of the plan by \$1.1 billion, or 142%. Appendix A includes a list of unfunded needs. This includes the projects that are not funded through 2050 but may be incorporated at a future time if additional funding becomes available. They will also be considered in future updates to the plan.

Table 6-1: Comparison of Transportation Scenarios

	Roadway Capacity Focus	Active Transportation and Technology Focus	All Projects
Crashes Reduced	0	289	289
New Active Transportation Trips	407	69,279	70,185
Vehicle Miles Traveled	62M	-28M	33M
Economic Benefit	\$17M	\$49M	\$66M

Figure 6-2: Funding by Goal



7 Performance Monitoring



7.1 Performance-Based Planning Framework

The RTC delivers a performance-based planning process that is data-driven and informed by community input. As described in Chapter 2, the Let's Go 2050 Regional Transportation Plan (RTP) goals are aligned with federal requirements and regional priorities. These six goals were integrated into the project evaluation and selection process, as well as the Congestion Management Process (CMP), and are monitored through tracking performance targets. Figure 7-1 demonstrates the Transportation Performance Management (TPM) process of utilizing system information to make investment and policy decisions to achieve performance goals.

Figure 7-1: TPM Process



Source: [Federal Highway Administration](#)

7.2 Federal Regulatory Requirements

Federal requirements for performance-based planning in the regional transportation planning process are identified in statutes and other guidance documents focusing on two primary areas: planning factors and national performance measures. These measures have been identified to serve the mobility needs of people and freight, foster economic growth, connect housing and employment, and minimize fuel use. Planning factors are described in 23 United States Code (USC) 134(h) and 49 USC 5303(h) (see Section E.1.i Criterion 1.c.1). The 10 planning factors that must be addressed in RTPs are described in Section 3.4 of this plan.

Federal statutes require that MPOs implement a performance-based approach so that progress toward national goals can be measured. The seven national performance goals are identified in 23 USC 150(b) and implemented under 23 CFR 490.105, as shown below.

1. **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability:** To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Development:** To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

RTC establishes performance measures and targets that address the required performance goal areas and tracks these measures over time. Performance targets are selected in coordination with NDOT. Table 7-1 lists the required performance measures, established targets, and current performance. Where applicable, 2-year and 4-year targets are shown. In the case of 4-year adjusted targets, NDOT has reassessed the initial 4-year target after reviewing the most recent data and has made the decision to change them. This has mostly occurred when the actual performance did not meet the defined 2-year target. The FHWA allows for adjustments of the 4-year target with documented justification, which allows for a more realistic target based on the 2-year period.



Table 7-1: Required MPO Performance Measures and Targets

Performance Measure	Target *	Actual
Safety		
Number of fatalities (5-year rolling average, 2018-2022) ¹	190	219
Rate of fatalities per 100 million vehicle miles traveled (VMT) (5-year rolling average, 2018-2022) ¹	1.0	0.81
Number of serious injuries (5-year rolling average)	792	903
Rate of serious injuries per 100 million VMT (5-year rolling average, 2018-2022)	3.97	5.0
Number of non-motorized fatalities (5-year rolling average, 2018-2022) ¹	65	66
Number of non-motorized serious injuries (5-year rolling average, 2018-2022)	165	182
Preservation		
Percentage of pavements on the interstate system in good condition	2- and 4-year: 81.0% or better	84.9%
Percentage of pavements on the interstate system in poor condition	2- and 4-year: 0.5% or less	0.3%
Percentage of pavements on the National Highway System (NHS), excluding the interstate, in good condition	2-year: 67.0% or better	N/A
	4-year (adjusted): 65.5%	
Percentage of pavements on the NHS, excluding the interstate, in poor condition	2- and 4-year: 0.5% or less	0.4%
Condition of bridges on the NHS		
Bridges in good condition	2- and 4-year: Greater than 35%	52.0%
Bridges in poor condition	2- and 4-year: Less than 7%	0.6%
Mobility		
Interstate travel time reliability (TTR)	2-year: 87.0% or higher	85.1%
	4-year (adjusted): 85.2%	N/A
Non-Interstate NHS TTR	2-year: 87.0% or higher	90.1%
	4-year: 87.4% or higher	N/A
Interstate truck TTR Index	2-year: 1.27 or less	1.30
	4-year (adjusted): 1.29	N/A
Annual hours of peak hour excessive delay (PHED) per capita	2-year: 10.0 hours or less	12.5 hours
	4-year (adjusted): 12.4 hours or less	N/A
Percentage of non-single-occupant travel	2-year: 21.6% or higher	24.1%
	4-year: 21.8% or higher	N/A
On-road mobile source emissions		37.5 kg/day

Table 7-2: Transit Safety Performance Measures, shown as rolling average of 2021-2024

Transit Safety Performance Measure	Description	Target	Actual
1a) Major events	All safety and security major events as defined by the National Transit Database (NTD)	10% Reduction	121
1b) Major event rate	All safety and security major events per 100 million vehicle revenue miles (VRM)		0.257
1.1) Collision rate	All collisions reported to the NTD divided by VRM	10% Reduction	52.8
1.1.1) Pedestrian collision rate	All collisions with a person divided by VRM	10% Reduction	5
1.1.2) Vehicular collision rate	All collisions with a motor vehicle divided by VRM	10% Reduction	47.75
2a) Fatalities	All fatalities	10% Reduction	2
2b) Fatality rate	All fatalities divided by VRM		.02
3a) Injuries	All injuries	10% Reduction	156
3b) Injury rate	All injuries divided by VRM		.95
3.1) Transit worker injury rate	All transit worked injuries divided by VRM		.04

Table 7-1

* Statewide target unless otherwise noted.

Sources: [Safety Performance Management www.ecfr.gov/current/title-23/section-490.105](http://www.ecfr.gov/current/title-23/section-490.105)
www.ecfr.gov/current/title-23/section-490.707

¹ Source: [Zero Fatalities Nevada](#) (Clark County data)

As the transit service provider for the region, RTC complies with transit safety planning and performance monitoring requirements identified in 49 CFR Part 673. RTC develops the Public Transportation Agency Safety Plan that includes the safety measures identified in the National Public Transportation Safety Plan to meet federal requirements. Transit safety performance measures are shown in Table 7-2.

Table 7-2

Source: [National Public Transportation Safety Plan](#)

Note: Some newly required items do not yet have data available.

In addition, RTC complies with FTA requirements for monitoring and maintaining transit infrastructure and vehicles in a state of good repair (SGR).

RTC strives to maintain transit infrastructure in a state of good repair (SGR) and complies with FTA requirements for monitoring and maintaining transit infrastructure and vehicles. Twenty percent of transit revenue vehicle rolling stock currently exceeds its useful life. About 12.5% for non-revenue service vehicles currently exceed their useful life. The RTC has established a maximum target of the percentage of assets that are not within an SGR at less than 10% for all rolling stock, equipment, and facilities. Additional information about the RTC transit fleet and facilities is available in the Transit Asset Management Plan.

In addition to the transit safety and SGR performance measures, RTC submits an annual report on various service metrics through the National Transit Database (NTD), which identifies performance measures such as operating expenses per vehicle revenue mile, operating expenses per passenger mile, and unlinked passenger trips per vehicle revenue mile, among other service efficiency and effectiveness metrics. The RTC also tracks several metrics that are not reported through NTD, such as the number of bicycles that were transported and on-time performance of the fixed-route system.

