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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

NOTICE AND AGENDA OF PUBLIC MEETING

EXECUTIVE ADVISORY COMMITTEE

9:15 A.M. DECEMBER 17, 2020

In support of the Nevada State Governor's recommendations made on November 10, 2020 to reduce the spread of COVID-19, the Regional Transportation Commission of Southern Nevada will hold the Executive Advisory Committee meeting virtually.

On March 22, 2020, the State of Nevada Executive Department issued Declaration of Emergency Directive 006, which suspends the requirement contained in Nevada Revised Statute 241.023(1)(b) that there be a physical location designated for meetings of public bodies where the public can attend and participate. Directive 006 was subsequently extended by the following Emergency Directives: Emergency Directive 010 on March 31, 2020; Emergency Directive 016 on April 29, 2020; Emergency Directive 018 on May 7, 2020; Emergency Directive 021 on May 28, 2020; and Emergency Directive 026 on June 29, 2020; and Emergency Directive 029 on July 31, 2020. Pursuant to Directive 006, the Regional Transportation Commission of Southern Nevada **will not provide a physical location for the public to attend the meeting of the Executive Advisory Committee.**

The meeting of the Executive Advisory Committee will be available via livestream at the following link: https://www.rtcsnv.com/about/meetings-agendas/executive-advisory-committee/

Additionally, the Executive Advisory Committee will be accepting public comment via email. Public comment relating to the Committee may be submitted via email to PublicComments@rtcsnv.com. Public comment via email submission received by 5:00 p.m. (Pacific Standard Time) on the business day prior to the meeting will be read into the record by RTC staff at the meeting. Public comment submissions received after 5:00 p.m. (Pacific Standard Time) on the business day prior to the meeting will be included in the written record of the meeting. Please be sure to include your name and the agenda item number you wish to comment on. Also, indicate if you would like your comment read aloud on the record or just added to the backup for the record. Only the first 500 words of comments submitted to be read into the record will be read aloud. The remaining words will be included in the written record.

This meeting will be accessible to the public online. A sign language interpreter for the deaf will be made available with a 48-hour advance request to the Regional Transportation Commission of Southern Nevada offices. Phone: 702-676-1500 TDD: 702-676-1834

This agenda, including the supporting materials, is available at the Regional Transportation Commission of Southern Nevada's website, http://www.rtcsnv.com; or by contacting David Gloria by calling (702) 676-1623 or by email at GloriaD@rtcsnv.com.

In accordance with the State of Nevada Executive Department's Declaration of Emergency, Directive 006, which includes exceptions to Open Meeting Law, it is hereby noted that this meeting agenda has been properly noticed and posted at the following locations:

RTC Website	Nevada Public Notice
www.rtcsnv.com	https://notice.nv.gov

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David Gloria
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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]
SUBJECT: CITIZENS PARTICIPATION		
PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA		
RECOMMENDATION BY PETITIONER: THAT THE EXECUTIVE ADVISORY COMMITTEE CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION		
GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM		

FISCAL IMPACT:
None

BACKGROUND:
In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada Executive Advisory Committee (Committee) shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Committee's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the Committee can direct that it be placed on a future agenda.

Respectfully submitted,

DocuSigned by:
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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

dbg

EAC Item #1
December 17, 2020
Non-Consent

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Items 2 through 27 are items for possible action. Items 1 and 28 are discussion items and no action can be taken. Please be advised that the Executive Advisory Committee has the discretion to take items on the agenda out of order, combine two or more agenda items for consideration, remove an item from the agenda, or delay discussion relating to an item on the agenda any time.

1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

2. APPROVE THE AGENDA (FOR POSSIBLE ACTION)

CONSENT AGENDA (ITEMS 3 THROUGH 24)
All items marked with asterisks (**) are considered by the Regional Transportation Commission of Southern Nevada Executive Advisory Committee to be routine and may be acted upon in one motion. However, the Executive Advisory Committee may discuss any consent item individually if requested by a Committee member or a citizen when the consent agenda is considered for approval.

MINUTES

**3. APPROVAL OF THE MINUTES: Meeting of November 19, 2020 (FOR POSSIBLE ACTION)

METROPOLITAN PLANNING ORGANIZATION

Streets and Highways

**4. ADOPT AMENDMENTS TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)

**5. RECEIVE A REPORT ON THE SUMMARY OF FISCAL ACTIONS RELATED TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)

**6. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FROM SALES TAX FUNDS FOR DESIGN FOR PROJECT 144AL-Q10; NEXAR CITYSTREAM PROJECT (FOR POSSIBLE ACTION)

**7. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 113F-FTI2; FORT APACHE ROAD, HUNTINGTON COVE PARKWAY TO WARM SPRINGS ROAD (FOR POSSIBLE ACTION)

**8. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 4 TO INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 135AB1-MVFT; ARTERIAL RECONSTRUCTION PROGRAM: CLARK COUNTY MAINTENANCE FISCAL YEAR 2019 (FOR POSSIBLE ACTION)

**9. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 223S-MVFT; INTERSECTION IMPROVEMENTS PROGRAM: ROUNDABOUTS AT VARIOUS LOCATIONS (FOR POSSIBLE ACTION)

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**10. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 009R-FTI2; CHARLESTON BOULEVARD, MARYLAND PARKWAY TO BOULDER HIGHWAY (FOR POSSIBLE ACTION)

**11. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO REVISE THE PROJECT SCOPE AND INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF NORTH LAS VEGAS PROJECT 239A-MVFT; SAFETY UPGRADES PROGRAM: FISCAL YEAR 2021, CITY OF NORTH LAS VEGAS (FOR POSSIBLE ACTION)

**12. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN INTERLOCAL CONTRACT FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 002AD-MVFT; EASTERN AVENUE, HORIZON RIDGE PARKWAY TO SUN CITY ANTHEM DRIVE (FOR POSSIBLE ACTION)

**13. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN INTERLOCAL CONTRACT FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 135AP-MVFT; KELSO DUNES AVENUE, GIBSON ROAD TO STEPHANIE STREET AND MARKS STREET, WARM SPRINGS ROAD TO TRAIL CANYON ROAD (FOR POSSIBLE ACTION)

**14. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 3 TO INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 199B-MVFT; VIA NOBILA, VIA INSPIRADA TO LAS VEGAS BOULEVARD (FOR POSSIBLE ACTION)

**15. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS AND EXTEND THE PROJECT COMPLETION DATE FOR CITY OF HENDERSON PROJECT 216A-FTI2; NEVADA STATE DRIVE, PARADISE HILLS DRIVE TO I-515 (FOR POSSIBLE ACTION)

**16. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDS FOR RIGHT-OF-WAY FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF HENDERSON PROJECT 234A-FTI2; GILESPIE STREET, ST. ROSE PARKWAY TO VIA INSPIRADA (FOR POSSIBLE ACTION)

**17. APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO THE INTERLOCAL CONTRACT TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF MESQUITE PROJECT 063AP-MVFT; 2020 STREET RECONSTRUCTION PROJECT, KITTY HAWK DRIVE (FOR POSSIBLE ACTION)

**18. RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 223J-FTI2; INTERSECTION IMPROVEMENTS PROGRAM: FISCAL YEAR 2020 CITY OF LAS VEGAS CONSTRUCTION – PACKAGE 2 TO LAS VEGAS ELECTRIC, INC. FOR $3,662,636.50 (FOR POSSIBLE ACTION)

**19. APPROVE THE FINAL REPORT FOR CITY OF MESQUITE PROJECT 063AN-FTI2; STREET RECONSTRUCTION PROJECT, PHASE II (FOR POSSIBLE ACTION)

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**20. APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 142V-MVFT; ENTITY NON-PROJECT SPECIFIC EXPENSES (FOR POSSIBLE ACTION)

**21. APPROVE THE FINAL REPORT FOR CITY OF NORTH LAS VEGAS PROJECT 149B-MVFT; NORTH 5TH STREET, OWENS AVENUE, LOWER LAS VEGAS WASH (FOR POSSIBLE ACTION)

**22. APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 198A-FTI2; 3RD STREET, FREMONT STREET, CHARLESTON BOULEVARD (FOR POSSIBLE ACTION)

**23. RECEIVE NOTIFICATION THAT THE MONTHLY ENTITY PROJECT FINANCIAL AND STATUS REPORTS HAVE BEEN POSTED TO THE RTC'S WEBSITE (FOR POSSIBLE ACTION)

Planning

**24. RECEIVE NOTIFICATION THAT THE MONTHLY CAPITAL PROJECT TRACKING REPORT AND THE UNIFIED PLANNING WORK PROGRAM PROJECT ACTIVITY STATUS REPORT HAVE BEEN POSTED TO THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S WEBSITE (FOR POSSIBLE ACTION)

****END OF CONSENT AGENDA****

METROPOLITAN PLANNING ORGANIZATION

Planning

25. REVIEW AND APPROVE THE 2021-2050 REGIONAL TRANSPORTATION PLAN (FOR POSSIBLE ACTION)

26. APPROVE THE FISCAL YEARS 2020-2021 UNIFIED PLANNING WORK PROGRAM – AMENDMENT III (FOR POSSIBLE ACTION)

27. RECEIVE A PRESENTATION OF THE DOWNTOWN NORTH LAS VEGAS OPPORTUNITY SITE FIVE-YEAR PROGRESS REPORT (FOR POSSIBLE ACTION)

CITIZENS PARTICIPATION

28. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

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During the initial Citizens Participation, any citizen in the audience may address the Executive Advisory Committee on an item featured on the agenda. During the final Citizens Participation, any citizens in the audience may address the Committee on matters within the Committee's jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, the Committee can direct that the matter be placed on a future agenda.

Public comment relating to the Committee may also be submitted via email to **PublicComments@rtcsnv.com**. Public comment via email submission must be received by 5:00 p.m. (Pacific Standard Time) on the business day prior to the meeting and will be read into the record by RTC staff at the meeting. Public comment submissions received after 5:00 p.m. (Pacific Standard Time) on the business day prior to the meeting will be included in the written record of the meeting. Please be sure to include your name and the agenda item number you wish to comment on. Also, indicate if you would like your comment read aloud on the record or just added to the backup for the record. Only the first 500 words of comments submitted to be read into the record will be read aloud. The remaining words will be included in the written record.

The Regional Transportation Commission of Southern Nevada keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations should be submitted to the Recording Secretary.

The Regional Transportation Commission of Southern Nevada appreciates the time citizens devote to be involved in this important process.

The meeting room is accessible to the disabled. Assistive listening devices are available for the hearing impaired. A sign language interpreter for the deaf will be made available with 48 hours advance request to the Regional Transportation Commission of Southern Nevada offices. Phone: 702-676-1500 TDD: 702-676-1834

In compliance with Nevada Revised Statute 241.035(4), the Regional Transportation Commission of Southern Nevada shall create an audio and/or video recording of the meeting and retain such recording(s) for the required period of time.

Any action taken on these items is advisory to the Regional Transportation Commission of Southern Nevada.

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MINUTES
EXECUTIVE ADVISORY COMMITTEE
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
NOVEMBER 19, 2020

These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format. For complete contents, please refer to meeting recordings on file at the Regional Transportation Commission of Southern Nevada.

In accordance with the State of Nevada Executive Department's Declaration of Emergency, Directive 006, which includes exceptions to Open Meeting Law, it is hereby noted that this meeting agenda was properly noticed and posted at the following locations on November 13, 2020:

RTC Website	Nevada Public Notice
www.rtcsnv.com	https://notice.nv.gov

CALL TO ORDER

Ms. Sondra Rosenberg, Chair, called the meeting to order at 9:18 a.m. via Webex conference call. In accordance with the State of Nevada Executive Department's Declaration of Emergency, Directive 006, the meeting did not have a physical location.

MEMBERS PRESENT (via teleconference):
Sondra Rosenberg, Chair, Nevada Department of Transportation
Denis Cederburg, Vice Chair, Clark County
Travis Anderson, City of Mesquite
Mario Bermudez, Clark County (Alternate)
Dale Daffern, City of North Las Vegas
Susan Danielewicz, City of Boulder City (Alternate)
Thomas Davy, City of Henderson (Alternate)
Keegan Littrell, City of Boulder City
Johanna Murphy, City of North Las Vegas (Alternate)
Joey Paskey, City of Las Vegas (Alternate)
Richard Secrist, City of Mesquite
Fred Solis, City of Las Vegas (Alternate)
Michael Tassi, City of Henderson

MEMBERS ABSENT:
None

RTC STAFF (via teleconference):
David Swallow, Deputy Chief Executive Officer
John Peñuelas, Senior Director of Engineering
Craig Raborn, Director of Metropolitan Planning Organization
David Clyde, Associate General Counsel
Joe Damiani, Manager of Engineering
Andrew Kjellman, Manager of Transportation Planning
Rae Lathrop, Manager of Regional Planning
Daniel Fazekas, Senior Regional Planner
Michelle Larime, Senior Regional Planner
Marin DuBois, Management Analyst
David Gloria, Management Analyst
Regan Lively, Management Analyst

INTERESTED PARTIES (via teleconference):
Greg Cerven, Clark County
Marco Velotta, City of Las Vegas

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Item:
1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION
Comments:
No comments were made.
Motion:
No motion was necessary.
Vote/Summary:
No vote was taken.

Item:
2. APPROVE THE AGENDA (FOR POSSIBLE ACTION)
Comments:
No comments were made.
Motion:
Mr. Mario Bermudez, Clark County, made a motion to approve the agenda.
Vote/Summary:
13 Ayes. 0 Nays. The motion carried. Ayes: Travis Anderson, Mario Bermudez, Denis Cederburg, Dale Daffern, Susan Danielewicz, Thomas Davy, Keegan Littrell, Johanna Murphy, Joey Paskey, Sondra Rosenberg, Richard Secrist, Fred Solis, Michael Tassi Nays: None Absent: None

CONSENT AGENDA (ITEMS 3 THROUGH 25)

All items marked with asterisks (**) are considered by the Executive Advisory Committee to be routine and may be acted upon in one motion. However, the Executive Advisory Committee may discuss any consent item individually if requested by a Committee member or a citizen when the consent agenda is considered for approval.

**3.	APPROVAL OF THE MINUTES: Meeting of October 29, 2020 (FOR POSSIBLE ACTION)
**4.	RECEIVE A REPORT ON THE SUMMARY OF FISCAL ACTIONS RELATED TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)
**5.	APPROVE REVISIONS TO UNIFORM STANDARD SPECIFICATION SECTION 703, "BITUMINOUS MATERIALS" (FOR POSSIBLE ACTION)
**6.	APPROVE REVISIONS TO UNIFORM STANDARD DRAWINGS WITH RESPECT TO CURRENT ACCESSIBILITY BEST PRACTICES WITHIN THE RIGHT-OF-WAY (FOR POSSIBLE ACTION)
**7.	APPROVE REVISIONS TO UNIFORM STANDARD DRAWINGS 217.3.S1, "RESIDENTIAL CURB AND GUTTER R-TYPE;" AND 223, "RESIDENTIAL DRIVEWAY" (FOR POSSIBLE ACTION)
**8.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 3 TO INCREASE FUNDING FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 211B2-MVFT; TRAFFIC SIGNAL IMPROVEMENTS PROGRAM: FISCAL YEAR 2019 CLARK COUNTY (FOR POSSIBLE ACTION)
**9.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO INCREASE FUNDING FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 213A-FTI2; SLOAN LANE, VEGAS VALLEY DRIVE TO RUBY CREEK DRIVE (FOR

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	POSSIBLE ACTION)
**10.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 12 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF LAS VEGAS PROJECT 051M-MVFT; LAMB BOULEVARD/CHARLESTON BOULEVARD TRAFFIC IMPROVEMENTS (FOR POSSIBLE ACTION)
**11.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 8 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF LAS VEGAS PROJECT 092C-Q10; SUMMERLIN PARKWAY, CC-215 TO US-95 (FOR POSSIBLE ACTION)
**12.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF LAS VEGAS PROJECT 178K-FTI2; DOWNTOWN VEHICLE AND PEDESTRIAN SAFETY STREETLIGHT IMPROVEMENTS (FOR POSSIBLE ACTION)
**13.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR ENGINEERING AND RIGHT-OF-WAY FROM MOTOR VEHICLE FUEL TAX FOR CITY OF NORTH LAS VEGAS PROJECT 175Z-MVFT; NEIGHBORHOOD REHABILITATION FISCAL YEAR 2021 (FOR POSSIBLE ACTION)
**14.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 4 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF NORTH LAS VEGAS PROJECT 188A-MVFT; TROPICAL PARKWAY/LINN LANE, EL CAMPO GRANDE AVENUE TO CC-215 (FOR POSSIBLE ACTION)
**15.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF HENDERSON PROJECT 140B-FTI2; GREENWAY ROAD, BOULDER HIGHWAY TO PARADISE HILLS DRIVE (FOR POSSIBLE ACTION)
**16.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF HENDERSON PROJECT 192A-MVFT; SUNRIDGE HEIGHTS PARKWAY FROM EXECUTIVE AIRPORT DRIVE TO SEVEN HILLS DRIVE (FOR POSSIBLE ACTION)
**17.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF HENDERSON PROJECT 209A-FTI2; HEATHER DRIVE, GREENWAY ROAD TO COLLEGE DRIVE (FOR POSSIBLE ACTION)
**18.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF HENDERSON PROJECT 240A-FTI2; SUNSET ROAD, I-515 TO PABCO ROAD (FOR POSSIBLE ACTION)
**19.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 3 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF BOULDER CITY PROJECT 176C-Q10; BOULDER CITY PARKWAY COMPLETE STREET (FOR POSSIBLE ACTION)
**20.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF BOULDER CITY PROJECT 135AB5-MVFT; 2019 BOULDER CITY MAINTENANCE PROGRAM (FOR POSSIBLE ACTION)
**21.	APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING FOR ENGINEERING AND CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX DIRECT DISTRIBUTION FUNDS FOR CITY OF BOULDER CITY PROJECT 205D-MVFT; ADA UPGRADES PROGRAM:

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FISCAL YEAR 2021 CITY OF BOULDER CITY (FOR POSSIBLE ACTION)
**22. RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 113E-FTI2; FORT APACHE ROAD, WARM SPRINGS ROAD TO TROPICANA AVENUE TO LAS VEGAS PAVING CORPORATION FOR $11,530,000.00 (FOR POSSIBLE ACTION)
**23. APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 165B-FTI2; LONE MOUNTAIN ROAD, CC-215 TO TENAYA WAY (FOR POSSIBLE ACTION)
**24. RECEIVE NOTIFICATION THAT THE MONTHLY ENTITY PROJECT FINANCIAL AND STATUS REPORTS HAVE BEEN POSTED TO THE RTC'S WEBSITE (FOR POSSIBLE ACTION)
**25. RECEIVE NOTIFICATION THAT THE MONTHLY CAPITAL PROJECT TRACKING REPORT AND THE UNIFIED PLANNING WORK PROGRAM PROJECT ACTIVITY STATUS REPORT HAVE BEEN POSTED TO THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S WEBSITE (FOR POSSIBLE ACTION)
Comments:
No comments were made.
Motion:
Mr. Keegan Littrell, City of Boulder City, made a motion to approve the Consent Agenda.
Vote/Summary:
13 Ayes. 0 Nays. The motion carried. Ayes: Travis Anderson, Mario Bermudez, Denis Cederburg, Dale Daffern, Susan Danielewicz, Thomas Davy, Keegan Littrell, Johanna Murphy, Joey Paskey, Sondra Rosenberg, Richard Secrist, Fred Solis, Michael Tassi Nays: None Absent: None

Item:
26. RECEIVE AN UPDATE ON THE NEVADA DEPARTMENT OF TRANSPORTATION'S IMPLEMENTATION OF THE ONE NEVADA STATEWIDE TRANSPORTATION PLAN (FOR POSSIBLE ACTION)
Comments:
Following a detailed PowerPoint presentation [attached], Chair Sondra Rosenberg, Nevada Department of Transportation (NDOT), provided an update on NDOT's One Nevada Statewide Transportation Plan (Plan). She explained that the Plan was adopted in 2018 and is a performance-based long-range transportation plan that establishes six key goal areas. The Plan establishes a framework for a transparent, data-driven prioritization process of long-range, mid-range, and short-range projects. She listed the Plan's main objectives, including: establish statewide goals and performance measures, develop a planning financial forecast, determine funding distribution, select and implement projects, and collect data on transportation system performance. Chair Rosenberg remarked that the overall objective is to filter projects from the long-range needs to a prioritized list of funded projects. Since adoption in 2018, the focus has shifted towards implementation. Chair Rosenberg stated that this year was the first time NDOT produced a Statewide Transportation Improvement Program (STIP) and Annual Work Program that were truly performance based and data driven. Chair Rosenberg continued with an explanation of how NDOT and the Metropolitan Planning Organization's (MPO) planning documents relate to each other, adding that it would provide

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background into understanding the Plan's objectives and outcomes. She then presented a flow outlining how the Annual Work Program, STIP, Short-Range Element, and the Long-Range Element aligned with each other.

Next, Chair Rosenberg discussed the six goal areas developed through extensive public and stakeholder engagement. The implementation segment focuses on how projects align with the goals. She explained that in order to quantify it, a 15-point weighted criteria was developed to score and rank projects against the goals. After projects were prioritized according to the criteria, the project list was then harmonized to consider funding eligibility, project readiness, and how the program of projects would improve performance on adopted measures and geographic distribution. Although the process would continue to be refined on an ongoing basis, the current outcome would be to deliver a revised process that includes an amendment process. This would determine how changes to project scope or budget affect the process, and ways to coordinate with the MPO.

Continuing, Chair Rosenberg reviewed prioritization outcomes. The first year was focused on prioritizing already identified projects into the STIP and Annual Work Program. Now, NDOT is refining that process while also focusing on identification of long-range needs and identifying statewide needs and corresponding projects. She concluded with a review of next steps which include:

- Finalize criteria and data to evaluate both long and short-term project priorities
- Update data mapping and needs identification input requirements
- Conduct pilot statewide needs assessment
- Refine STIP amendment process
- Improve coordination/harmonization with MPO process and timelines
- Develop annual schedule for prioritization effort

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
27. APPROVE AMENDMENT CLARK 21-03 TO THE 2017-2040 REGIONAL TRANSPORTATION PLAN (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation [attached], Mr. Andrew Kjellman, Manager of Transportation Planning for the Regional Transportation Commission of Southern Nevada (RTC), discussed proposed Amendment Clark 21-03 to the Regional Transportation Plan (RTP). He explained that federal regulations require an amendment to the RTP when a new project that uses federal funding is added. The proposed amendment consists of adding the RTC's Expanded Mobility Options to Ensure Equal Access to Healthy Food and Community Service Project. This project would study potential microtransit routes that could provide access to healthy food, workplaces, and community services to low-income areas. The project was selected to receive $138,890.00 in federal funding by the Federal Transit Administration's Helping Obtain Prosperity for Everyone Program (HOPE) grant program. He mentioned the study is region-wide and would align with the RTC's Coordinated Transportation Plan and the On Board Mobility Plan.

Motion:
Mr. Michael Tassi, City of Henderson, made a motion to follow staff recommendation.

Vote/Summary:
13 Ayes. 0 Nays. The motion carried.

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Ayes: Travis Anderson, Mario Bermudez, Denis Cederburg, Dale Daffern, Susan Danielewicz, Thomas Davy, Keegan Littrell, Johanna Murphy, Joey Paskey, Sondra Rosenberg, Richard Secrist, Fred Solis, Michael Tassi
Nays: None
Absent: None

Item:

28. ADOPT THE DRAFT METROPOLITAN TRANSPORTATION PLANNING INTERLOCAL CONTRACT AND AUTHORIZE THE CHAIRMAN TO SIGN (FOR POSSIBLE ACTION)

Comments:

Mr. Craig Raborn, Director of the Metropolitan Planning Organization (MPO) for the Regional Transportation Commission of Southern Nevada (RTC), presented the draft Metropolitan Transportation Planning Interlocal Contract. He provided some background into the development of the agreement, explaining that it was last discussed by the Executive Advisory Committee (EAC) in 2018. The finalization of the agreement was overlooked due to staff changes. He then reviewed the changes to the agreement since it was last presented to the EAC. The only significant change was the exclusion of the Nevada Department of Transportation (NDOT) from the interlocal agreement. He explained that it was not customary to include the state transportation department as part of the formation of the MPO because it raises governance issues and that relationship between the two entities is covered by the planning rules and a separate memorandum of understanding (MOU). He noted that other changes were minor date changes and the inclusion of the new Public Participation Plan.

Motion:

Mr. Michael Tassi, City of Henderson, made a motion to approve.

Vote/Summary:

13 Ayes. 0 Nays. The motion carried.
Ayes: Travis Anderson, Mario Bermudez, Denis Cederburg, Dale Daffern, Susan Danielewicz, Thomas Davy, Keegan Littrell, Johanna Murphy, Joey Paskey, Sondra Rosenberg, Richard Secrist, Fred Solis, Michael Tassi
Nays: None
Absent: None

Item:

29. RECEIVE A PRESENTATION OF AND APPROVE THE SUSTAINABILITY PLANNING TOOLS AND TECHNIQUES INVENTORY REPORT (FOR POSSIBLE ACTION)

Comments:

Following a detailed PowerPoint presentation [attached], Ms. Michelle Larime, Senior Regional Planner for the Regional Transportation Commission of Southern Nevada (RTC), discussed the results of the recently completed research report on Regional Environmental Sustainability Planning. She explained that the research report was intended to provide insight into how other large metropolitan regions approach environmental sustainability planning by conducting an inventory of planning processes and best practices. Ms. Larime began with a brief overview of the methodology, which included a review of academic literature on the topic and interviews with four peer communities. Findings were then presented to a Technical Advisory Group (TAG) made up of local planners from various jurisdictions who provided feedback that was incorporated through additional research into the report. Three deliverables were produced: a key findings report, the full report, and appendices that provide a comparison of the different plans reviewed as part of the report.

Next, Ms. Larime discussed the findings, which were presented as two different approaches. The first is the local “sum of parts” approach – which she noted is the current approach towards sustainability

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planning in Southern Nevada. The second is a multi-jurisdictional, collaborative approach. She pointed out that the research emphasizes the need to adopt a multi-jurisdictional, collaborative approach, despite the fact that it is still very much a new process for many communities. She then reviewed some of the best practice principles included in the report. Twelve principles highlight the need to determine achievable and measurable goals and strategies, as well as the importance of creating performance-based implementation and evaluation processes. There is also focus on the need for broad and inclusive community engagement and the need for the work to reflect the community's vision for quality of life. She mentioned that the report also includes recommendations based on the findings in the literature, including incentivizing the private sector to collaborate. However, the recommendations are not meant to be prescribed actions, but are meant to be used as guiding tools for future work.

Chair Sondra Rosenberg, Nevada Department of Transportation (NDOT), mentioned that a state climate action strategy should be published on December 1, 2020. She expected that the RTC's report would help inform the state's plan. Mr. Craig Raborn, Director of the Metropolitan Planning Organization for the RTC, commented that a statement was included in the report to emphasize that the study is for research purposes and not intended to provide actionable goals or steps. This statement will also be included in subsequent copies of the report. The inclusion of the statement was based on comments received from the various groups that reviewed the report. Chair Rosenberg noted that the state plan would probably include next steps and thanked Ms. Larime for the presentation.

Motion:
Mr. Fred Solis, City of Las Vegas, made a motion to approve.

Vote/Summary:
13 Ayes. 0 Nays. The motion carried.
Ayes: Travis Anderson, Mario Bermudez, Denis Cederburg, Dale Daffern, Susan Danielewicz, Thomas Davy, Keegan Littrell, Johanna Murphy, Joey Paskey, Sondra Rosenberg, Richard Secrist, Fred Solis, Michael Tassi
Nays: None
Absent: None

Item:
30. RECEIVE AN UPDATE ON THE REGIONAL WORK PROGRAM (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation [attached], Ms. Rae Lathrop, Manager of Regional Planning for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on the regional work program. She began with an overview of the economic conditions that lead to the development of the Southern Nevada Strong (SNS) Regional Policy Plan (Plan), the similarities to current economic conditions, and the main priorities identified by the community with regard to the region's recovery and long-term resiliency. She also discussed the process used to develope the Plan, highlighting the strong community engagement component. She added that the RTC serves as the administrator of the SNS Plan and implementation varies according to activities and priorities.

Next, Ms. Lathrop discussed the Community Engagement Toolkit, which was developed as part of the implementation plan to increase ongoing community engagement and integrate it into the long-term planning process. The toolkit was developed using best practices to update strategies used during the development of the SNS Plan, and adapted to reflect the increase in online activity resulting from the pandemic. It is located on the SNS website and available to all community partners.

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Continuing, Ms. Lathrop discussed the Opportunity Site project, which is a review and update of a small report adopted at the same time as the SNS Plan. While a full update to the plan is not expected, these four site strategy reports will be reviewed for additional resources and strategies. The report for the City of North Las Vegas (North Las Vegas) Opportunity Site is almost complete, and work is underway on the report for the sites within the Cities of Las Vegas and Henderson.

Then, Ms. Lathrop spoke about the recent meetings held with the SNS Steering Committee members to gather input on overall progress of the SNS Plan and to determine the region's priorities and activities for short-term implementation. She discussed some of the preliminary themes and priorities emerging from the meetings, noting that the results would be analyzed for regional impacts.

Next, she presented four topics that were identified through stakeholder engagement and adopted in the current Unified Planning Work Program for the regional planning department. The reports would analyze how peer communities handle similar priorities to those identified in the SNS Plan, and would then be used to develop and refine local implementation strategies. She remarked that the report on regional sustainability was presented earlier in the meeting. The report on tree canopy and social equity would not begin until data sets were released next year. She then gave some preliminary highlights from the report underway on housing. The focus of the report is on future access and affordability of the regional housing stock. She reviewed historic data on population growth and housing permits as well as forecasts on future demand. The housing study report is expected to be completed by mid-next year. She then discussed the report on the impacts of extreme heat events on vulnerable populations. She described the metrics, indicators, and the framework of the analysis. She also presented preliminary maps based on the analysis. Like the housing report, completion of the report is expected mid-next year.

Ms. Johanna Murphy, North Las Vegas, thanked RTC staff for the work on North Las Vegas's opportunity site report.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
31. RECEIVE AN UPDATE ON THE CITY OF LAS VEGAS AND CLARK COUNTY MARYLAND PARKWAY CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLANS (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation [attached], Mr. Daniel Fazekas, Senior Transportation Planner for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on the Maryland Parkway Corridor Transit-Oriented Development (TOD) Plans (Plan) and began with an overview of the transit plans for the Maryland Parkway Corridor (Corridor). He showed a map of the bus rapid transit (BRT) route that is being developed along the Corridor, from Russell Road and Maryland Parkway north to the Bonneville Transit Center (BTC) and to the Las Vegas Medical District. He explained that the TOD Plan's framework is to identify and plan transit station-areas or focus areas with the greatest TOD potential. Two separate TOD plans, one covering the Corridor area within the City of Las Vegas and another for the area within Clark County, will be developed. He commented that although two reports will be produced, various components such as public outreach, stakeholder meetings and project team meetings will be a combined effort. He also emphasized that while the RTC is assisting with the Plan, each jurisdiction will have complete control over the land use decisions in the

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corresponding plans. He then touched on the project timeline and relayed that due to the pandemic most of the public engagement components have shifted online. Overall, the project timeline had only deviated minimally form the projected schedule. Initially expected to be completed winter of 2020, completion is now estimated to be spring of 2021. The project team is currently drafting focus area plans and have begun a robust public engagement survey.

Mr. Fazekas then introduced Mr. Marco Velotta, City of Las Vegas, to continue the update. Mr. Velotta discussed the results of the various community engagement efforts. Some public meetings were held prior to the pandemic related shutdowns, but the majority of the engagement efforts since then had switched online. He remarked on the success of various online surveys also mentioning the engagement work done by two advisory committees. The project team is currently focused on gathering feedback on priorities for the focus areas with approximately 300 responses collected thus far. Mr. Velotta then reviewed the information used to identify the priority focus areas. The inputs included existing conditions and needs assessment, market readiness analysis, workforce housing plans, value capture, TOD readiness spectrum, geographic distribution, and public and elected official feedback.

Next, Mr. Velotta discussed the three priority focus areas located in the City of Las Vegas and how the TOD plans align with the Downtown Master Plan, the 2050 Master Plan, and its relationship to the form-based code.

Mr. Fazekas then introduced Mr. Greg Cerven, Clark County, who discussed the four focus areas located in Clark County and how the TOD plan aligns with the Transform Clark County Master Plan Update.

Continuing, Mr. Fazekas gave an overview of the focus area surveys underway. The surveys independently address each identified location along the Corridor. Respondents are encouraged to do one or all of the individual surveys that address neighborhoods where they live, work, or visit.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
32. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Comments:
No comments were made.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

ADJOURNMENT

The meeting adjourned at 10:45 a.m.

Respectfully submitted,

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David Gloria
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David Gloria, Recording Secretary

DocuSigned by:
Marek Biernacinski
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Marek Biernacinski, Transcription Secretary



Item #1

CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Item #2

APPROVE THE AGENDA

Consent Agenda

ITEMS 3 THROUGH 25

Item #26

RECEIVE AN UPDATE ON NDOT'S IMPLEMENTATION OF THE ONE NEVADA STATEWIDE TRANSPORTATION PLAN

NEVADA DOT
SAFE AND CONNECTED

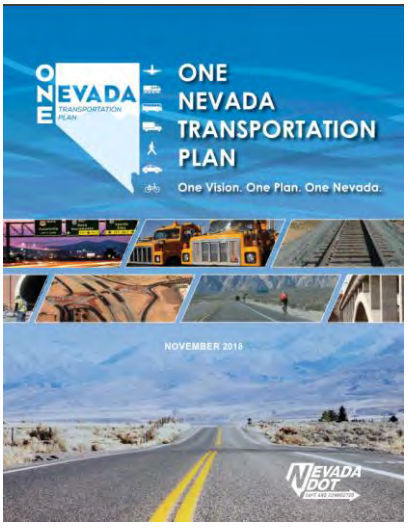
RTC SNV Executive Advisory Committee
One Nevada Transportation Plan Implementation

Sondra Rosenberg, Assistant Director

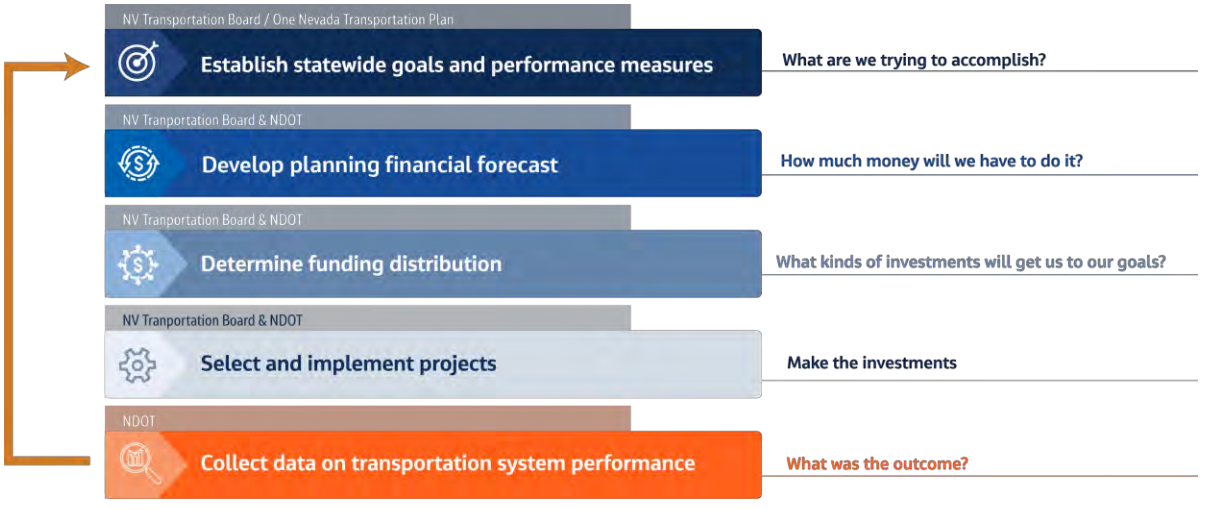
November 19, 2020

One Nevada Transportation Plan

- Adopted in 2018
- Addresses planning requirements under MAP-21 and FAST Act
- Performance-based long-range transportation plan that establishes six key goal areas
- Aligns with national, regional, and statewide goals
- Establishes framework for a transparent, data-driven prioritization process of long-range, mid-range and short-range projects



Transparent & Strategic Investments



Data Driven Prioritization Framework



25

NDOT Planning Documents/Project Lists



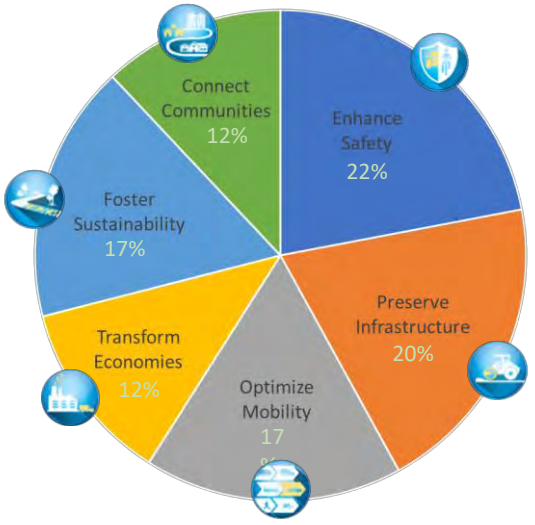
STIP includes MPO TIPs

Aligns with NDOT led projects in RTPs

26

Prioritization and Harmonization Inputs

- **Prioritization:**
  - 6 Goal Areas
  - 15 weighted criteria
  - Scores and rank for each project
- **Harmonization:**
  - Funding Eligibility
  - Readiness Year
  - Dependencies
  - Performance Targets
  - Geographic Distribution



27

STIP Project Prioritization

- **Objective:** Refine the data, criteria, tools, and process used to prioritize and harmonize projects that are input into the STIP
- **Outcome:** Deliver a revised process, including refining the Amendment Process and determining how changes to scope or budget affect the process



28

Implementation Prioritization Outcomes

Long-Range Screening/Statewide Needs Assessment:

- Assess highest priority transportation needs across the entire Nevada roadway system
- Identify gaps where current planned or programmed improvements do not address needs
- Advance the right needs for investment (further study, design, funding)

STIP/Project Prioritization:

- Prioritize projects on their ability to impact NDOT's goals
- Align priority with funding availability
- Revise NDOT STIP Amendment process (quarterly)
- Create transparent, data-driven process for STIP and Annual Work Program updates

29

System (Long-Range) vs. Project Needs (STIP)

Statewide System Needs Assessment:
Give scores to all roadway segments based on data to identify greatest needs



Compare current condition for ALL routes

STIP Prioritization:
Gave scores for specific projects based on predictive data and project description

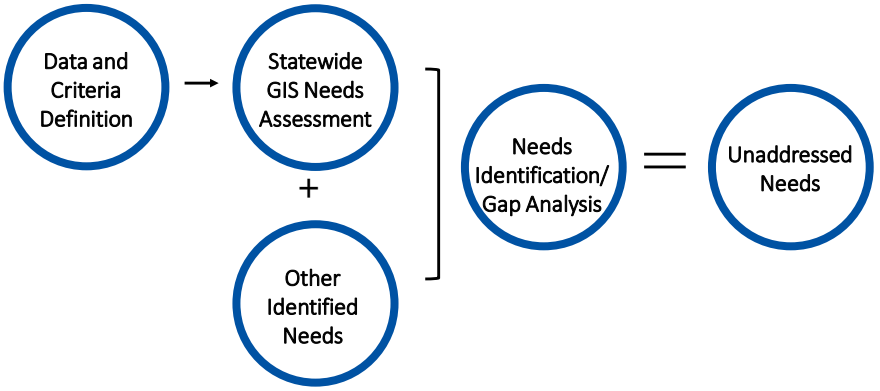


Current condition x project improvement = total benefit

30

Long-Range Screening: Understanding Needs

Objective: Develop a data-driven process to identify transportation needs across Nevada that align with NDOT's six goal areas, as a primary input to develop and advance project/studies



31

Next Steps

- Finalize criteria and data to evaluate both long-term needs and short-term project priorities
- Update data mapping and need identification input requirements
- Conduct pilot statewide needs assessment
- Refine STIP amendment process
- Improve coordination/harmonization with MPO process and timelines
- Develop annual schedule for prioritization effort

Sondra Rosenberg, Assistant Director, Planning

srosenberg@dot.nv.gov| 775-888-7440

Item #27

APPROVE AMENDMENT CLARK 21-03 TO THE 2017-2040 REGIONAL TRANSPORTATION PLAN



RTP Amendment 21-03 Project List

Regional Transportation Commission

- Add the RTC Expanded Mobility Options to Ensure Equal Access to Healthy Food and Community Service Project in the amount of $138,890.
- Study of potential microtransit routes that target low-income areas currently underserved by fixed-route transit, and address inequalities in access to healthy food, workplaces, and community services.

RTP Amendment 21-03

- EAC consideration on November 19
- RTC Board consideration on December 10



Item #28

ADOPT THE DRAFT METROPOLITAN TRANSPORTATION PLANNING INTERLOCAL CONTRACT AND AUTHORIZE THE CHAIRMAN TO SIGN

Item #29

RECEIVE A PRESENTATION OF AND APPROVE THE SUSTAINABILITY PLANNING TOOLS AND TECHNIQUES INVENTORY REPORT



Regional Environmental Sustainability: Inventory of Planning Tools & Techniques

Research Question

- How are other large metropolitan regions approaching environmental sustainability?
- Inventory environmental sustainability processes and best practices

Methodology

- Literature review
- Interview peer communities
- Review of existing sustainability and CAPs
- TAG and stakeholder review

Findings

- General approaches (2) to environmental sustainability planning
- Best practices (12) for environmental sustainability planning

Deliverables

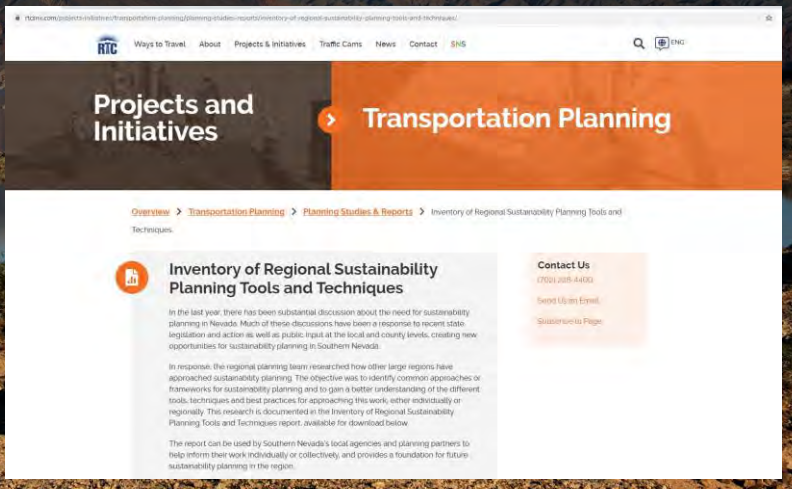
- Key findings report
- Full report
- Appendices

Regional Environmental Sustainability: Inventory of Planning Tools & Techniques

Deliverables

- Key findings report
- Full report
- Appendices

https://www.rtcsnv.com/projects-initiatives/transportation-planning/planning-studies-reports/inventory-of-regional-sustainability-planning-tools-and-techniques/



Regional Environmental Sustainability: Inventory of Planning Tools & Techniques

Approaches to environmental sustainability planning:

Local "sum of parts" approach
- Individual efforts that, when added together, may contribute to a broader regional impact

Multi-jurisdictional, collaborative approach*
- Regional environmental sustainability or climate action plans
- Regional collaboratives (RCCs and RRCs)

*Research emphasizes the need to adopt multi-jurisdictional, collaborative approaches
*Multi-jurisdictional approaches are new and there are many different ways this work can look

Regional Environmental Sustainability: Inventory of Planning Tools & Techniques

12 principles for best practice:

Build a foundation

1. Purpose and goals
2. Common language and knowledge
3. Begin with data
4. Align with existing plans

Support collaborative planning processes

1. Advisory, oversight and validation
2. Community engagement and equity
3. Project scope and staff capacity

Adopt a best practice framework for planning and implementation

1. Set simple and achievable goals
2. Flexible strategies and synergies
3. Implementation and monitoring
4. Set benchmarks and performance measures
5. Communication and public education

Regional Environmental Sustainability: Inventory of Planning Tools & Techniques

Additional recommendations from the literature:

- Federal & state funding
- Plan alignment & consistency
- Effective partnerships for implementation
- Economic & private-sector incentives
- Transparent & inclusive



Item #30

RECEIVE AN UPDATE ON THE REGIONAL WORK PROGRAM



Southern Nevada Strong Regional Policy Plan

- SNS grew from the previous recession
- Jobs, economy, and schools
- Community-driven process
- Approved by local agencies, stakeholders

Regional Policy Plan Themes



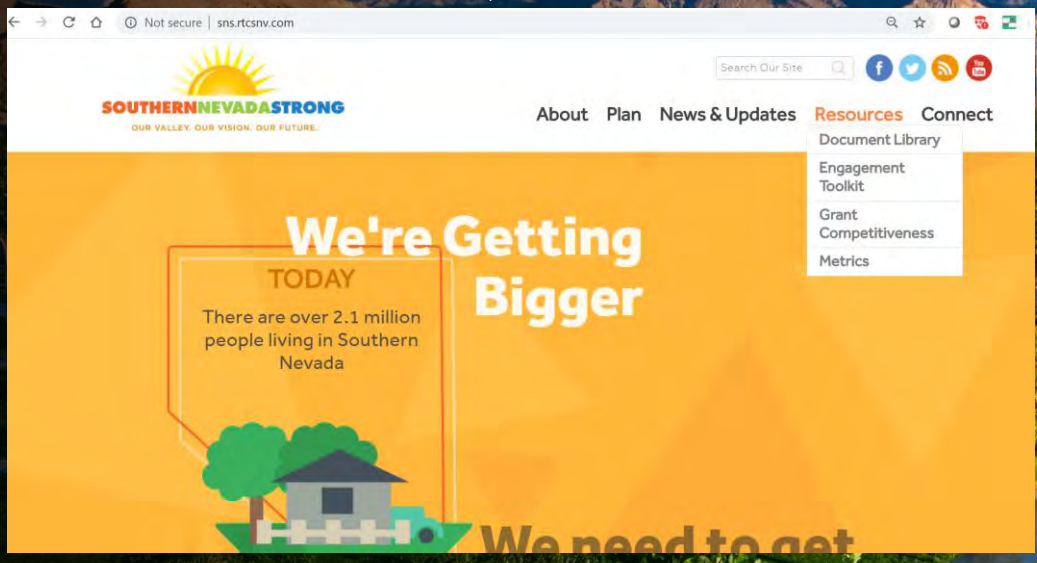
- Improve Economic Competitiveness and Education
- Invest in Complete Communities
- Increase Transportation Choice
- Build Capacity for Implementation

Regional Policy Plan Administration

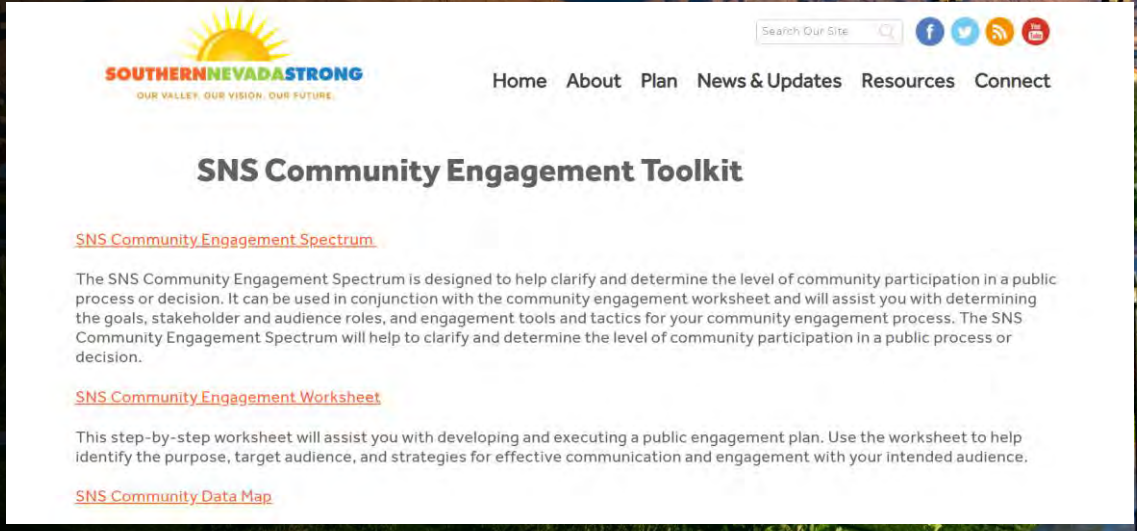


- Regional Plan Core Administration
- Regional Plan Update
- Indicator Tracking & Mapping
- Community Planning Academy
- Outreach and Communication
- Annual Report

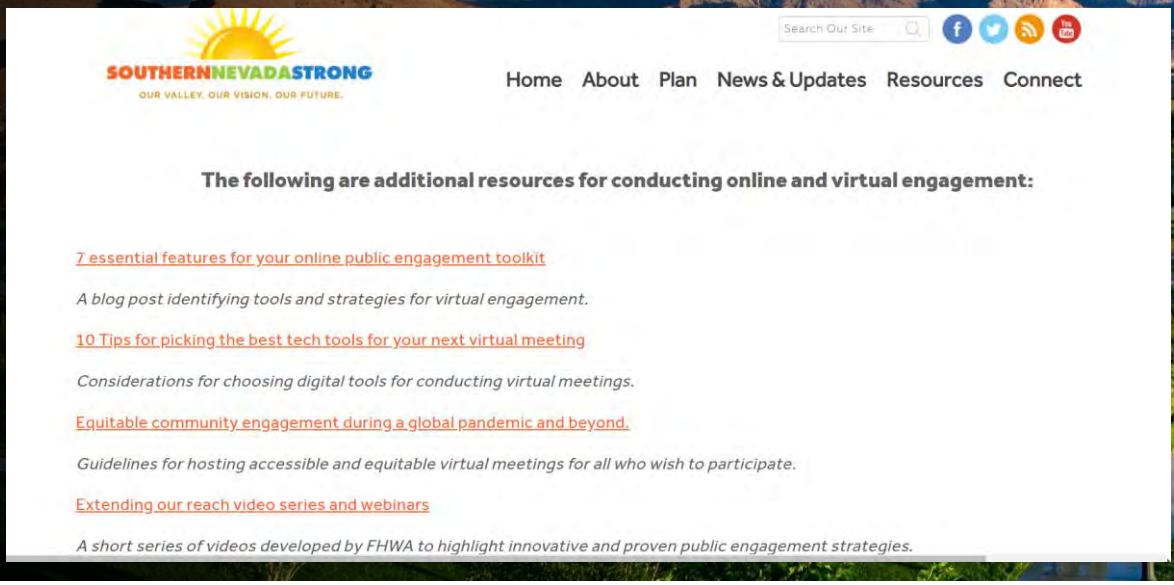
Administration: Community Engagement Toolkit



Administration: Community Engagement Toolkit



Administration: Community Engagement Toolkit



Administration: Regional Plan Update

5-yr Progress Report for Opportunity Site Strategies

Phase I: Set expectations, goals, and prioritize
Broad research; agency interviews; determine scope and goals; prioritize work flow; seek stakeholder input

Phase II: Research & data gathering
Literature review; existing conditions; stakeholder interviews

Phase III: Analysis & recommendation
Update implementation strategies; review accomplishments, milestones, challenges, & barriers; new research and case studies

Phase IV: Reporting & deliverables
Complete 5-yr Progress Report and all deliverables

Deliverables:

- 5-yr Progress Report
- Update of SNS web page and resources
- Identify future projects and actions for SNS and partner agencies
- **Site Specific Deliverables (DTNLV)**
  - **Support development of marketing and promotional tools**
  - **Focus on strategies and tools for overcoming language barriers and communication challenges**
  - **Identify opportunities for districts and catalyst development**

Administration: Progress & Annual Report

Guiding Question: What will it take to achieve our organization's most important SNS-related outcomes?	
Current Priority – Still Relevant – Continues Forward (with modified approach) These are items that are relevant and possible and will go forward, though perhaps not as planned. Make a few notes on likely modifications.	**Pause & Resume when crisis "over" (assuming a 6-18 month delay – high uncertainty)** These items will be paused. They are either not feasible now, or they need to be paused to make room for emergent priorities. You don't really know for how long. Six to eighteen months is a ballpark and may be too long or too short.
Emerging Priority or Existing by Newly Prioritized (because of current conditions) These items are new or newly prioritized items that are on the table (or front burner) because of current conditions. You are being asked to do them or you realize they are necessary and/or urgent.	**Unknown Status/Approach (need more data, too much in flux to know)** There are items that are either unclear or too much in flux to decide. You need to have more data, talk to others, or let the dust settle a little bit before deciding.
Honor and Let Go (not going to happen) Conditions make these items impossible	

Administration: Progress & Annual Report

- Regional partner themes and priorities:
  - Housing
  - Sustainability and heat
  - Transportation and access
  - Regional Collaboration

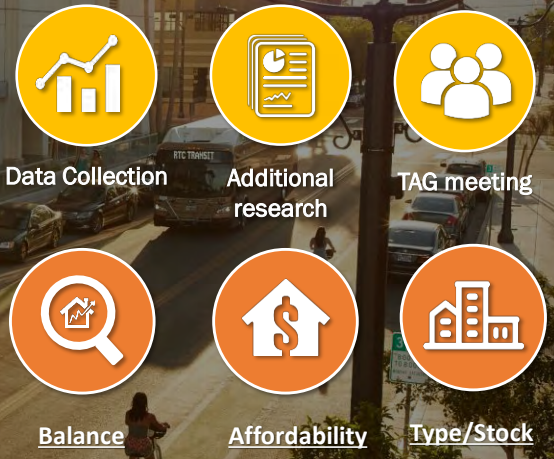


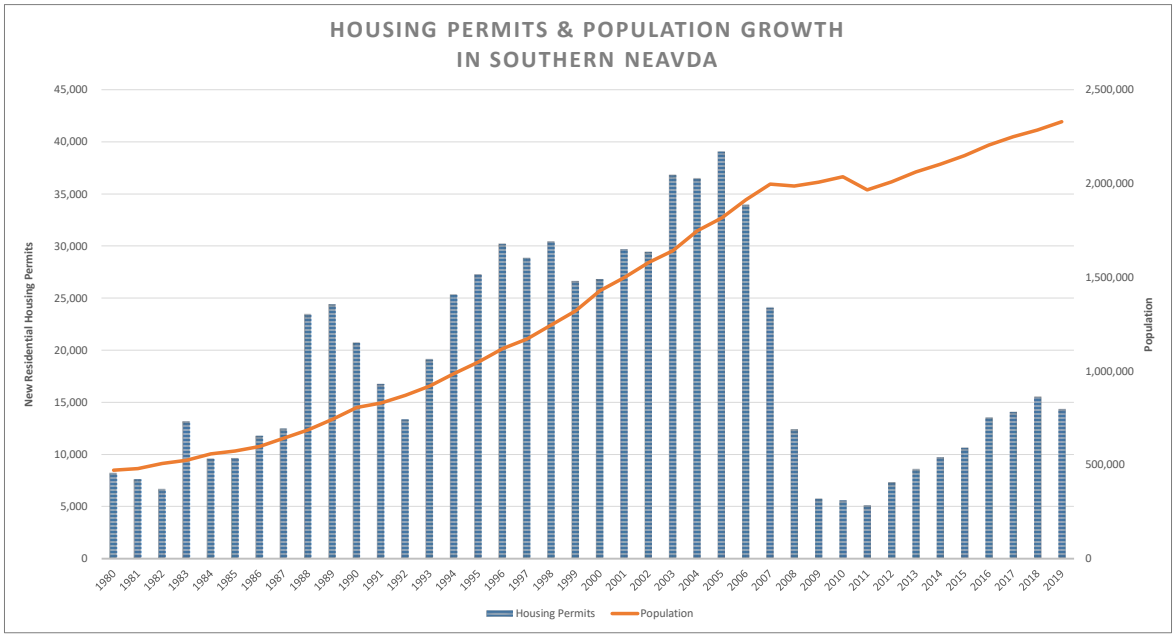
Regional Planning & Research

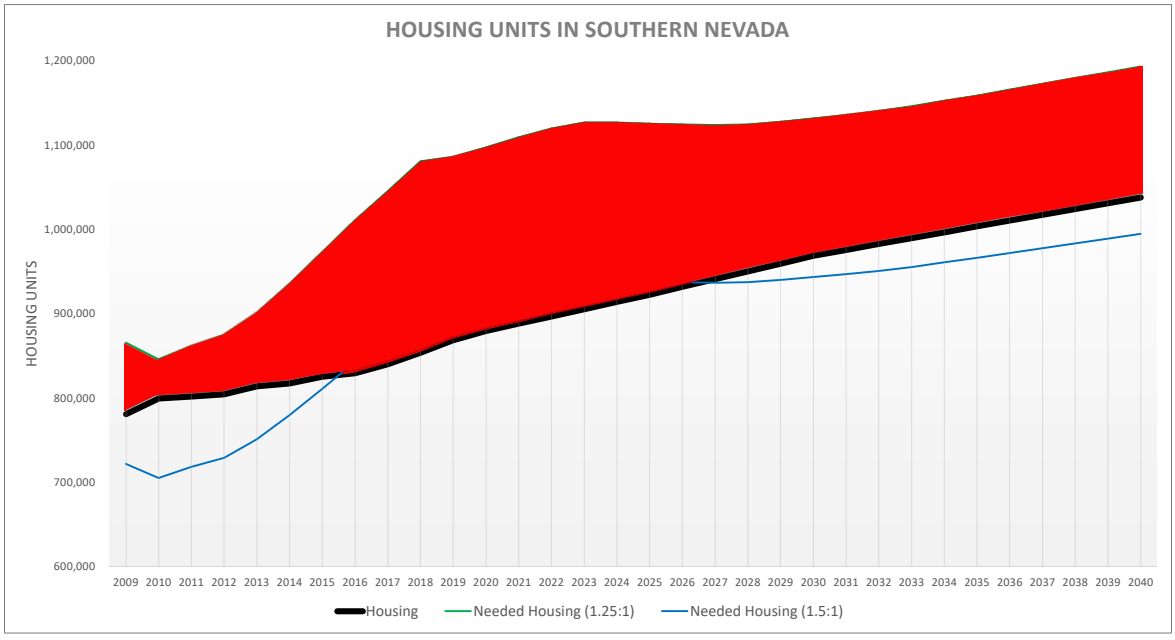
- Future Housing Inventory and Needs
- Extreme Heat Events Coordinated Response
- Inventory of Regional Sustainability Planning Tools and Techniques
- Tree Canopy Social Equity Impacts

Future Housing Inventory and Needs

- Forecast regional housing surplus or shortfall
- Estimate demand by affordability and type




HOUSING PERMITS & POPULATION GROWTH
IN SOUTHERN NEAVDA
New Residential Housing Permits
Population
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019
Housing Permits
Population


HOUSING UNITS IN SOUTHERN NEVADA
HOUSING UNITS
1,200,000
1,100,000
1,000,000
900,000
800,000
700,000
600,000
2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040
Housing
Needed Housing (1.25:1)
Needed Housing (1.5:1)

Extreme Heat Vulnerability

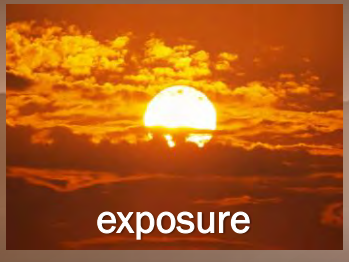
- Vulnerability to extreme heat
- Threat of increasing local temperatures
- Targeted, coordinated response

Sensitivity
- Health Conditions
- Physiological Considerations

Adaptive Capacity
- Socio-economic Factors
- Demographics

Exposure
- Natural environment
- Built environment

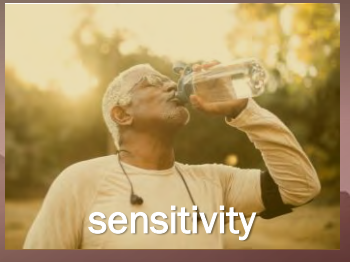
Extreme Heat Vulnerability Framework



- Temperature
- Vegetated land cover
- Developed land
- Elevation
- *Mobile homes*
- *Older housing*

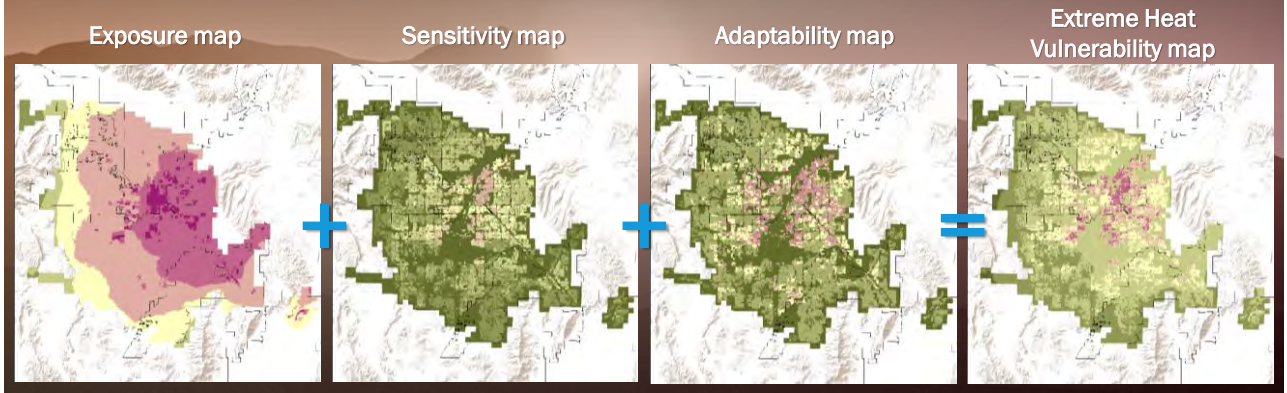


- Disability
- Educational attainment
- Limited English proficiency
- Poverty
- Race (non-white)
- Unsheltered homeless
- Vehicleless households



- Older adults *(age 50+)*
- Isolated seniors adults
- Diabetes
- Cardiovascular disease
- *Respiratory disease*

Placing Results into Framework





Item #31

RECEIVE AN UPDATE ON THE CITY OF LAS VEGAS AND CLARK COUNTY MARYLAND PARKWAY CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLANS



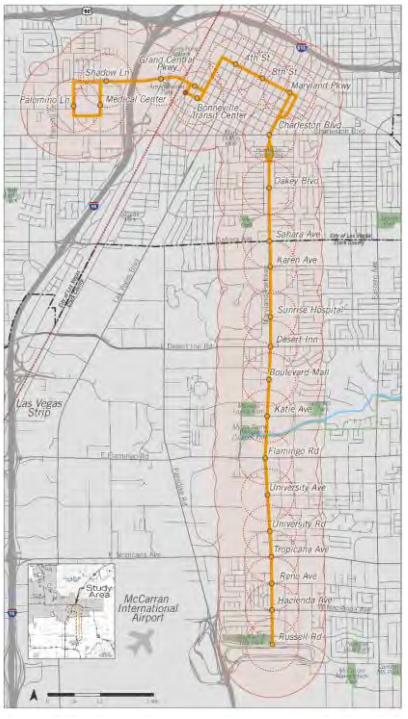
Maryland Parkway Corridor
TRANSIT-ORIENTED DEVELOPMENT PLAN

- Clark County and the City of Las Vegas are creating a **Transit-Oriented Development (TOD) Plan** to complement the future **Maryland Parkway Bus Rapid Transit** (BRT) corridor.
- The goal of this TOD plan is to create **walkable, vibrant environments** that are **hubs of activity** for residents, employees, and visitors.



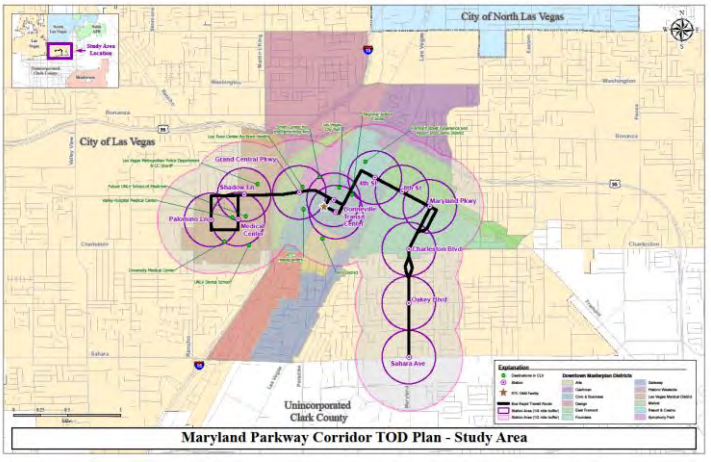






FTA TOD Grant

- In 2018, RTC and City of Las Vegas received a $300,000 grant from the FTA to develop a TOD plan for the Maryland Parkway Corridor route within Las Vegas.



Project Team

MARYLAND PARKWAY CORRIDOR | TRANSIT-ORIENTED DEVELOPMENT PLAN

Coordination with Regional Work

- On-Board Mobility Plan
- Clark County Master Plan and Development Code Update
- City of Las Vegas 2050 Master Plan





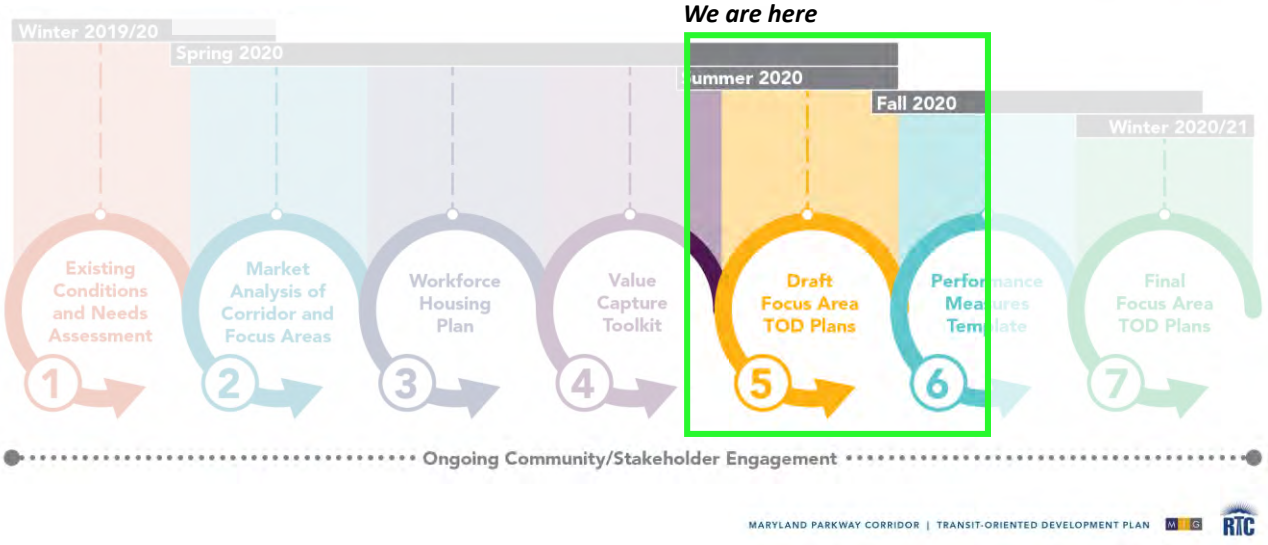


MARYLAND PARKWAY CORRIDOR | TRANSIT-ORIENTED DEVELOPMENT PLAN

Project Timeline



Project Timeline





Community Feedback

- One in-person community open house (pre-COVID)
- One online community survey
- Six stakeholder working group meetings
- **In Progress- Community Surveys about priority Focus Areas**

Completed Work

Available on project website: https://www.rtcsnv.com/maryland-parkway/tod/

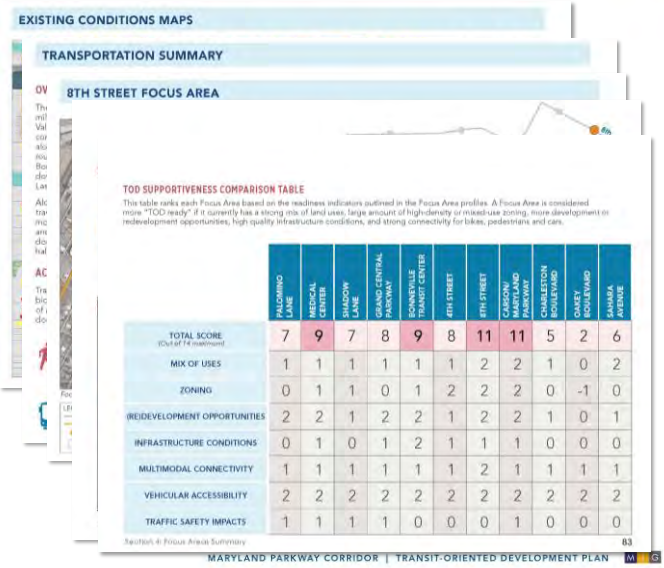
- Existing Conditions and Needs Assessments
- Corridor-wide Market Readiness Analyses
- Workforce Housing Plans
- Value Capture Toolkits
- **In Progress: TOD Plans for priority Focus Areas**



MARYLAND PARKWAY CORRIDOR | TRANSIT-ORIENTED DEVELOPMENT PLAN

Existing Conditions and Needs Assessment

- Corridor Profile
- Focus Area Profiles
- Focus Area TOD Supportiveness Comparison


EXISTING CONDITIONS MAPS

TRANSPORTATION SUMMARY

8TH STREET FOCUS AREA

TOD SUPPORTIVENESS COMPARISON TABLE

This table ranks each Focus Area based on the readiness indicators outlined in the Focus Area profiles. A Focus Area is considered more "TOD ready" if it currently has a strong mix of land uses, large amount of high-density or mixed-use zoning, more development or redevelopment opportunities, high quality infrastructure conditions, and strong connectivity for bikes, pedestrians and cars.

	PALOMINO LANE	MEDICAL CENTER	SHADOW LANE	GRAND CENTRAL PARKWAY	BONNEVILLE TRANSIT CENTER	4TH STREET	8TH STREET	CARSON AVENUE/LAND PARKWAY	CHARLESTON BOULEVARD	OAKEY BOULEVARD	SAHARA AVENUE
TOTAL SCORE (Out of 14 maximum)	7	9	7	8	9	8	11	11	5	2	6
MIX OF USES	1	1	1	1	1	1	2	2	1	0	2
ZONING	0	1	1	0	1	2	2	2	0	-1	0
(RE)DEVELOPMENT OPPORTUNITIES	2	2	1	2	2	1	2	2	1	0	1
INFRASTRUCTURE CONDITIONS	0	1	0	1	2	1	1	1	0	0	0
MULTIMODAL CONNECTIVITY	1	1	1	1	1	1	2	1	1	1	1
VEHICULAR ACCESSIBILITY	2	2	2	2	2	2	2	2	2	2	2
TRAFFIC SAFETY IMPACTS	1	1	1	1	0	0	0	1	0	0	0

Section 4: Focus Areas Summary 83

TOD Market Readiness Analysis

- Market Momentum
- Development Opportunity
- Total Market Readiness Score


MARKET MOMENTUM SUMMARY

The market readiness scores for all focus

The Focus Areas along much of the corridor

DEVELOPMENT OPPORTUNITY SUMMARY

The Grand Central Parkway, Bonneville Transit

The more urban Focus Areas are

TOTAL MARKET READINESS SCORE

To determine a focus area's overall market readiness, the Market Momentum and Development Opportunity scores are added, resulting in a score ranging from 0 to 14.

Among the 11 focus areas in the City of Las Vegas, overall Market Readiness scores ranged from 6 to 14, with an average score of 10.

The three focus areas with the top overall scores are Grand Central Parkway (14), Bonneville Transit Center (14), and 4th Street (14).

Market Momentum
- Ranged from 2 to 7
- Average score of 5

+

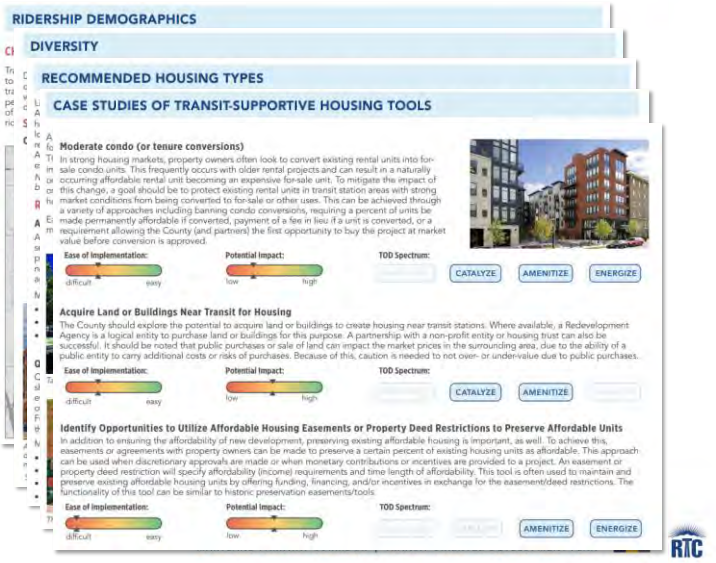
Development Opportunity
- Ranged from 2 to 7
- Average score of 4

=

Total Score
- Ranged from 6 to 14
- Average score of 10

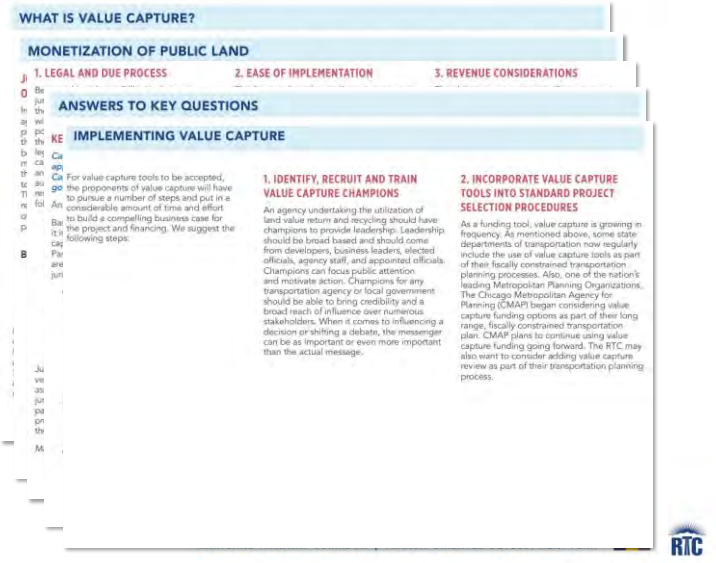
Workforce Housing Plans

- Ridership and Housing Demographics
- Strategies to align Density, Design, and Diversity
- Recommended Housing Types per Jurisdiction
- Best Practice Case Studies
- Implementation Tools by Ease of Implementation and Impact



Value Capture Toolkits

- Defining Value Capture
- Value Capture Tools and Case Studies
- Evaluation Framework
- Analysis of Tools
- Next Steps Recommendations

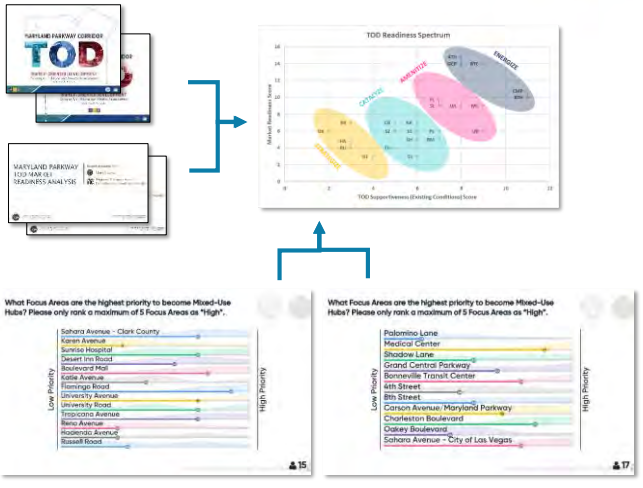


7 Priority Focus Areas for TOD Planning



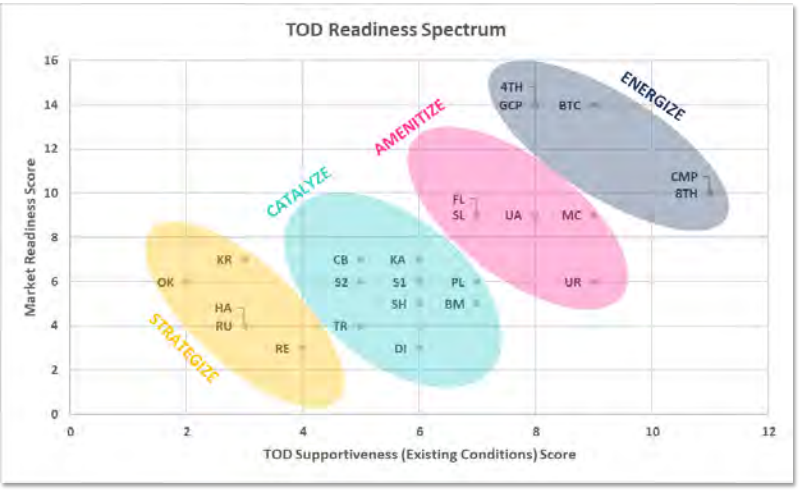
Major Inputs to Priority Focus Area Selection

- Existing Conditions and Needs Assessments
- Market Readiness Analyses
- SAW Meeting #2 Feedback
- **TOD Readiness Spectrum**
- Preferred Future TOD Type(s)
- Elected Officials Feedback
- Geographic Distribution

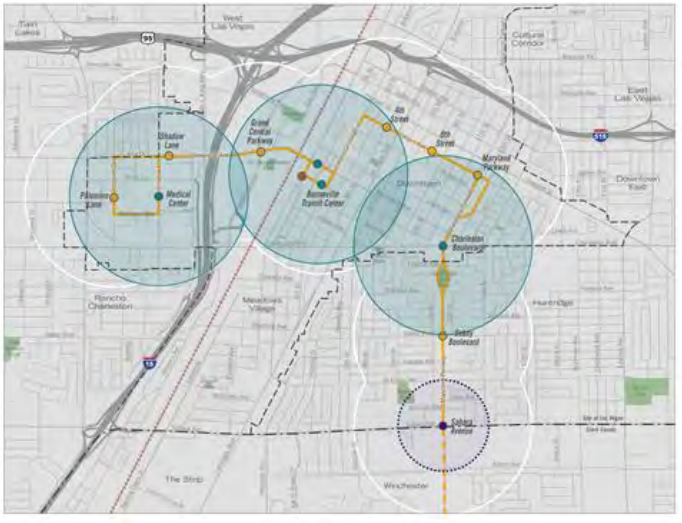


TOD Readiness Spectrum

Code	Focus Area Name	Existing Conditions Score	Market Readiness Score	Total TOD Readiness Score
BTC	Bonneville Transit Center	9	14	23
GCP	Grand Central Parkway	8	14	22
4TH	4th Street	8	14	22
8TH	8th Street	11	10	21
CMP	Carson/Maryland Parkway	11	10	21
MC	Medical Center	9	9	18
UA	University Avenue	8	9	17
SL	Shadow Lane	7	9	16
FL	Flamingo Road	7	9	16
UR	University Road	9	6	15
PL	Palomino Lane	7	6	13
KA	Katie Avenue	6	7	13
CB	Charleston Boulevard	5	7	12
S1	Sahara Avenue - CLV	6	6	12
BM	Boulevard Mall	7	5	12
S2	Sahara Avenue - CC	5	6	11
SH	Sunrise Hospital	6	5	11
KR	Karen Avenue	3	7	10
DI	Desert Inn Road	6	3	9
TR	Tropicana Avenue	5	4	9
OK	Oakey Boulevard	2	6	8
RE	Reno Avenue	4	3	7
HA	Hacienda Avenue	3	4	7
RU	Russell Road	3	4	7



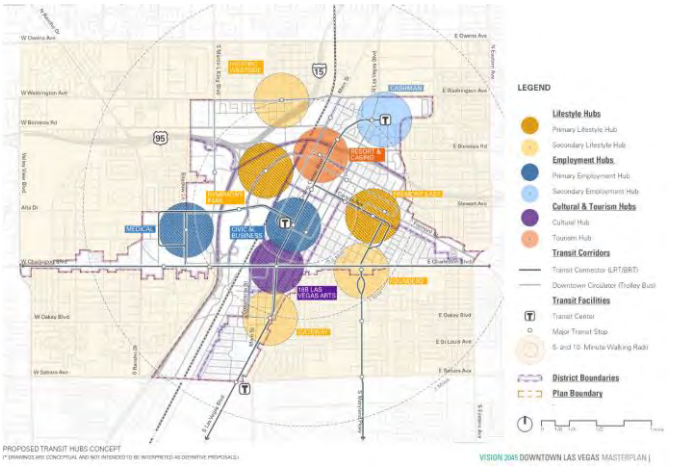
Priority Focus Areas – City of Las Vegas



- Medical Center
- Bonneville Transit Center
- Charleston Boulevard
- (Sahara Avenue)

Relationship to the Downtown Master Plan's Implementation

- The Plan identifies 10 hubs along transit corridors and aims to promote compact, mixed-use development through infill and redevelopment on properties around station areas.
- Sustaining the "downtown renaissance"
  - Housing stock increase
  - Economic diversification and business attraction + retention
  - Civic and open space



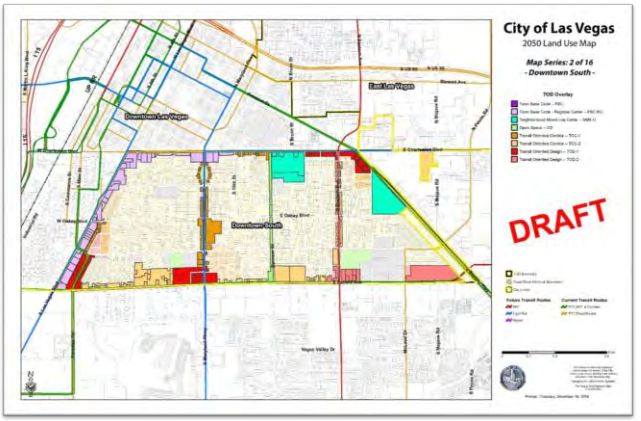
Relationship to the Form-Based Code (FBC)

- Complete update of development standards for downtown focused on walkable neighborhoods and Mixed-use
- Convergence of FBC and TOD design elements
  - Development oriented to the street, the pedestrian, and the human scale.
  - Buildings with prominent entries, windows, balconies, and architectural features that create safe, functional, and interesting walking environments.
- Encourages compliance with Code and rewards synergy with transit investment via fast-tracked approval

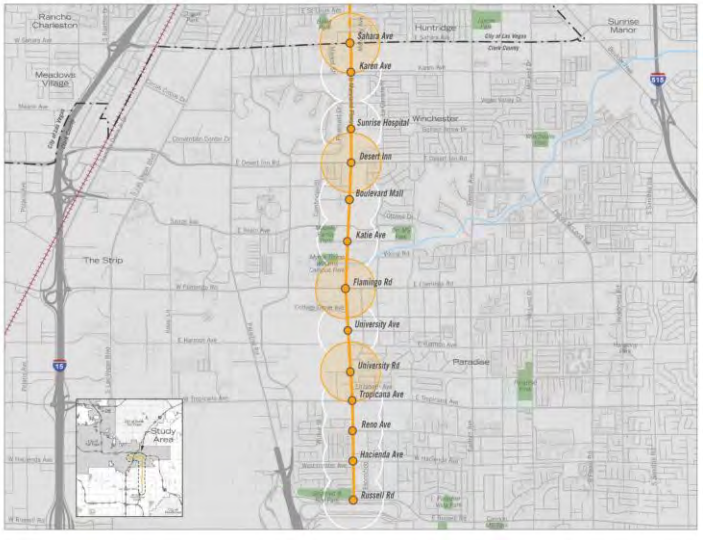


Relationship to the 2050 Master Plan

- TOD is the basis for the Master Plan to ensure infill, redevelopment, and housing for projected 2050 population increase of 310,000 new residents
- New land use "place-types" that align with recommended On Board modes
  - Regional Centers (Downtown LV)
  - TOD
  - Mixed Use Corridors
  - Neighborhood Mixed Use
- Would accommodate new TOD or form-based zoning typology



Priority Focus Areas – Clark County



- Sahara Avenue
- Desert Inn Road
- Flamingo Road
- University Road

Clark County

Six Core Values

CORE VALUE #1
Unique Communities, Neighborhoods, and Lifestyles

CORE VALUE #2
Equitable Access to Services and Amenities

CORE VALUE #3
A Healthy and Sustainable Natural Environment

CORE VALUE #4
A More Connected Clark County

CORE VALUE #5
A Diverse and Resilient Economy

CORE VALUE #6
Predictable Growth and Development



Maryland Parkway Corridor
TRANSIT-ORIENTED DEVELOPMENT PLAN

RTC

M I G

PRIORITY FOCUS AREA COMMUNITY SURVEYS

Help us understand what the community values and what improvements are needed by taking short surveys about any or all seven different focus areas along this Corridor that you may be interested in.

bit.ly/MPC-Landing





Item #32

CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION



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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: CAPITAL IMPROVEMENTS PROGRAM AMENDMENTS

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA ADOPT AMENDMENTS TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

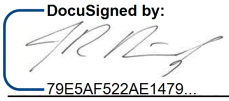
FISCAL IMPACT:
None

BACKGROUND:
The following amendments to the Capital Improvements Program (CIP) are being requested. The fiscal actions associated with these projects are detailed later in this agenda.

Project No.	Fund	Entity	Year Programmed	Year Amended	Funds Available
009R-FTI2	FTI2	City of Las Vegas	FY 23/24	FY 20/21	Yes
002AD-MVFT	MVFT	City of Henderson	FY 23/24	FY 20/21	Yes
135AP-MVFT	MVFT	City of Henderson	FY 21/22	FY 20/21	Yes
144AL-Q10	Q10	RTC	Not programmed	2021	Yes

These amendments have no adverse impacts to the associated CIP and, therefore, are recommended for approval.

Respectfully submitted,

DocuSigned by:

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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #4
December 17, 2020
Consent

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: CAPITAL IMPROVEMENTS PROGRAM FISCAL ACTIONS

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA RECEIVE A REPORT ON THE SUMMARY OF FISCAL ACTIONS RELATED TO THE CAPITAL IMPROVEMENTS PROGRAM (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:
None

BACKGROUND:
This agenda item addresses requested changes in funding associated with the Capital Improvements Program (CIP) administered by the Streets and Highways Department of the Regional Transportation Commission of Southern Nevada. The attached Exhibit A and Exhibit B list requests for new projects and/or deletions of closed projects from the adopted CIP.

Respectfully submitted,

DocuSigned by:
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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #5
December 17, 2020
Consent

EXHIBIT A - SUMMARY OF FISCAL ACTIONS

MOTOR VEHICLE FUEL TAX				**$4,427,330.51**
ENTITY	PROJECT NUMBER	PROJECT NAME	ACTION	AMOUNT
CC	135AB1-MVFT	Arterial Reconstruction Program; Clark County Maintenance, FY2019	4th SUPPLEMENTAL	$300,000.00
CC	142V-MVFT	Entity Non-Project Specific Expenses; FY 2020, Clark County	CLOSEOUT	($147,669.47)
CC	223S-MVFT	Intersection Improvements Program; Roundabouts, Various Locations	ORIGINAL	$2,500,000.00
CNLV	149B-MVFT	North 5th Street; Owens Ave, Lower Las Vegas Wash	CLOSEOUT	($0.02)
CNLV	239A-MVFT	Safety Upgrades Program; FY 2021, City of North Las Vegas	1st SUPPLEMENTAL	$125,000.00
HEN	002AD-MVFT	Eastern Ave; Horizon Ridge Pkwy, Sun City Anthem Dr	ORIGINAL	$550,000.00
HEN	135AP-MVFT	Arterial Reconstruction Program; Kelso Dunes Ave, Marks St	ORIGINAL	$600,000.00
HEN	199B-MVFT	Via Nobila; Las Vegas Blvd, Via Inspirada	3rd SUPPLEMENTAL	$500,000.00
FUEL REVENUE INDEXING EXTENSION				**$17,358,428.44**
ENTITY	PROJECT NUMBER	PROJECT NAME	ACTION	AMOUNT
CC	113F-FTI2	Fort Apache Rd; Huntington Cove Pkwy, Warm Springs Rd	ORIGINAL	$13,500,000.00
CLV	009R-FTI2	Charleston Blvd; Maryland Pkwy, Boulder Hwy	ORIGINAL	$10,800,000.00
CLV	198A-FTI2	3rd St; Fremont St, Charleston Blvd	CLOSEOUT	($7,466,571.56)
HEN	216A-FTI2	Nevada State Dr; Paradise Hills Dr, I-515	1st SUPPLEMENTAL	$125,000.00
HEN	234A-FTI2	Gilespie St; St. Rose Pkwy, Via Inspirada	1st SUPPLEMENTAL	$400,000.00
QUESTION 10				**$990,000.00**
ENTITY	PROJECT NUMBER	PROJECT NAME	ACTION	AMOUNT
RTC	144AL-Q10	ITS; NEXAR Citystream Project,	ORIGINAL	$990,000.00
DIRECT DISTRIBUTION				**($172,342.21)**
ENTITY	PROJECT NUMBER	PROJECT NAME	ACTION	AMOUNT
MES	063AN-FTI2	Mesquite; Street Reconstruction Project, Phase II	CLOSEOUT	($172,342.21)
TOTAL FISCAL IMPACT THIS AGENDA				**$22,603,416.74**

SUMMARY OF 10-YEAR CAPITAL IMPROVEMENT PROGRAM

ENTITY	FY 2021 Q10 REVENUE	FY 2021 Q10 PROGRAMMED	FY 2021 Q10 BALANCE	FY 2022-2030 Q10 REVENUE	FY 2022-2030 Q10 PROGRAMMED	FY 2022-2030 Q10 BALANCE	TEN YEAR TOTAL Q10 REVENUE	TEN YEAR TOTAL Q10 PROGRAMMED	TEN YEAR TOTAL Q10 BALANCE
CLARK COUNTY	$ 26,111,589	$ 4,306,140	$ 21,805,449	$ 203,115,410	$ 216,106,298	$ (12,990,888)	$ 229,226,999	$ 220,412,438	$ 8,814,561
LAS VEGAS	$ (57,604)	$ 487,890	$ (545,494)	$ 111,080,478	$ 131,797,772	$ (20,717,294)	$ 111,022,874	$ 132,285,662	$ (21,262,788)
HENDERSON	$ 17,797,773	$ 17,279,499	$ 518,274	$ 65,854,997	$ 66,341,412	$ (486,415)	$ 83,652,770	$ 83,620,911	$ 31,859
NORTH LAS VEGAS	$ (2,923,171)	$ 37,471	$ (2,960,642)	$ 42,120,627	$ 20,304,359	$ 21,816,268	$ 39,197,455	$ 20,341,830	$ 18,855,625
RTC	$ -	$ 990,000	$ (990,000)	$ 96,040,000	$ 100,000,000	$ (3,960,000)	$ 96,040,000	$ 100,990,000	$ (4,950,000)
TOTALS	**$ 40,928,586**	**$ 23,101,000**	**$ 17,827,587**	**$ 518,211,512**	**$ 534,549,841**	**$ (16,338,329)**	**$ 559,140,098**	**$ 557,650,841**	**$ 1,489,258**

ENTITY	FY 2021 FUEL TAX REVENUE	FY 2021 FUEL TAX PROGRAMMED	FY 2021 FUEL TAX BALANCE	FY 2022-2030 FUEL TAX REVENUE	FY 2022-2030 FUEL TAX PROGRAMMED	FY 2022-2030 FUEL TAX BALANCE	TEN YEAR TOTAL FUEL TAX REVENUE	TEN YEAR TOTAL FUEL TAX PROGRAMMED	TEN YEAR TOTAL FUEL TAX BALANCE
CLARK COUNTY	$ 259,514,771	$ 177,953,529	$ 81,561,242	$ 554,113,053	$ 658,927,000	$ (104,813,947)	$ 813,627,824	$ 836,880,529	$ (23,252,705)
LAS VEGAS	$ (74,052,660)	$ 12,465,240	$ (86,517,899)	$ 303,035,318	$ 212,165,000	$ 90,870,318	$ 228,982,658	$ 224,630,240	$ 4,352,418
HENDERSON	$ 8,126,299	$ 9,482,334	$ (1,356,035)	$ 179,657,039	$ 181,270,000	$ (1,612,961)	$ 187,783,338	$ 190,752,334	$ (2,968,996)
NORTH LAS VEGAS	$ 30,749,158	$ 26,336,258	$ 4,412,901	$ 114,908,017	$ 113,384,575	$ 1,523,442	$ 145,657,175	$ 139,720,833	$ 5,936,342
RTC	$ 905,000	$ 20,955,000	$ (20,050,000)	$ 210,460,000	$ 190,460,000	$ 20,000,000	$ 211,365,000	$ 211,415,000	$ (50,000)
TOTALS	**$ 225,242,569**	**$ 247,192,360**	**$ (21,949,792)**	**$ 1,362,173,426**	**$ 1,356,206,575**	**$ 5,966,851**	**$ 1,587,415,995**	**$ 1,603,398,935**	**$ (15,982,940)**
TOTAL ALL FUNDS	**$ 266,171,155**	**$ 270,293,360**	**$ (4,122,205)**	**$ 1,880,384,938**	**$ 1,890,756,416**	**$ (10,371,478)**	**$ 2,146,556,093**	**$ 2,161,049,776**	**$ (14,493,683)**

EXHIBIT B - FISCAL YEAR 2021 BOARD ACTIONS

	SALES TAX	FUEL TAX	TOTALS
RESOURCES START OF FY 2021	$ 40,928,586.21	$ 225,242,568.78	$ 266,171,154.98
FISCAL IMPACT FROM BOARD ACTION	$ 1,360,000.00	$ 169,658,285.29	$ 171,018,285.29
AVAILABLE RESOURCES REMAINING FY 2021	$ 39,568,586.21	$ 55,584,283.49	$ 95,152,869.69

BOARD DATE	Q10	FUEL TAX	TOTALS	CLARK COUNTY	LAS VEGAS	HENDERSON	NORTH LAS VEGAS	RTC	TOTAL CHECK
				$ 285,626,360	$ (74,110,264)	$ 25,924,072	$ 27,825,987	$ 905,000	$ 266,171,154.98
July 9, 2020	$ -	$ 11,960,071.80	**$ 11,960,071.80**	$ 5,148,198.00	$ 429,524.88	$ 5,982,348.92	$ 400,000.00	$ -	$ 11,960,071.80
August 13, 2020	$ -	$ 71,335,000.00	**$ 71,335,000.00**	$ 49,675,000.00	$ -	$ 300,000.00	$ 1,360,000.00	$ 20,000,000.00	$ 71,335,000.00
September 10, 2020	$ -	$ 50,747,000.00	**$ 50,747,000.00**	$ 44,657,000.00	$ -	$ -	$ 5,940,000.00	$ 150,000.00	$ 50,747,000.00
October 8, 2020	$ 245,000.00	$ 10,185,469.15	**$ 10,430,469.15**	$ 1,855,000.00	$ 8,447,286.35	$ 110,000.00	$ 18,182.80	$ -	$ 10,430,469.15
November 12, 2020	$ 125,000.00	$ 2,734,985.39	**$ 2,859,985.39**	$ 2,660,140.07	$ (357,110.38)	$ 544,484.28	$ 12,471.42	$ -	$ 2,859,985.39
December 10, 2020	$ -	$ 910,000.00	**$ 910,000.00**	$ 750,000.00	$ -	$ -	$ 160,000.00	$ -	$ 910,000.00
January 14, 2021	$ 990,000.00	$ 21,785,758.95	**$ 22,775,758.95**	$ 16,152,330.53	$ 3,333,428.44	$ 2,175,000.00	$ 124,999.98	$ 990,000.00	$ 22,775,758.95
February 11, 2021	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -
March 11, 2021	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -
April 8, 2021	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -
May 20, 2021	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -
June 10, 2021	$ -	$ -	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -
			$ 171,018,285.29	$ 120,897,668.60	$ 11,853,129.29	$ 9,111,833.20	$ 8,015,654.20	$ 21,140,000.00	$ 171,018,285.29
				$ 164,728,691	**$ (85,963,393)**	**$ 16,812,239**	**$ 19,810,333**	**$ (20,235,000)**	$ 95,152,869.69

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX								
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	AVAILABLE RESOURCES		$ 225,242,569
						PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)

CLARK COUNTY RESOURCES								
						available resources		$ 259,514,771
				unencumbered from previous year	$ 24,213,943	programmed	$ 836,880,529	$ 177,953,529
						remaining resources		$ 81,561,242

PROJECT NUMBER	FUND	CONTRACT DATE	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CLARK COUNTY											
135AN-FTI2	FTI2	9/10/2020		ARTERIAL RECONSTRUCTION PROGRAM; RUSSELL / HACIENDA PROJECT			$ 137,000,000	$ 19,000,000	$ 19,000,000.00	9/10/2020	CONST
175X-FTI2	FTI2	8/13/2020		NEIGHBORHOOD REHABILITATION PROGRAM, PROJECT 104			$ 81,000,000	$ 1,000,000	$ 1,000,000.00	8/13/2020	DESIGN
175Y-FTI2	FTI2	9/10/2020		NEIGHBORHOOD REHABILITATION PROGRAM; FY 2020 CONSTRUCTION			$ 12,000,000	$ 12,000,000	$ 12,000,000.00	9/10/2020	CONST
				ADA UPGRADES PROGRAM			$ 8,000,000	$ 1,000,000			
				SAFETY UPGRADES PROGRAM			$ 8,000,000	$ 1,000,000			
223P-MVFT	MVFT	8/13/2020		INTERSECTION IMPROVEMENTS PROGRAM			$ 58,500,000	$ 2,000,000	$ 2,000,000.00	8/13/2020	DESIGN
223S-MVFT	**MVFT**	**1/14/2021**		**INTERSECTION IMPROVEMENTS PI**	**ROUDABOUTS**	**VARIOUS LOCATIONS**	**$ 2,500,000**	**$ 2,500,000**	**$ 2,500,000.00**	**1/14/2021**	**CONT**
142Y-MVFT	MVFT	8/13/2020		ENTITY NON SPECIFIC			$ 1,200,000	$ 150,000	$ 150,000.00	8/13/2020	DESIGN
				VARIOUS SAW TOOTH			$ 8,000,000	$ 1,000,000			
				OPEN DESIGN CONTRACTS							
007Q-FTI2	FTI2	11/14/2019	$ 1,200,000	DECATUR	TROPICANA	SAHARA	$ 1,200,000				
007M-MVFT	MVFT	8/14/2014	$ 1,450,000	DECATUR	CACTUS	WARM SPRINGS	$ 3,850,000	$ 2,400,000	$ 2,400,000.00	7/9/2020	DESIGN
010N-FTI2	FTI2	12/12/2019	$ 1,500,000	RAINBOW	ERIE	BLUE DIAMOND	$ 1,500,000				
010L-FTI2	FTI2	7/9/2020		RAINBOW	LANDBERG	GARY	$ 5,300,000	$ 2,700,000	$ 2,700,000.00	7/9/2020	CONST
								$ 2,600,000	$ 2,600,000.00	11/12/2020	CONST
016H-MVFT	MVFT	8/8/2013	$ 2,033,000	CAREY	NELLIS	TOIYABE	$ 8,821,000	$ 300,000	$ 300,000.00	9/10/2020	DESIGN
024P-FTI2	FTI2	6/13/2019	$ 9,400,000	PECOS RD	OWENS AVE	ALEXANDER RD	$ 10,600,000	$ 1,200,000	$ 1,200,000.00	9/10/2020	CONST
033S-FTI2	FTI2	9/12/2019	$ 1,106,000	JONES	BLUE DIAMOND	WINDMILL	$ 11,685,000	$ 2,000,000			
046L-FTI2	FTI2	2/13/2020	$ 1,000,000	WARM SPRINGS	DECATUR	DEAN MARTIN	$ 6,171,000	$ 5,171,000			
050S-MVFT	MVFT	12/14/2017	$ 750,000	TRAFFIC SIGNAL IMPROVEMENTS PACKAGE 102			$ 875,000	$ 50,000	$ 50,000.00	7/9/2020	DESIGN
								$ 75,000	$ 75,000.00	8/13/2020	DESIGN
099D-FTI2	FTI2	9/12/2019	$ 1,000,000	HOLLYWOOD	LAKE MEAD	CHEYENNE	$ 6,000,000	$ 5,000,000			
107F-FTI2	FTI2	6/13/2019	$ 17,275,000	ANN RD	CC 215	DURANGO DR	$ 19,275,000	$ 2,000,000	$ 2,000,000.00	8/13/2020	CONST
113D-FTI2	FTI2	8/9/2018	$ 1,200,000	FORT APACHE	BLUE DIAMOND	WARM SPRINGS	$ 1,200,000				
113F-FTI2	FTI2	1/14/2021		FORT APACHE	HUNTINGTON COVE PKW	WARM SPRINGS RD	$ 13,500,000	$ 13,500,000	$ 13,500,000	1/14/2021	CONST
113E-FTI2	FTI2	10/10/2019	$ 13,025,000	FORT APACHE	WARM SPRINGS RD.	TROPICANA AVENUE	$ 14,525,000	$ 1,500,000	$ 1,500,000.00	9/10/2020	CONST
130C-FTI2	FTI2	9/12/2019	$ 200,000	HUALAPAI	RUSSELL	FLAMINGO	$ 4,000,000	$ 600,000			
135AB1-MVFT	MVFT	7/11/2018	$ 27,025,000	135AB1-MVFT ARTERIAL RECONSTF			$ 27,575,000	$ 250,000	$ 250,000.00	9/10/2020	CONST
								$ 300,000	$ 300,000.00	1/14/2021	CONST
142V-MVFT	MVFT	11/14/2019	$ 150,000	ENTITY NON SPECIFIC			$ 150,000				
147B-FTI2	FTI2	8/9/2018	$ 1,500,000	CACTUS	FORT APACHE	BUFFALO	$ 9,000,000	$ 7,500,000			
170E-FTI2	FTI2	5/21/2020	$ 585,000	CENTENNIAL	DURANGO	CC-215	$ 7,085,000				
175U-FTI2	FTI2	11/14/2019	$ 1,000,000	NEIGHBORHOOD REHABILITATION PROGRAM; FY 2020			$ 1,000,000				
188C-FTI2	FTI2	9/12/2019	$ 1,700,000	TROPICAL	DURANGO	CC-215	$ 6,700,000	$ 5,000,000			
211B2-MVFT	MVFT	10/11/2018	$ 7,000,000	TRAFFIC SIGNAL IMPROVEMENT PROGRAM		FY 2019	$ 7,550,000	$ 50,000	$ 50,000.00	8/13/2020	DESIGN
								$ 500,000	$ 500,000.00	12/10/2020	DESIGN
211C-FTI2	FTI2	8/13/2020		TRAFFIC SIGNAL IMPROVEMENTS PROGRAM		PACKAGE 103	$ 4,400,000	$ 4,400,000	$ 4,400,000.00	8/13/2020	CONST
213A-FTI2	FTI2	7/12/2018	$ 800,000	SLOAN	VEGAS VALLEY	RUBY CREEK	$ 5,300,000	$ 107,000	$ 107,000.00	9/10/2020	DESIGN
								$ 250,000	$ 250,000.00	12/10/2020	DESIGN
217A-FTI2	FTI2	9/13/2018	$ 800,000	CIMARRON	BLUE DIAMOND	ROBINDALE	$ 10,000,000	$ 9,200,000			
223K-FTI2	FTI2	1/9/2020	$ 7,000,000	INTERSECTION IMPROVEMENTS PROGRAM; FY 2020			$ 7,000,000				

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX								
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	AVAILABLE RESOURCES		$ 225,242,569
						PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)
CLARK COUNTY RESOURCES						available resources		$ 259,514,771
				unencumbered from previous year	$ 24,213,943	programmed	$ 836,880,529	$ 177,953,529
						remaining resources		$ 81,561,242

PROJECT NUMBER	FUND	CONTRACT DATE	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CLARK COUNTY											
230A-FTI2	FTI2	9/12/2019	$ 500,000	ELKHORN	TENAYA	JONES	$ 3,500,000	$ 3,000,000			
231A-FTI2	FTI2	9/12/2019	$ 200,000	LINDELL	SOUTH OF ROY HORN		$ 700,000	$ 500,000			
				NEW PROJECTS							
				ALTO WIDENING	PECOS	NELLIS	$ 2,000,000				
242A-FTI2	FTI2	9/10/2020		BADURA AVE	TENAYA WAY	EL CAPITAN WAY	$ 5,800,000	$ 800,000	$ 800,000	9/10/2020	DESIGN
				BERMUDA	ST ROSE	SILVERADO	$ 7,929,000				
				BUFFALO	CC-215	HACIENDA	$ 7,200,000				
				BUFFALO	STARR	BLUE DIAMOND	$ 6,000,000				
				CACTUS	LAS VEGAS BLVD	SPENCER	$ 6,000,000	$ 6,000,000			
016L-FTI2	FTI2	9/10/2020		CAREY	PECOS	NELLIS	$ 3,200,000	$ 1,000,000	$ 1,000,000	9/10/2020	DESIGN
				CHRISTY	CAREY	SOUTH OF CHARLESTON	$ 2,500,000				
				CRAIG	JENSEN	BUFFALO	$ 3,000,000				
				DEAN MARTIN	BLUE DIAMOND	WARM SPRINGS	$ 4,400,000				
241A-FTI2	FTI2	9/10/2020		DEAN MARTIN	SAMMY DAVIS JR DR	OQUENDO RD	$ 1,000,000	$ 1,000,000	$ 1,000,000	9/10/2020	DESIGN
				DESERT INN	HUALAPAI	BUFFALO	$ 6,500,000				
				DESERT INN	BUFFALO	DECATUR	$ 6,500,000				
				DESERT INN	DECATUR	VALLEY VIEW	$ 3,000,000	$ 1,000,000			
				ELKHORN	HUALAPAI	GRAND CANYON	$ 1,900,000	$ 900,000			
				EL CAPITAN	TROPICANA	DESERT INN	$ 3,500,000				
				FRANK SINATRA	SAINT ROSE	SILVERADO RANCH	$ 5,600,000				
				GILESPIE	BARBARA	SILVERADO RANCH	$ 8,000,000				
				GRAND CANYON	MAULE	PEACE	$ 4,000,000				
				GRAND TETON	BUFFALO	JONES	$ 5,500,000				
				HACIENDA	MARYLAND	LAMB	$ 5,800,000				
				HARMON	MARYLAND	MCLEOD	$ 1,500,000				
				HARMON	MCLEOD	BOULDER HWY	$ 2,421,000				
				HARMON	TORREY PINES	DECATUR	$ 2,250,000				
				HOLLYWOOD	SAHARA	CHARLESTON	$ 1,000,000	$ 1,000,000			
				JIMMY DURANTE	FLAMINGO	TROPICANA	$ 4,000,000				
				JONES	ERIE	PYLE	$ 4,000,000	$ 4,000,000			
				JONES	SUNSET	RUSSELL	$ 4,000,000				
				JONES	TROPICANA	SAHARA	$ 5,500,000				
				KAREN	MARYLAND	EASTERN	$ 2,000,000	$ 1,000,000			
				KAREN	EASTERN	MOJAVE	$ 5,500,000	$ 1,000,000			
				LAS VEGAS BL	JEAN	ST. ROSE	$ 35,000,000				
064A-FTI2	FTI2	8/13/2020	$ -	LAUGHLIN	BULLHEAD CITY BRIDGE		$ 55,000,000	$ 40,000,000	$ 40,000,000	8/13/2020	CONST
				LINDELL	TROPICANA	HARMON	$ 7,600,000				
				MARION	OWENS	LAS VEGAS BLVD	$ 6,000,000				
				MCLEOD	TWAIN	PATRICK	$ 4,000,000				
				MCLEOD	PECOS	SUNSET	$ 5,800,000				
				MOJAVE	FREMONT	CHARLESTON	$ 2,000,000	$ 1,000,000			

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX									
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	AVAILABLE RESOURCES		$ 225,242,569	
						PROGRAMMED	$ 1,603,398,935	$ 247,192,360	
						REMAINING RESOURCES		$ (21,949,792)	
CLARK COUNTY RESOURCES						available resources		$ 259,514,771	
				unencumbered from previous year	$ 24,213,943	programmed	$ 836,880,529	$ 177,953,529	
						remaining resources		$ 81,561,242	

PROJECT NUMBER	FUND	CONTRACT DATE	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CLARK COUNTY											
				OWENS	PECOS	LOS FELIZ	$ 7,000,000				
				PATRICK	DURANGO	DECATUR	$ 3,000,000				
				PATRICK	FORT APACHE	DURANGO (OVER CC-215)	$ 3,200,000				
				PATRICK	EASTERN	GREEN VALLEY PKWY	$ 3,200,000				
243A-FTI2	FTI2	9/10/2020		PYLE	LAS VEGAS BL	BERMUDA	$ 4,800,000	$ 800,000	$ 800,000	9/10/2020	DESIGN
010P-FTI2	FTI2	9/10/2020		RAINBOW	BLUE DIAMOND	CC-215	$ 11,360,000	$ 800,000	$ 800,000	9/10/2020	DESIGN
				ROBINDALE	DURANGO	BUFFALO	$ 12,200,000				
				ROBINDALE	JONES	DEAN MARTIN	$ 4,500,000				
				ROBINDALE	LAS VEGAS BL	AMIGO	$ 4,000,000				
008Y-FTI2	FTI2	9/10/2020		RUSSELL	HUALAPAI	CC-215	$ 2,500,000	$ 500,000	$ 500,000	9/10/2020	DESIGN
				SAHARA	DURANGO	DECATUR	$ 7,000,000				
				SAHARA	PARADISE	BOULDER HWY	$ 5,200,000				
				SAHARA	BOULDER HWY	NELLIS	$ 4,500,000				
083B-FTI2	FTI2	9/10/2020		SANDHILL	DESERT INN	SUNSET	$ 4,500,000	$ 500,000	$ 500,000	9/10/2020	DESIGN
				SPENCER	CACTUS	WINDMILL	$ 2,100,000				
244A-FTI2	FTI2	9/10/2020		SPENCER	RUSSELL	TWAIN	$ 3,500,000	$ 500,000	$ 500,000	9/10/2020	DESIGN
				SPRING MOUNTAIN	HUALAPAI	DURANGO	$ 1,300,000				
245A-FTI2	FTI2	9/10/2020		STARR	LAS VEGAS BLVD	BERMUDA	$ 2,370,000	$ 500,000	$ 500,000	9/10/2020	DESIGN
				STEPHANIE	RUSSELL	MISSOURI	$ 3,000,000	$ 500,000			
240B-FTI2	FTI2	9/10/2020		SUNSET	HUALAPAI	CC-215	$ 2,300,000	$ 300,000	$ 300,000	9/10/2020	DESIGN
240C-FTI2	FTI2	9/10/2020		SUNSET	RAINBOW	DECATUR	$ 14,000,000	$ 1,400,000	$ 1,400,000	9/10/2020	DESIGN
				SWENSON	FLAMINGO	DESERT INN	$ 3,200,000				
				TORREY PINES	RUSSELL	SAHARA	$ 2,800,000				
006K-FTI2	FTI2	9/10/2020		TROPICANA	RAINBOW	DEAN MARTIN	$ 13,200,000	$ 1,200,000	$ 1,200,000	9/10/2020	DESIGN
006L-FTI2	FTI2	9/10/2020		TROPICANA	BOULDER HWY	COH LIMITS ALONG BROADBENT	$ 5,000,000	$ 800,000	$ 800,000	9/10/2020	DESIGN
006M-FTI2	FTI2	10/8/2020		TROPICANA	UNIVERSITY CENTER DR	GRADE SEPARATION	$ 1,000,000	$ 1,000,000	$ 1,000,000	10/8/2020	DESIGN
				TROPICANA BUS TURN-OUTS			$ 5,200,000				
				TWAIN	HUALAPAI	RAINBOW	$ 2,250,000				
				TWAIN	BOULDER HWY	CABANA	$ 3,500,000				
				TWAIN	SANDS	MARYLAND	$ 1,000,000				
				VALLEY VIEW	BLUE DIAMOND	SUNSET	$ 8,640,000				
				VEGAS VALLEY	BOULDER HWY	NELLIS	$ 3,000,000				
				VEGAS VALLEY	NELLIS	LAS VEGAS WASH	$ 3,000,000				
057D-FTI2	FTI2	10/8/2020		VEGAS VALLEY	LAS VEGAS WASH	LOS FELIZ	$ 800,000	$ 800,000	$ 800,000	10/8/2020	DESIGN
				WALNUT	OWENS	CRAIG	$ 2,500,000				
				WARM SPRINGS	FORT APACHE	I-15	$ 6,847,000				
				WINDMILL	DURANGO	JONES	$ 11,600,000				
CLOSED PROJECTS											
006J-FTI	FTI	6/12/2014		AMENDED FINAL REPORT TROPICANNA			$ (1,802)	$ (1,802)	$ (1,802)	8/13/2020	CLOSEOUT
165B-FTI2	FTI2	9/14/2017	$ 16,250,000	LONE MOUNTAIN RD	CC-215	TENAYA WAY	$ 16,250,000	$ -	$ -	12/10/2020	CLOSEOUT
142V-MVFT	MVFT	11/14/2019	$ 150,000	ENTITY NON-PROJECT SPECIFIC EXPENSES			$ 2,331	$ (147,669)	$ (147,669)	1/14/2021	CLOSEOUT

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX								
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	AVAILABLE RESOURCES		$ 225,242,569
						PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)
CLARK COUNTY RESOURCES						available resources		$ 259,514,771
				unencumbered from previous year	$ 24,213,943	programmed	$ 836,880,529	$ 177,953,529
						remaining resources		$ 81,561,242

PROJECT NUMBER	FUND	CONTRACT DATE	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CLARK COUNTY											
TOTALS			$ 115,799,000				$ 956,879,529	$ 177,953,529	$ 120,582,529		

FY 2021 AVAILABLE BALANCE $ 138,932,243

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX						AVAILABLE RESOURCES		$ 225,242,569
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)
CITY OF LAS VEGAS RESOURCES						available resources		$ (74,052,660)
				unencumbered from previous year	$ (202,734,813)	programmed	$ 224,630,240	$ 12,465,240
						remaining resources		$ (86,517,899)

PROJECT NUMBER	FUND	CONTRACT START	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS AMOUNT	DATE	PHASE
CITY OF LAS VEGAS											
				ARTERIAL RECONSTRUCTION PROGRAM			$ 107,800,000				
				NEIGHBORHOOD REHABILITATION PROGRAM			$ 6,750,000				
				ADA UPGRADES PROGRAM			$ 2,500,000				
239C-MVFT	MVFT	10/8/2020		SAFETY UPGRADES PROGRAM	FY 2021		$ 29,190,000	$ 1,000,000	$ 1,000,000	10/8/2020	CONST
223R-MVFT	MVFT	10/8/2020		INTERSECTION IMPROVEMENTS PROGRAM	FY 2021		$ 38,020,000	$ 2,000,000	$ 2,000,000	10/8/2020	CONST
142L-MVFT	MVFT	7/9/2020		ENTITY NON SPECIFIC			$ 2,850,000	$ 200,000	$ 200,000	7/9/2020	DESIGN
							$ -				
				TRAFFIC SIGNAL COMMUNICATIONS UPGRADES			$ 10,000,000				
				ANNUAL PEDESTRIAN SAFETY UPGRADES			$ 10,000,000				
				ANNUAL INTERSECTION IMPROVEMENTS			$ 10,000,000				
				CITYWIDE BUS TURNOUTS			$ 9,100,000				
				SCHOOL SAFETY INFRASTRUCTURE IMPROVEMENTS			$ 10,000,000				
				OPEN DESIGN CONTRACTS							
004Q-FTI2	FTI2	11/8/2018	$ 1,100,000	VEGAS DRIVE OVERPASS @ US95			$ 13,300,000				
009P-MVFT	MVFT	8/13/2020	$ 320,000	CHARLESTON BLVD; DURANGO DR INTERSECTION IMPROVEMENTS			$ 520,000	$ 200,000	$ 200,000	8/13/2020	CONST
009L-FTI2	FTI2	5/21/2020	$ 705,000	CHARLESTON BOULEVARD	MARYLAND	BOULDER HWY	$ 3,905,000				
009Q-FTI2	FTI2	12/12/2019	$ 1,500,000	CHARLESTON	ART	GRAND CENTRAL	$ 3,500,000				
009R-FTI2	FT2	1/14/2021		CHARLESTON BOULEVARD	MARYLAND	BOULDER HWY	$ 10,800,000	$ 10,800,000	$ 10,800,000	1/14/2021	CONST
021G-MVFT	MVFT	3/10/2016	$ 250,000	MLK FEASIBILITY STUDY	OAKEY	DESSERT INN	$ 250,000				
037B-MVFT	2022	8/9/2012	$ 7,369,000	RANCHO	BONANZA	RAINBOW	$ 7,369,000				
037E-FTI2	FTI2	7/12/2018	$ 1,650,000	RANCHO	SAHARA	MESQUITE	$ 10,650,000				
045D-MVFT	MVFT	3/14/2019	$ 1,000,000	OGDEN	MAIN	LAS VEGAS BLVD	$ 3,500,000				
048L-FTI2	FTI2	5/23/2019	$ 646,250	LAKE MEAD BOULEVARD (CLV LEAD; CNLV PARTICIP	SIMMONS	LOSEE	$ 16,646,250				
072H-MVFT	MVFT	4/11/2019	$ 150,000	INDUSTRIAL	BOSTON	CIRCUS CIRCUS	$ 7,950,000				
089G-FTI2	FTI2	3/8/2018	$ 6,650,000	LAS VEGAS BL	STEWART	SAHARA	$ 6,650,000				
089M-FTI2	FTI2	11/9/2017	$ 2,200,000	LAS VEGAS BL	STEWART	WASHINGTON	$ 58,200,000				
123E-FTI2	FTI2	1/10/2019	$ 1,100,000	ALEXANDER ROAD OVERPASS @ US95			$ 15,100,000				
123F-MVFT	MVFT	8/8/2019	$ 550,000	ALEXANDER	DECATUR	RANCHO	$ 10,550,000				
124C-MVFT	MVFT	5/19/2005	$ 7,112,000	SHEEP MOUNTAIN PARKWAY CORRIDOR STUDY			$ 12,112,000				
128D-MVFT	2020	6/12/2003	$ 3,449,000	US 95 @ GRANDTETON OVERPASS			$ 3,449,000				
128K-FTI2	FTI2	9/14/2017	$ 1,050,000	GRAND TETON DRIVE OVERPASS @ US95			$ 1,050,000				
142S-MVFT	MVFT	7/11/2019	$ 250,000	ENTITY NON SPECIFIC			$ 250,000				
144AC-FTI2	FTI2	8/8/2019	$ 650,000	GO MED GRANT AUTONAMOUS VEHICLES MEDICAL DISTRICT			$ 3,650,000				
144AD-FTI2	FTI2	9/12/2019	$ 500,000	CLV FIBER OPTIC MASTER PLAN PHASE 2			$ 500,000				
144AF-FTI2	FTI2	2/23/2020	$ 500,000	TRAFFIC SIGNAL COMMUNICATIONS UPGRADES NORTHWEST ITS IMPROVEMENTS			$ 4,500,000				
145B-FTI2	FTI2	12/14/2017	$ 1,000,000	CITY PKWY	GRAND CENTRAL PKW	BONANZA RD	$ 5,550,000	$ (200,000)	$ (200,000)	8/13/2020	DESIGN
								$ (250,000)	$ (250,000)	9/10/2020	DESIGN

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX								
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	AVAILABLE RESOURCES		$ 225,242,569
						PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)

CITY OF LAS VEGAS RESOURCES								
						available resources		$ (74,052,660)
				unencumbered from previous year	$ (202,734,813)	programmed	$ 224,630,240	$ 12,465,240
						remaining resources		$ (86,517,899)

PROJECT NUMBER	FUND	CONTRACT START	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CITY OF LAS VEGAS											
146K-MVFT	2022	8/8/2013	$ 1,750,000	BUS SHELTER ACQUISITIONS			$ 1,750,000				
146R-MVFT	MVFT	9/12/2019	$ 600,000	CITYWIDE BUS TURNOUTS			$ 4,100,000				
170E-FTI2	FTI2	5/21/2020	$ 2,250,000	CENTENNIAL PARKWAY	ALPINE RIDGE	DURANGO	$ 15,890,000	$ (760,000)	$ (760,000)	10/8/2020	DESIGN
176D-MVFT	2021	10/13/2016	$ 200,000	DOWNTOWN COMPLETE STREETS			$ 200,000				
176E-FTI2	FTI2	3/8/2018	$ 10,850,000	CHARLESTON COMPLETE STREET	ML KING	RANCHO	$ 35,850,000	$ 400,000	$ 400,000	8/13/2020	DESIGN
176G-FTI2	FTI2	11/8/2018	$ 350,000	COMPLETE STREETS: JACKSON AVENUE	H ST	C ST	$ 3,700,000	$ 250,000	$ 250,000	9/10/2020	DESIGN
176H-FTI2	FTI2	11/8/2018	$ 875,000	COMPLETE STREET: WYOMING AVENUE	LAS VEGAS BLVD	INDUSTRIAL	$ 875,000				
178M2-FTI2	FTI2	4/18/2018	$ 785,000	PEDESTRIAN SAFETY UPGRADES FISCAL YEAR 2018			$ 785,000				
178N-MVFT	MVFT	1/10/2019	$ 70,000	PEDESTRIAN SAFETY UPGRADES FISCAL YEAR 2019 (AREA 2B)			$ 2,070,000				
178J-MVFT	MVFT	4/13/2017	$ 820,000	PEDESTRIAN UPGRADES	CITY-WIDE SAFETY IMPROVEMENTS		$ 2,120,000	$ 1,300,000	$ 1,300,000	11/12/2020	CONST
178Q-MVFT	MVFT	7/11/2019	$ 2,250,000	SAFETY UPGRADES PROGRAM			$ 2,250,000				
187B-FTI2	FTI2	8/8/2019	$ 2,200,000	SHADOW	ALTA	CHARLESTON	$ 10,700,000				
203B-MVFT	MVFT	1/11/2018	$ 800,000	SAFE ROUTE TO SCHOOL: HARRIS AVENUE; BRUCE TO WARDELLE			$ 3,950,000	$ 200,000	$ 200,000	9/10/2020	DESIGN
204A-FTI2	FTI2	11/9/2017	$ 800,000	7TH COMPLETE STREET IMPROVEMENTS	STEWART	BRIDGER	$ 9,950,000				
205B-MVFT	MVFT	7/11/2019	$ 275,000	ADA UPGRADES PROGRAM; FISCAL YEAR 2020			$ 275,000				
207A-FT12	FT12	2/8/2018	$ 1,000,000	PINTO	RANCHO	ML KING	$ 10,500,000				
211A2-FTI2	FTI2	5/24/2018	$ 509,000	TRAFFIC SIGN IMPROVEMENTS PROGRAM	FY 2018		$ 659,000	$ 150,000	$ 150,000	11/12/2020	CONST
212A-FTI2	FTI2	7/12/2018	$ 600,000	CALIFORNIA COMPLETE STREET IMPROVEMENTS	COMMERCE	3RD	$ 3,600,000				
214A-MVFT	MVFT	7/12/2018	$ 750,000	CASINO CENTER COMPLETE STREET	COLORADO	WYOMING	$ 750,000				
218A-FTI2	FTI2	9/13/2018	$ 150,000	CITYWIDE BOTTLENECK INTERSECTION IMPROVEMI	DECATUR BOULEVARD @ US 95		$ 150,000				
218B-FTI2	FTI2	10/11/2018	$ 100,000	CITYWIDE BOTTLENECK INTERSECTION IMPROVEMI	ANN ROAD @ CENTENNIAL CENTER		$ 100,000				
218C-FTI2	FTI2	10/11/2018	$ 35,000	CITYWIDE BOTTLENECK INTERSECTION IMPROVEMI	NELLIS BOULEVARD @ CHARLESTON BLVD		$ 35,000				
219A-FTI2	FTI2	9/13/2018	$ 405,000	BOULDER AVE COMPLETE STREET IMPROVEMENTS	1ST	ART	$ 1,905,000				
223D-MVFT	MVFT	7/11/2019	$ 2,150,000	INTERSECTION IMPROVEMENTS PROGRAM			$ 2,150,000				
223J-FTI2	FTI2	12/12/2019	$ 5,550,000	INTERSECTION IMPROVEMENTS PROGRAM	FY 2020		$ 4,100,000	$ (1,450,000)	$ (1,450,000.00)	11/12/2020	CONST
223L-FTI2	FTI2	3/12/2020	$ 375,000	INTERSECTION IMPROVEMENT; CHARLESTON @ WESTWIND AND UPLAND			$ 1,125,000				
226A-FTI2	FTI2	7/11/2019	$ 500,000	IRON MOUNTAIN ROAD	BRADLEY	THOM	$ 4,500,000				
227A-FTI2	FTI2	7/11/2019	$ 700,000	COLORADO AVENUE	COMMERCE	4TH	$ 700,000				
228A-MVFT	MVFT	7/11/2019	$ 1,800,000	TRAFFIC ENGINEERING CONTRACT			$ 24,600,000				
235A-FTI2	FTI2	3/12/2020	$ 750,000	8TH COMPLETE STREET IMPROVEMENTS	STEWART	BRIDGER	$ 350,000	$ (400,000)	$ (400,000)	8/13/2020	DESIGN
236A-FTI2	FTI2	3/12/2020	$ 750,000	IMPERIAL	COMMERCE	3RD	$ 750,000				
237A-FTI2	FTI2	5/21/2020	$ 1,250,000	UTAH AVENUE	INDUSTRIAL	3RD	$ 1,050,000	$ (200,000)	$ (200,000)	9/10/2020	DESIGN
NEW PROJECTS											
				ADCOCK/GARSIDE SAFE ROUTES TO SCHOOL			$ 300,000				
187C-FTI2	FTI2	10/8/2020		SHADOW LANE	ALTA DR	CHARLESTON BLVD	$ 6,700,000	$ 6,700,000	$ 6,700,000	10/8/2020	CONST

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX								
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	AVAILABLE RESOURCES		$ 225,242,569
						PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)

CITY OF LAS VEGAS RESOURCES								
						available resources		$ (74,052,660)
				unencumbered from previous year	$ (202,734,813)	programmed	$ 224,630,240	$ 12,465,240
						remaining resources		$ (86,517,899)

PROJECT NUMBER	FUND	CONTRACT START	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CITY OF LAS VEGAS											
146L-FTI2	FTI2	7/9/2020		CHEYENNE BUS TURNOUTS	DECATUR	HUALAPAI	$ 450,000	$ 250,000	$ 250,000	7/9/2020	DESIGN
246A-FTI2	FTI2	11/12/2020		FARM ROAD (30 % DESIGN ONLY)	TULE SPRINGS	TENAYA	$ 8,350,000	$ 360,000	$ 360,000	11/12/2020	DESIGN
				NELLIS SB RIGHT TURN LANE	@ CHARLESTON		$ 500,000				
				OAKEY BOULEVARD (30% DESIGN ONLY)	INDUSTRIAL	RANCHO	$ 8,350,000				
				RAMPART BOULEVARD (30% DESIGN ONLY)	CHARLESTON	SUMMERLIN PKWY	$ 5,350,000	$ 350,000			
173E-FTI2	FTI2	10/8/2020		SAWTOOTH ROADS	NORTHWEST AREA ARTERIALS		$ 400,000	$ 400,000	$ 400,000	10/8/2020	DESIGN
				SIDEWALK INFILL (WARD 3) (30% DESIGN ONLY)			$ 5,350,000	$ 350,000			
				US95 INTERCHANGE ALTERNATIVES ANALYSIS NORTH/SOUTH OF SNOW MTN INTERCHANGE			$ 700,000				
				CLOSEOUTS							
182A-FTI	FTI			AMENDED FINAL REPORT: GASS			$ (20,475)	$ (20,475)	$ (20,475)	7/9/2020	CLOSEOUT
004Q-FTI2	FTI2	11/8/2018	$ 1,100,000	VEGAS DR	OVERPASS AT US 95		$ 152,286	$ (947,714)	$ (947,714)	10/8/2020	CLOSEOUT
236A-FTI2	FTI2	3/12/2020	$ -	IMPERIAL AVE	COMMERCE ST TO 3RD ST		$ (750,000)	$ (750,000)	$ 750,000	11/12/2020	CLOSEOUT
198A-FTI2	FTI2	5/18/2017	$ 28,700,000	3RD ST	FREMONT ST	CHARLESTON BLVD	$ 21,233,428	$ (7,466,572)	$ (7,466,572)	1/14/2021	CLOSEOUT
							$ -				
TOTALS			$ 111,750,250				$ 644,715,490	$ 12,465,240	$ 13,265,240		

FY 2021 AVAILABLE BALANCE	$ (87,317,899)

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX						AVAILABLE RESOURCES		$ 225,242,569
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)

CITY OF NORTH LAS VEGAS RESOURCES						available resources		$ 30,749,158
				unencumbered from previous year	$ (18,045,851)	programmed	$ 139,720,833	$ 26,336,258
						remaining resources		$ 4,412,901

PROJECT NUMBER	FUND	CONTRACT START	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CITY OF NORTH LAS VEGAS											
				ARTERIAL RECONSTRUCTION PROGRAM	VARIOUS	VARIOUS	$ 6,500,000	$ 500,000			
				NEIGHBORHOOD REHABILITATION PROGRAM	VARIOUS	VARIOUS	$ 8,500,000	$ 990,000			
175L-MVFT	MVFT	7/9/2020		NEIGHBORHOOD REHABILITATION PROGRAM	HAMMER LANE	FLYING ARROW TO SIMM	$ 350,000	$ 350,000	$ 350,000	7/9/2020	CONST
175Z-MVFT	MVFT	12/10/2020		NEIGHBORHOOD REHABILITATION PROGRAM:			$ 160,000	$ 160,000	$ 160,000	12/10/2020	DESIGN
				ADA UPGRADES PROGRAM	VARIOUS	VARIOUS	$ 1,250,000				
				SAFETY UPGRADES PROGRAM	VARIOUS	VARIOUS	$ 3,300,000	$ 500,000			
223Q-MVFT	MVFT	8/13/2020		INTERSECTION IMPROVEMENTS PROGRAM	GRAND TETON DR	DECATUR BLVD	$ 2,000,000	$ 860,000	$ 860,000	8/13/2020	CONST
142W-MVFT	MVFT	7/9/2020		ENTITY NON SPECIFIC			$ 500,000	$ 50,000	$ 50,000	7/9/2020	DESIGN
				OPEN DESIGN CONTRACTS							
024Q-FTI2	FTI2	7/11/2019	$ 125,000	PECOS	OWENS	ALEXANDER	$ 125,000				
048L-FTI2	FTI2	5/23/2019	$ 528,750	LAKE MEAD BOULEVARD (CLV LEAD ENTITY)	SIMMONS	LOSEE	$ 14,608,750				
048M-FTI2	FTI2	7/11/2019	$ 50,000	LAKE MEAD BOULEVARD (CLV LEAD ENTITY)	SIMMONS	LOSEE	$ 50,000				
055J-FTI2	FTI2	2/14/2019	$ 820,000	LAMB	CENTENNIAL	CC-215 CONNECTIVITY	$ 10,820,000				
089N-FTI2	FTI2	10/10/2019	$ 2,250,000	LAS VEGAS BLVD	TONOPAH	CAREY	$ 20,350,000				
123D-FTI2	FTI2	11/9/2017	$ 2,350,000	ALEXANDER	SIMMONS	N. 5TH	$ 8,870,000	$ 3,260,000			
135AA-FTI2	FTI2	1/11/2018	$ 300,000	ARTERIAL RECONSTRUCTION : CITY OF NORTH LAS VEGAS MAINTENANCE			$ 300,000				
135AC-MVFT	MVFT	7/11/2019	$ 250,000	ARTERIAL RECONSTRUCTION PROGRAM FISCAL YEAR 2020			$ 1,675,000	$ 1,425,000			
135AJ-MVFT	MVFT	8/13/2020	$ 1,234,000	ARTERIAL RECOARTERIAL RECONSTRUCTION PROGR	DECA BLVD	LONE RD TO ANN RD	$ 1,734,000	$ 500,000	$ 500,000	8/13/2020	CONST
142T-MVFT	MVFT	7/11/2019	$ 50,000	ENTITY NON SPECIFIC			$ 50,000				
148E-FTI2	FTI2	7/11/2019	$ 600,000	SIMMONS	RED COACH	HAMMER	$ 5,200,000				
160B-FTI2	FTI2	7/11/2019	$ 542,000	ALLEN	CRAIG	CENTENNIAL	$ 1,026,000				
165D-FTI2	FTI2	2/14/2019	$ 800,000	LONE MOUNTAIN	LOSEE	COMMERCE	$ 9,980,000				
167B-FTI2	FTI2	2/14/2019	$ 125,000	WASHBURN	VALLEY	WILLIS	$ 1,915,000	$ 895,000			
167C-FTI2	FTI2	2/14/2019	$ 225,000	WASHBURN	COMMERCE	N. 5TH	$ 1,851,150	$ 813,075			
170D-FTI2	FTI2	2/14/2019	$ 220,000	CENTENNIAL	PECOS	LAMB	$ 10,580,000	$ 1,940,000	$ 1,940,000	9/10/2020	DESIGN
173D-MVFT	MVFT	11/9/2017	$ 403,000	CAMINO AL NORTE	LONE MOUNTAIN	ANN	$ 4,403,000	$ 4,000,000	$ 4,000,000	9/10/2020	CONST
175K-MVFT	MVFT	2/9/2017	$ 270,000	GILMORE	SIMMONS	ALLEN	$ 955,000	$ 685,000			
203A-FTI2	FTI2	11/9/2018	$ 700,000	SCHOOL SAFETY PROGRAM			$ 4,000,000	$ 1,300,000			
205A-FTI2	FTI2	1/11/2018	$ 500,000	ADA UPGRADES PROGRAM			$ 1,000,000	$ 500,000			
223E-MVFT	MVFT	7/11/2019	$ 300,000	INTERSECTION IMPROVEMENTS PROGRAM FISCAL YEAR 2020			$ 2,300,000	$ 2,000,000			
232A-FTI2	FTI2	10/10/2019	$ 225,000	CIVIC CENTER	CAREY	CHEYENNE	$ 2,775,000				
239A-MVFT	MVFT	6/11/2020	$ 200,000	SAFETY UPGRADES PROGRAM: FY 2021			$ 325,000	$ 125,000	$ 125,000	1/14/2021	DESIGN
				NEW PROJECTS							
				BELMONT	LAKE MEAD	LAS VEGAS BL	$ 2,500,000				
				BRUCE	COLTON	ALEXANDER	$ 1,760,000				
				DEER SPRINGS/SHELLEY BERKLEY WAY	LOSEE	LAMB	$ 6,500,000				

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX								
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	AVAILABLE RESOURCES		$ 225,242,569
						PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)

CITY OF NORTH LAS VEGAS RESOURCES								
						available resources		$ 30,749,158
				unencumbered from previous year	$ (18,045,851)	programmed	$ 139,720,833	$ 26,336,258
						remaining resources		$ 4,412,901

PROJECT NUMBER	FUND	CONTRACT START	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CITY OF NORTH LAS VEGAS											
				DONOVAN WAY	DMV	TROPICAL	$ 6,750,000				
				GOWAN	CIVIC CENTER	PECOS	$ 1,850,000				
				MARTIN LUTHER KING	CAREY	BROOKS	$ 3,000,000				
				HOLLWOOD	ANN	SPEEDWAY	$ 6,650,000				
				TROPICAL	LAMB	PECOS	$ 2,640,000				
				NORTH 5TH / CENTENNIAL INTERSECTION IMPROVE	INTERSECTION	INTERSECTION	$ 1,490,000	$ 1,490,000			
				WALNUT ROADWAY COMPLETION	CENTENNIAL	CC-215	$ 3,200,000				
				NORTH 5TH	CHEYENNE	LONE MOUNTAIN	$ 8,425,000				
				CIVIC CENTER	CHEYENNE	GOWAN	$ 2,150,000				
				ALEXANDER	DECATUR	SIMMONS	$ 7,000,000	$ 4,000,000			
				CLOSEOUTS							
							$ -				
142T-MVFT	MVFT	7/11/2019	$ 50,000	ENTITY NON-PROJECT SPECIFIC EXPENSES			$ 43,183	$ (6,817)	$ (6,817)	10/8/2020	DESIGN
149B-MVFT	MVFT	9/10/2009	$ 358,000	NORTH 5TH ST	OWENS AVE	LOWER LAS VEGAS WASH	$ 358,000	$ 0	$ 0	1/14/2021	CLOSEOUT
							$ -				
							$ -				
							$ -				
							$ -				
							$ -				
							$ -				
TOTALS			$ 13,475,750				$ 181,769,083	$ 26,336,258	$ 7,978,183		

FY 2021 AVAILABLE BALANCE	$ 22,770,976

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX						AVAILABLE RESOURCES		$ 225,242,569
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)

CITY OF HENDERSON RESOURCES						available resources		$ 8,126,299
				unencumbered from previous year	$ (68,163,999)	programmed	$ 190,752,334	$ 9,482,334
						remaining resources		$ (1,356,035)

PROJECT NUMBER	FUND	CONTRACT START	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CITY OF HENDERSON											
135AP-MVFT	MVFT	1/14/2021		ARTERIAL RECONSTRUCTION PROGRAM	KELSO DUNES AVE	AND MARKS STREET	$ 9,500,000	$ 600,000	$ 600,000	1/14/2021	DESIGN
175V-MVFT	MVFT	7/9/2020		NEIGHBORHOOD REHABILITATION PROGRAM			$ 40,000,000	$ 4,000,000	$ 4,000,000	7/9/2020	CONST
				ADA UPGRADES PROGRAM			$ -				
				SAFETY UPGRADES PROGRAM			$ -				
				INTERSECTION IMPROVEMENTS PROGRAM			$ 450,000				
142X-MVFT	MVFT	7/9/2020		ENTITY NON SPECIFIC			$ 300,000	$ 30,000	$ 30,000	7/9/2020	DESIGN
				OPEN DESIGN CONTRACTS							
002AC-FTI2	FTI2	5/18/2017	$ 500,000	EASTERN IMPROVEMENTS - PHASE I	HORIZON RIDGE	I-215	$ 2,000,000	$ 500,000			
008X-FTI2	FTI2	4/11/2019	$ 760,000	SUNSET	I-515	PABCO	$ 4,360,000				
088C-FTI2	FTI2	5/23/2019	$ 150,000	PEBBLE	PECOS	WIGWAM	$ 3,150,000				
100F-FTI2	FTI2	7/13/2017	$ 1,000,000	I-515 AT I-215 INTERCHANGE IMPROVEMENTS			$ 1,000,000				
135AB4-MVFT	MVFT	1/10/2019	$ 600,000	ARTERIAL RECONSTRUCTION PROGRAM: FY 2019			$ 600,000				
135AL-MVFT	MVFT	7/9/2020		ARTERIAL RECONSTRUCTION PROGRAM: STEPHANIE; I-215 TO UPRR			$ 2,500,000	$ 2,500,000	$ 2,500,000	7/9/2020	CONST
135AG-FTI2	FTI2	12/12/2019	$ 4,000,000	ARTERIAL RECONSTRUCTION; FY 2020			$ 4,000,000				
140B-FTI2	FTI2	4/12/2018	$ 540,000	GREENWAY	BOULDER	PARADISE HILLS	$ 4,500,000				
142U-MVFT	MVFT	7/11/2019	$ 30,000	ENTITY NON SPECIFIC			$ 30,000				
178P-MVFT	MVFT	1/10/2019	$ 1,050,000	PEDESTRIAN SAFETY UPGRADES PROGRAM: FY 2019			$ 1,050,000				
192C-FTI2	FTI2	5/23/2019	$ 1,800,000	SUNRIDGE HEIGHTS	EXECUTIVE AIRPORT	BERMUDA	$ 1,800,000				
199B-MVFT	MVFT	1/10/2019	$ 1,050,000	VIA NOBILA	VIA INSPIRADA	LAS VEGAS BLVD	$ 1,550,000	$ 500,000	$ 500,000	1/14/2021	DESIGN
209A-FTI2	FTI2	4/12/2018	$ 400,000	HEATHER	GREENWAY	COLLEGE	$ 2,100,000				
216A-FTI2	FTI2	9/13/2018	$ 500,000	NEVADA STATE	PARADISE HILLS	I-515	$ 4,500,000	$ 125,000	$ 125,000	1/14/2021	DESIGN
224A-FTI2	FTI2	5/23/2019	$ 1,200,000	BOULDER HWY	WAGONWHEEL	TULIP FALLS	$ 5,000,000				
223B-MVFT	MVFT	8/13/2020	$ 650,000	INTERSECTION IMPROVEMENTS PROGRAM	STARR AVE	BERMUDA RD	$ 800,000	$ 150,000	$ 150,000	8/13/2020	CONST
229A-FTI2	FTI2	7/11/2019	$ 1,200,000	INTERCHAGE; NEVADA STATE & I-11			$ 1,200,000				
229B-FTI2	FTI2	7/11/2019	$ 1,500,000	INTERCHANGE; I-215 at PECOS AND I-215 AT GREEN VALLEY			$ 1,500,000				
234A-FTI2	FTI2	12/12/2019	$ 1,000,000	GILESPIE	ST ROSE PKWY	VIA INSPIRADA	$ 1,400,000	$ 400,000	$ 400,000	1/14/2021	DESIGN
				NEW PROJECTS							
				AMERICAN PACIFIC	ARROYO GRANDE	AUTOMALL DRIVE	$ 4,000,000				
				APPALOOSA	WAGONWHEEL	EQUESTRIAN	$ 3,500,000				
				ATHOL	FOSTER	ROLLY	$ 3,000,000				
				BURKHOLDER	RACETRACK	LAKE MEAD	$ 4,000,000				
146S-MVFT	MVFT	8/13/2020		BUS TURNOUT PROJECT	ST ROSE PKWY	MARYLAND PKWY	$ 150,000	$ 150,000	$ 150,000	8/13/2020	ENG
				CARNEGIE STREET	PASEO VERDE	SUNRIDGE HEIGHTS	$ 3,600,000				
				COLLEGE	MISSION	BOULDER HWY	$ 4,500,000				
				CORONADO CENTER	EASTERN	SUNRIDGE HEIGHTS	$ 1,500,000				
				DEMOCRACY DRIVE	ANTHEM HIGHLANDS	VIA INSPIRADA	$ 5,000,000				
002AD-MVFT	MVFT	1/14/2021		EASTERN AVENUE	HORIZON RIDGE	SUN CITY ANTHEM DRIVE	$ 3,000,000	$ 550,000	$ 550,000	1/14/2021	DESIGN
				EASTGATE RD	WARM SPRINGS	LAKE MEAD	$ 3,820,000				
				EQUESTRIAN	FOOTHILLS	BOULDER HWY	$ 3,600,000				
				GIBSON RD PH1	I215	BOULDER HWY	$ 6,000,000				

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - FUEL TAX FUNDING

UPDATED January 14, 2021

FUEL TAX						AVAILABLE RESOURCES		$ 225,242,569
				UNENCUMBERED FROM PREVIOUS YEAR	$ (264,730,720)	PROGRAMMED	$ 1,603,398,935	$ 247,192,360
						REMAINING RESOURCES		$ (21,949,792)

CITY OF HENDERSON RESOURCES						available resources		$ 8,126,299
				unencumbered from previous year	$ (68,163,999)	programmed	$ 190,752,334	$ 9,482,334
						remaining resources		$ (1,356,035)

PROJECT NUMBER	FUND	CONTRACT START	ILC AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
									AMOUNT	DATE	PHASE
CITY OF HENDERSON											
				GRAND HILLS	SEVEN HILLS	EASTERN	$ 2,500,000				
				HORIZON RIDGE - PHASE III	SEVEN HILLS	GREEN VALLEY	$ 5,000,000				
				INTERCHANGE; EASTERN & I-215			$ 10,000,000				
				LAS PALMAS ENTRADA	GIBSON RD	HORIZON RIDGE	$ 2,600,000				
				MAGIC WAY	EQUESTRIAN	WARM SPRINGS	$ 2,500,000				
				MAJOR AVENUE	WARM SPRINGS	BOULDER HWY	$ 2,900,000				
				MARY CREST/GALLAGHER CREST	AMERICAN PACIFIC	CASSIA WAY	$ 3,000,000				
				MISSION DR PH I	COH LIMITS	COLLEGE DR	$ 4,000,000				
				OLD VEGAS TRAIL	WAGONWHEEL	PARADISE HILLS	$ 1,500,000				
				PABCO ROAD	GALLERIA DRIVE	WARM SPRINGS	$ 2,860,000				
				PACIFIC	HORIZON	APIAN	$ 1,000,000				
				PARADISE HILLS	CALVERT	GREENWAY	$ 3,800,000				
				PARADISE HILLS	COMPASSION DR	OLD VEGAS TRAIL	$ 2,340,000				
136C-MVFT	MVFT	11/12/2020		PASEO VERDE PARKWAY	STEPHANIE ST	HORIZON RIDGE PARKWAY	$ 4,500,000	$ 525,000	$ 525,000	11/12/2020	DESIGN
				PASEO VERDE PARKWAY	GREEN VALLEY	STEPHANIE ST	$ 1,560,000				
				PECOS	I-215	WINDMILL	$ 4,500,000				
				PUEBLO	BURKHOLDER	LAKE MEAD	$ 3,100,000				
				RAMROD AND OLYMPIC	GREEN VALLEY	MOUNTAIN VISTA	$ 3,000,000				
				ROBINDALE	GREEN VALLEY	EASTERN	$ 3,100,000				
				SERENE AVENUE	EASTERN	ST. ROSE PARKWAY	$ 2,000,000				
				SEVEN HILLS	GRAND HILLS	ST. ROSE AND LOOP	$ 4,000,000				
				SIENNA HEIGHTS	JEFFREYS	ST. ROSE PARKWAY	$ 2,280,000				
				STEPHANIE STREET	SUNSET ROAD	RAILROAD TRACKS	$ 3,400,000				
				SUN CITY ANTHEM/ANTHEM	EASTERN	REUNION	$ 4,000,000				
				SUNRIDGE HEIGHTS	SEVEN HILLS	HORIZON RIDGE	$ 5,400,000				
				VAN WAGENEN	GREENWAY	LAKE MEAD	$ 4,000,000				
				WAGONWHEEL	I-515	FOOTHILLS	$ 1,750,000				
				WARM SPRINGS	PECOS	I-515	$ 10,000,000				
				WEISNER/BURNS	SUNSET	COH LIMITS	$ 4,000,000				
				WIGWAM	EASTERN	GIBSON	$ 5,000,000				
				WINDMILL	ARROYO GRANDE	GREEN VALLEY	$ 4,500,000				
				CLOSEOUTS							
097F-FTI2	FTI2	8/10/2017	$ 2,000,000	STEPHANIE	I-215	DRAGON RIDGE	$ 1,452,349	$ (547,651)	$ (547,651)	7/9/2020	CLOSEOUT
142U-MVFT	MVFT	7/11/2019	$ 30,000.00	ENTITY NON-PROJECT SPECIFIC			$ 29,985	$ (15)	$ (15)	11/12/2020	CLOSEOUT
TOTALS			$ 19,960,000				$ 254,532,334	$ 9,482,334	$ 8,982,334		

FY 2021 AVAILABLE BALANCE	$ (856,035)

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - Q10 - SALES TAX FUNDING

UPDATED January 14, 2021

Q10						AVAILABLE RESOURCES	
				UNENCUMBERED FROM PREVIOUS YEAR	$ 11,284,070	PROGRAMMED	$ 557,613,370
						REMAINING RESOURCES	

CLARK COUNTY						available resources	
				unencumbered from previous year	$ 11,849,001	programmed	$ 220,412,438
						remaining resources	

PROJECT NUMBER	FUND	CONTRACT START	CONTRACT AMOUNT	PROJECT	FROM	TO	COST	FUNDING REQUESTS AMOUNT	DATE	PHASE
CLARK COUNTY										
				OPEN DESIGN CONTRACTS						
007M-Q10		8/8/2013	$ 850,000	DECATUR	CACTUS	WARM SPRINGS	$ 850,000			
147A-Q10		3/10/2011	$ 30,800,000	CACTUS	RAINBOW	SPENCER	$ 30,800,000			
158E-Q10		2/9/2017	$ 49,170	OFF STREET SHARED USE PATH MAINTENANCE			$ 49,170			
196B-Q10		7/11/2019	$ 95,792	TRAIL MAINTENANCE VOLUNTEER COORDINATOR			$ 155,932	$ 60,140	11/12/2020	DESIGN
							$ -			
				NEW PROJECTS						
							$ -			
				TRAIL MAINTENANCE VOLUNTEER COORDINATOR			$ 862,128			
158G-Q10	Q10	10/8/2020		TRAIL MAINTENANCE: OFF STREET SHARED USE PATH MAINTENANCE	FY 2020		$ 499,170	$ 55,000	10/8/2020	CONST
							$ -			
				BACKROAD TO SANDY VALLEY			$ 15,000,000			
				BELTWAY TRAIL BRIDGE	AT SPENCER		$ 3,000,000			
				BUFFALO	BLUE DIAMOND	CC-215	$ 12,640,000			
				COLUMBIA PASS ROAD REHAB			$ 10,000,000			
				DEAN MARTIN	SAMMY DAVIS	OQUENDO	$ 6,000,000			
				FLAMINGO PEDESTRIAN BRIDGE	CC215		$ 3,000,000			
				FORT APACHE PEDESTRIAN BRIDGE	CC215		$ 6,000,000			
				HOLLYWOOD	WETLANDS	SAHARA	$ 22,205,000			
				I-515 TRAIL	CHARLESTON	SAHARA	$ -			
				LAS VEGAS BL	JEAN	ST. ROSE	$ 35,000,000			
				MARION	OWENS	LAS VEGAS BLVD	$ 6,000,000			
				NEEDLES HIGHWAY RECONSTRUCTION			$ 13,000,000			
				PATRICK PED BIKE TRAIL	OVER CC 215		$ 500,000			
				PYLE	JONES	DEAN MARTIN	$ 8,000,000			
				ROBINDALE	DURANOG	BUFFALO	$ 12,200,000			
				SAHARA PEDESTRIAN BRIDGE	CC215		$ 250,000			
				SANDHILL	CHARLESTON	SAHARA	$ 4,000,000			
				SWENSON	FLAMINGO	DESERT INN	$ 3,200,000			
				TROPICANA	RAINBOW	DEAN MARTIN	$ 13,200,000			
				TROPICANA PEDESTRIAN BRIDGE	CC215		$ 5,250,000			
				VALLEY OF FIRE ROAD REHAB			$ 4,000,000			
				WASHINGTON	NELLIS	LOS FELIZ	$ 4,000,000			
				WINDMILL	DURANGO	JONES	$ 11,546,000			
				WINDMILL	JONES	DECATUR (WITH UPRR CROSSIN	$ 21,000,000			
							$ -			
				CLOSEOUTS						
007M-Q10	Q10	8/8/2013	$ 850,000	DECATUR	CACTUS	WARM SPRINGS	$ 850,000	$ -	9/10/2020	CLOSEOUT
TOTALS			$ 32,644,962				$ 253,057,400	$ 115,140		
							FY 2021 AVAILABLE BALANCE	$ 25,996,449		

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - Q10 - SALES TAX FUNDING

UPDATED January 14, 2021

Q10							
				UNENCUMBERED FROM PREVIOUS YEAR	$ 11,284,070	AVAILABLE RESOURCES	
						PROGRAMMED	$ 557,613,370
						REMAINING RESOURCES	

CITY OF LAS VEGAS							
				unencumbered from previous year	$ (7,857,579)	available resources	
						programmed	$ 132,285,662
						remaining resources	

PROJECT NUMBER	FUND	CONTRACT START	CONTRACT AMOUNT	PROJECT	FROM	TO	COST	FUNDING REQUESTS AMOUNT	DATE	PHASE
CITY OF LAS VEGAS										
				OPEN DESIGN CONTRACTS						
037B-Q10		3/10/2011	$ 7,369,000	RANCHO	BONANZA	RAINBOW	$ 14,369,000			
089G-Q10		8/9/2012	$ 1,000,000	LAS VEGAS BLVD	STEWART	SAHARA	$ 1,000,000			
092C-Q10		5/20/2004	$ 6,600,000	SUMMERLIN PKWY	CC-215	US-95	$ 7,350,000			
124C-Q10		2/12/2004	$ 8,012,000	SHEEP MOUNTAIN PARKWAY CORRIDOR STUDY			$ 8,012,000			
158E-Q10		2/9/2017	$ 39,310	OFF STREET SHARED USE PATH MAINTENANCE			$ 119,310			
170C-Q10		4/11/2013	$ 1,566,000	CENTENNIAL PKWY / SKY POINTE DR; CONNECTIONS @ US 95			$ 2,316,000			
176K-Q10		6/11/2020	$ 500,000	COMPLETE STREETS: DOWNTOWN AMENITIES MAINTENANCE			$ 1,500,000			
190C-Q10		5/21/2020	$ 1,300,000	CC 215 TRAIL BRIDGES @ LAKE MEAD & SUMMERLIN PKWY			$ 13,300,000			
194B-Q10		9/13/2018	$ 1,104,000	SYMPHONY PARK PEDESTRIAN BRIDGE @ UPRR			$ 6,654,000			
196B-Q10		7/11/2019	$ 53,246	TRAIL MAINTENANCE VOLUNTEER COORDINATOR			$ 159,738	$ 32,890	11/12/2020	DESIGN
238A-Q10		6/11/2020	$ 850,000	DOWNTOWN MOBILITY IMPROVEMENT PROGRAM FY 2021			$ 1,850,000			
							$ -			
				NEW PROJECTS						
				8TH COMPLETE STREET IMPROVEMENTS (DESIGN MVFT, CONST Q10)	STEWART	BRIDGER	$ 9,000,000			
				BRADLEY/ELKHORN & DEER SPRINGS INTERSECTION IMPROVEMENTS			$ 2,500,000			
				CASINO CENTER COMPLETE STREET (DESIGN MVFT, CONST Q10)	COLORADO	WYOMING	$ 6,050,000			
				COLORADO AVENUE (DESIGN MVFT, CONST Q10)	COMMERCE	4TH	$ 5,100,000			
				COMPLETE STREET: WYOMING AVENUE (DESIGN MVFT, CONST Q10)	LAS VEGAS BLVD	INDUSTRIAL	$ 6,000,000			
				DURANGO/BRENT/EL CAPITAN/IRON MOUNTAIN IMPROVEMENTS (30% Design)			$ 35,568,700			
				GRAND TETON OVERPASS CONSTRUCTION (MOVED FROM MVFT)	@US95		$ 21,000,000			
				IMPERIAL (DESIGN MVFT, CONST Q10)	COMMERCE	3RD	$ 7,000,000			
				MOBILITY HUBS (LV MEDICAL DISTRICT & FREMONT EAST DISTRICT)			$ 1,000,000			
				PEDESTRIAN SAFETY UPGRADES FISCAL YEAR 2018 (DESIGN MVFT, CONST Q10)			$ 8,700,000			
				SPENCER STREET GREENWAY (CCPW LEAD AGENCY)			$ 1,150,000			
				SUGGESTED ROUTE TO SCHOOL PEDESTRIAN SAFETY PROGRAM			$ 750,000			
158H-Q10	Q10	10/8/2020		TRAIL MAINTENANCE: OFF STREET SHARED USE PATH MAINTENANCE	FY 2021		$ 499,170	$ 55,000	10/8/2020	CONST
				UTAH AVENUE (DESIGN MVFT, CONST Q10)	INDUSTRIAL	3RD	$ 8,000,000			
							$ -			
				CLOSEOUTS						
TOTALS			$ 28,393,556				$ 168,947,918	$ 87,890		
							FY 2021 AVAILABLE BALANCE	$ (145,494)		

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - Q10 - SALES TAX FUNDING

UPDATED January 14, 2021

Q10							
				UNENCUMBERED FROM PREVIOUS YEAR	$ 11,284,070	AVAILABLE RESOURCES	
						PROGRAMMED	$ 557,613,370
						REMAINING RESOURCES	

CITY OF NORTH LAS VEGAS							
				unencumbered from previous year	$ (5,880,845)	available resources	
						programmed	$ 20,304,359
						remaining resources	

PROJECT NUMBER	FUND	CONTRACT START	CONTRACT AMOUNT	PROJECT	FROM	TO	COST	FUNDING REQUESTS AMOUNT	DATE	PHASE
CITY OF NORTH LAS VEGAS										
				OPEN DESIGN CONTRACTS						
158E-Q10		2/9/2017	$ 22,642	OFF STREET SHARED USE PATH MAINTENANCE			$ 22,642			
190H-Q10		2/14/2019	$ 450,000	PEDESTRIAN BRIDGE: CRAIG ROAD @ UPPER LAS VEGAS WASH			$ 5,015,000			
190J-Q10		7/11/2019	$ 350,000	PEDESTRIAN BRIDGE: ANN ROAD @ UPPER LAS VEGAS WASH			$ 3,500,000			
196B-Q10		7/11/2019	$ 19,694	TRAIL MAINTENANCE VOLUNTEER COORDINATOR			$ 32,165	$ 12,471	11/12/2020	DESIGN
							$ -			
				NEW PROJECTS						
				TRAIL MAINTENANCE VOLUNTEER COORDINATOR			$ 177,246			
158J-Q10	Q10	10/8/2020		TRAILS MAINTENANCE: OFF STREET SHARED USE PATH MAINTENANCE	FY 2021		$ 229,642	$ 25,000	10/8/2020	CONST
				CC-215 TRAIL & PEDESTRIAN BRIDGE	DECATUR	ALIANTE	$ 12,170,000			
				CLOSEOUTS						
							$ -			
TOTALS			$ 842,336				$ 21,146,695	$ 37,471		
							FY 2021 AVAILABLE BALANCE	$ (2,960,642)		

CITY OF HENDERSON							
				unencumbered from previous year	$ 13,173,492	available resources	
						programmed	$ 83,620,911
						remaining resources	

PROJECT NUMBER	FUND	CONTRACT START	CONTRACT AMOUNT	PROJECT	FROM	TO	COST	FUNDING REQUESTS AMOUNT	DATE	PHASE
CITY OF HENDERSON										
				OPEN DESIGN CONTRACTS						
158E-Q10		2/9/2017	$ 88,879	OFF STREET SHARED USE PATH MAINTENANCE			$ 88,879			
175H-Q10		2/11/2016	$ 364,000	WEST HENDERSON ROADS			$ 364,000			
190E-Q10		12/8/2016	$ 29,500	I-215 TRAIL BRIDGES; PECOS ROAD, GREEN VALLEY PKWY, VALLE VERDE DRIVE			$ 779,500			
190L-Q10		12/12/2019	$ 750,000	I-215 PEDESTRIAN BRIDGE @ GREEN VALLEY PKWY			$ 750,000			
196B-Q10		7/11/2019	$ 31,268	TRAIL MAINTENANCE VOLUNTEER COORDINATOR			$ 50,767	$ 19,499	11/12/2020	DESIGN
				NEW PROJECTS						
				TRAIL MAINTENANCE VOLUNTEER COORDINATOR			$ 281,412			
158K-Q10	Q10	10/8/2020		TRAILS MAINTENANCE: OFF STREET SHARED USE PATH MAINTENANCE	FY 2021		$ 920,000	$ 110,000	10/8/2020	CONST
				ANTHEM LOOP TRAIL			$ 6,000,000			
				CACTUS WREN/I-215 TRAIL CROSSING			$ 4,000,000			
				DOWNTOWN HENDERSON PHASE II (MAJOR, MINOR, VICTORY, TEXAS, OCEAN)			$ 8,000,000			
				EASTERN IMPROVEMENTS - PHASE II	HORIZON RIDGE	I-215	$ 7,000,000			
				EASTGATE, MIDDLEGATE, PARKSON, CAPE HORN			$ 7,500,000			
				HORIZON RIDGE - PHASE I	GIBSON	EAST COH LIMIT	$ 7,000,000			
				HORIZON RIDGE - PHASE II	GREEN VALLEY	GIBSON	$ 4,300,000			
				INTERCHANGE; I-215 at PECOS AND I-215 AT GREEN VALLEY			$ 5,500,000			
				INTERCHANGE; EASTERN & I-215			$ 12,500,000			
				INTERCHANGE; SLOAN			$ 2,500,000			
				INTERCHANGE; VIA NOBILA			$ 2,500,000			
				INTERCHANGE; WAGONWHEEL & I-515			$ 5,000,000			
				JEFFREYS/ST. ROSE TRAIL CROSSING			$ 4,000,000			
				KELSO DUNES ROUNDABOUTS			$ 2,000,000			
				PEDESTRIAN SAFETY IMPROVEMENTS			$ 3,550,000			
				VIA INSPIRADA TRAIL			$ 300,000			
				CLOSEOUTS						
TOTALS			$ 1,263,647				$ 84,884,558	$ 129,499		
							FY 2021 AVAILABLE BALANCE	$ 17,668,274		

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - Q10 - SALES TAX FUNDING

UPDATED January 14, 2021

Q10								
				UNENCUMBERED FROM PREVIOUS YEAR	$ 11,284,070	AVAILABLE RESOURCES		
						PROGRAMMED	$ 557,613,370	
						REMAINING RESOURCES		

RTC TRANSIT								
				unencumbered from previous year	$ -	available resources		
						programmed	$ 100,990,000	
						remaining resources		

PROJECT NUMBER	FUND	CONTRACT START	CONTRACT AMOUNT	PROJECT	FROM	TO	COST	FUNDING REQUESTS AMOUNT	DATE	PHASE
RTC TRANSIT										
				OPEN DESIGN CONTRACTS						
				NEW PROJECTS						
				TRANSIT			$ 100,000,000			
144AL-Q10	Q10	1/14/2021		NEXAR CITYSTREAM PROJECT			$ 990,000	$ 990,000	1/14/2021	DESIGN
							$ -			
				CLOSEOUTS						
TOTALS			$ -				$ 100,990,000	$ 990,000		
							FY 2021 AVAILABLE BALANCE	$ (990,000)		

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - DIRECT DISTRIBUTION

UPDATED January 14, 2021

DIRECT DISTRIBUTION					AVAILABLE RESOURCES		$	26,314,880
			UNENCUMBERED FROM PREVIOUS YEAR	$ 15,734,450	PROGRAMMED	$ 59,887,024	$	13,467,524
					REMAINING RESOURCES		$	12,847,356
BOULDER CITY					available resources		$	9,140,300
			unencumbered from previous year	$ 5,372,893	programmed	$ 26,312,366	$	8,712,366
					remaining resources		$	427,934

PROJECT NUMBER	DESIGN START	DESIGN AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS AMOUNT	DATE	PHASE
BOULDER CITY										
			OPEN DESIGN CONTRACTS							
135AB5-MVFT	3/14/2019	$ 250,000	ARTERIAL RECONSTRUCTION PROGRAM; FY 2019 PAVEMENT EVALUATION			$ 250,000				
13AF-MVFT	11/14/2019	$ 1,500,000	ARTERIAL RECONSTRUCTION PROGRAM; FY 2020			$ 1,500,000				
159E-MVFT	11/14/2019	$ 400,000	BIKEPATH REHABALITATION PROGRAM			$ 400,000				
159F-MVFT	5/21/2020	$ 250,000	BiKEPATH ASPHALT PAVING			$ 250,000				
175T-MVFT	10/10/2019	$ 700,000	NEIGHBORHOOD REHABILITATION; FY 2020			$ 700,000				
176C-Q10	5/19/2016	$ 16,850,000	BOULDER CITY PKWY	I-11	PACIFICA WAY	$ 16,850,000				
178R-MVFT	11/14/2019	$ 200,000	SAFETY UPGRADES PROGRAM			$ 200,000				
205C-MVFT	11/14/2019	$ 250,000	ADA UPGRADES PROGRAM			$ 250,000				
223F-MVFT	7/11/2019	$ 200,000	INTERSECTION IMPROVEMENTS PROGRAM; FISCAL YEAR 2020			$ 200,000				
233A-MVFT	10/10/2019	$ 500,000	RAILROAD MUSEUM ROAD	YUCCA	BOULDER CITY PARKWAY	$ 5,500,000	$ 5,000,000			
						$ -				
			NEW PROJECTS							
175W-MVFT	7/9/2020		NEIGHBORHOOD REHABILITATION PROGRAM			$ 5,762,366	$ 1,262,366	$ 1,262,366	7/9/2020	CONST
239B-MVFT	7/9/2020		SAFETY UPGRADES PROGRAM			$ 1,200,000	$ 300,000	$ 300,000	7/9/2020	CONST
135AM-MVFT	7/9/2020		ARTERIAL RECONSTRUCTION PROGRAM			$ 8,700,000	$ 1,000,000	$ 1,000,000	7/9/2020	CONST
205D-MVFT	7/9/2020		ADA UPGRADES PROGRAM			$ 1,050,000	$ 150,000	$ 150,000	7/9/2020	CONST
							$ 100,000	$ 100,000	12/10/2020	CONST
			INTERSECTION IMPROVEMENTS PROGRAM			$ 1,000,000	$ 500,000			
			SAN FELIPE	ADAMS	MENDOTA	$ 3,200,000				
159G-MVFT	7/9/2020		BICYCLE REHABILITATION PROGRAM			$ 400,000	$ 400,000	$ 400,000	7/9/2020	CONST
			CLOSEOUTS							
TOTALS		$ 21,100,000				$ 47,412,366	$ 8,712,366	$ 3,212,366		

FY 2021 AVAILABLE BALANCE	$ 5,927,934

EXHIBIT "B"

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM - DIRECT DISTRIBUTION

UPDATED January 14, 2021

DIRECT DISTRIBUTION							
			UNENCUMBERED FROM PREVIOUS YEAR	$ 15,734,450	AVAILABLE RESOURCES		$ 26,314,880
					PROGRAMMED	$ 59,887,024	$ 13,467,524
					REMAINING RESOURCES		$ 12,847,356

CITY OF MESQUITE							
					available resources		$ 17,174,580
			unencumbered from previous year	$ 10,361,557	programmed	$ 33,574,658	$ 4,755,158
					remaining resources		$ 12,419,423

PROJECT NUMBER	DESIGN START	DESIGN AMOUNT	PROJECT	FROM	TO	COST	2020-21	FUNDING REQUESTS		
								AMOUNT	DATE	PHASE
CITY OF MESQUITE										
			OPEN DESIGN CONTRACTS							
063AM-MVFT	3/14/2019	$ 2,090,000	2019 Street Reconstruction Project - Phase I			$ 2,090,000				
063AN-FTI2	11/14/2019	$ 1,950,000	2019 Street Reconstruction Project - Phase II			$ 1,950,000				
063AP-MVFT	1/9/2020	$ 220,000	Kitty Hawk Roadway Rehabilitation	Oasis Blvd	Airport	$ 1,920,000	$ 1,700,000	$ 1,700,000	10/8/2020	CONST
063AQ-MVFT	5/21/2020	$ 25,000	Oasis Boulevard and Ivy Lee Intersection	Oasis Blvd	Ivy Lee	$ 455,000	$ 430,000			
						$ -				
						$ -				
			NEW PROJECTS							
			NEIGHBORHOOD REHABILITATION PROGRAM			$ 5,500,000				
			ARTERIAL RECONSTRUCTION PROGRAM			$ 17,000,000				
			Hafen Lane	Riverside Road	Abbott Wash	$ 460,000				
			Hafen Lane	Lantana	First South Street	$ 759,000				
			Pioneer Boulevard			$ 1,300,000				
			Falcon Ridge Parkway and Flat Top Mesa Traffic Signal			$ 800,000	$ 800,000			
063AS-MVFT	10/08/200		2020 Street Reconstruction Project, Phase 1 (Mill and Fill Projects)			$ 1,798,000	$ 1,798,000	$ 1,798,000	10/8/2020	CONST
063AR-MVFT	7/9/2020		Falcon Ridge Parkway and Horizon Blvd Construction			$ 4,000,000	$ 199,500	$ 199,500	7/9/2020	DESIGN
						$ -				
			CLOSEOUTS							
063AN-FTI2	11/14/2019	$ 1,950,000	2019 Street Reconstruction Project - Phase II			$ 1,777,658	$ (172,342)	$ (172,342)	1/14/2021	CONST
						$ -				
						$ -				
TOTALS		$ 6,235,000				$ 39,809,658	$ 4,755,158	$ 3,525,158		

FY 2021 AVAILABLE BALANCE	$ 13,649,423

EXHIBIT "B"

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: NEXAR CITYSTREAM PROJECT

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FROM SALES TAX FUNDS FOR DESIGN FOR PROJECT 144AL-Q10; NEXAR CITYSTREAM PROJECT (FOR POSSIBLE ACTION)

GOAL: IMPROVE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION SYSTEM AND AIR QUALITY BY MANAGING CONGESTION

FISCAL IMPACT: Sales Tax Funds - $990,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ 990,000.00	$ -	$ 990,000.00	$ -	$ 990,000.00
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -
Total	$ 990,000.00	$ -	$ 990,000.00	$ -	$ 990,000.00

BACKGROUND:
In July 2020, the Regional Transportation Commission of Southern Nevada (RTC) completed the Nexar Automated Cone Detection Proof of Concept Project. During this proof of concept, Nexar successfully demonstrated its capabilities to leverage driver dash-cam data, detect road construction work zones, and actively map lane closures in near real time. The Nexar CityStream platform will be used by RTC Transit to monitor bus stops that may be impacted by work zones and will also be available for all partering agencies to use. RTC staff met with public works directors and other leaders from all partnering agencies to demonstrate the Nexar CityStream platform.

Respectfully submitted,

DocuSigned by:
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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #6
December 17, 2020
Consent

INTERLOCAL CONTRACT
NEXAR CITYSTREAM PROJECT

THIS INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between Clark County, a political subdivision; the City of Las Vegas, a municipal corporation; the City of North Las Vegas, a municipal corporation; and the City of Henderson, a municipal corporation, hereinafter referred to individually as "ENTITY" or collectively as "ENTITIES," and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC." The RTC and the ENTITIES are hereinafter referred to individually as "PARTY" or collectively as "PARTIES."

W I T N E S S E T H

WHEREAS, the RTC intends to expand the Nexar CityStream Platform, hereinafter referred to as "PROJECT," and share this product with all PARTIES; and

WHEREAS, Nevada Revised Statue (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the RTC agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the RTC is requesting funds to commence the PROJECT; and

WHEREAS, the RTC will be the lead agency for this PROJECT and include the ENTITIES; and

WHEREAS, the RTC will enter into Contract 21-033 with service provider Nexar; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION I: SCOPE OF PROJECT

This Interlocal Contract # 1248 applies to the Nexar CityStream Project. The project will include a software platform that leverages data to identify and geo-locate the placement of temporary traffic control devices that result in at least one travel lane closure and identify and geo-locate road signage on a daily basis throughout the Las Vegas Valley. In addition, Nexar will provide a Virtual Camera Live Map platform with continually updated images at specified locations which will be available to all ENTITIES. The Nexar CityStream platform will be used by RTC Transit to monitor bus stops that may be impacted by work zones.

SECTION II: PROJECT COSTS

The RTC agrees to provide Sales Tax funding for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $990,000.00.

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $990,000.00
    b. RIGHT-OF-WAY not to exceed $00.00
    c. CONSTRUCTION not to exceed $00.00

3. A supplemental interlocal contract will be required for any changes to the amounts identified in number 2 above.

SECTION III: GENERAL

1. The contract administration of the PROJECT shall comply with the requirements as set forth in the current "Policies and Procedures" of the RTC.

2. It is understood and agreed that the purpose of this Interlocal Contract is to fund the PROJECT as herein above set forth. It is further understood and agreed that the RTC is responsible for the administration of the PROJECT. The RTC will be responsible for the actions or inactions of its Officers and Employees.

3. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of December 31, 2025. The RTC may, at any time thereafter, grant time extensions or terminate this Contract.

    The remainder of this page is left intentionally blank.

IN WITNESS WHEREOF, this Interlocal Contract #1248 is effective as of the date first set forth above:

Date of Commission Action:	REGIONAL TRANSPORTATION COMMISSION
January 14, 2021	BY: _____
	LAWRENCE L. BROWN III, Chairman
Approved as to Form and Legality:	Attest:
_____	_____
RTC Legal Counsel	MARIN DUBOIS, Management Analyst
Date of Commission Action:	CLARK COUNTY BOARD OF COMMISSIONERS
_____	BY: _____
	MARILYN KIRKPATRICK, Chair
Approved as to Form and Legality:	Attest
_____	_____
Chief Deputy District Attorney	LYNN MARIE GOYA County Clerk
Date of Council Actions:	CITY OF LAS VEGAS
_____	BY: _____
	CAROLYN G. GOODMAN, Mayor
Approved as to Form and Legality:	Attest:
_____	_____
Deputy City Attorney	LUANN D. HOLMES, MMC, City Clerk

Date of Council Action:

CITY OF NORTH LAS VEGAS

BY: _____

JOHN J. LEE. Mayor

Approved as to Form and Legality:

Attest:

MICAELA RUSTIA MOORE
City Attorney

CATHERINE A RAYNOR, CMC, City Clerk

Date of Council Action: :

CITY OF HENDERSON

BY: _____

RICHARD A DERRICK
City Manager/CEO

Approved as to Finance:

Attest

JIM MCINTOSH
Chief Financial Officer

SABRINA MERCADANTE, MMC
City Clerk

Approved as to Content:

Approved as to Form

EDWARD MCGUIRE, P.E.
Director, Public Works

NICHOLAS G VASKOV
City Attorney

DocuSign Envelope ID: 278BA74E-2B01-43C1-8DD8-CEBCE6AEA008

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: FORT APACHE ROAD, HUNTINGTON COVE PARKWAY TO WARM SPRINGS ROAD

PETITIONER: DENIS CEDERBURG, DIRECTOR
CLARK COUNTY PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CLARK COUNTY PROJECT 113F-FTI2; FORT APACHE ROAD, HUNTINGTON COVE PARKWAY TO WARM SPRINGS ROAD (FOR POSSIBLE ACTION)

GOAL: MAINTAIN AND IMPROVE TRANSPORTATION SYSTEM INFRASTRUCTURE

FISCAL IMPACT: Fuel Revenue Indexing Extension Funds - $13,500,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ -	$ -	$ -	$ -	$ -
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ 13,500,000.00	$ -	$ 13,500,000.00	$ -	$ 13,500,000.00
Total	$ 13,500,000.00	$ -	$ 13,500,000.00	$ -	$ 13,500,000.00

BACKGROUND:
The Regional Transportation Commission of Southern Nevada previously approved funding to design project 113D-FTI2; Fort Apache Road from Blue Diamond Road to Warm Springs Road. The design is 90 percent complete, but not all right-of-way (ROW) has been obtained. This contract will provide construction funding for the portion of the project where all ROW has been obtained, which is from Huntington Cove Parkway to Warm Springs Road. Clark County will request construction funds for the remaining portion of the project as soon as all necessary ROW has been obtained.

Respectfully submitted,

DocuSigned by:
678086A027094E5...

DENIS CEDERBURG, P.E.
Director of Public Works

EAC Item #7
December 17, 2020
Consent

FORT APACHE ROAD -HUNTINGTON COVE PARKWAY TO WARM SPRINGS ROAD

Construction Cost Estimate - 100% Submittal

PHASE-01

Project: CPW1901
Date: 11/18/2020

Item No.	Quantity	Unit	Description	Unit Price	Amount
105.01	1	LS	QUALITY CONTROL ADMINISTRATIVE INCENTIVE	$225,000.00	$225,000.00
107.01	179	DAY	TRAFFIC CONTROL	$1,200.00	$215,356.58
109.01	1	LS	CONSTRUCTION CONFLICTS AND ADDITIONAL WORK	$1,000,000.00	$1,000,000.00
109.02	15	DAY	HISTORICAL OWNER CAUSED DELAY ALLOWANCE	$500.00	$7,500.00
109.03	15	DAY	ADDITIONAL AMOUNT OVER $500.00/DAY AS DETERMINED BY BIDDER	$750.00	$11,250.00
110.01	2,000	HR	TRAINING	$1.40	$2,800.00
200.01	1	LS	MOBILIZATION	$850,000.00	$850,000.00
201.01	16	AC	CLEARING AND GRUBBING	$5,000.00	$77,767.65
202.01	34,218	SY	REMOVE PLANTMIX BITUMINOUS SURFACE	$5.00	$171,088.84
202.02	239	LF	REMOVE CONCRETE HEADWALL AND WING WALL	$35.00	$8,374.98
202.03	1,256	SF	REMOVE CONCRETE MEDIAN AND MEDIAN CURB	$2.50	$3,140.62
202.04	209	SF	REMOVE CONCRETE SIDEWALK	$3.00	$628.12
202.05	449	SF	REMOVE CONCRETE DRIVEWAY	$5.00	$2,243.30
202.06	2,393	SF	REMOVE CONCRETE PAD	$10.00	$23,928.51
202.07	179	LF	REMOVE CONCRETE BARRIER RAIL	$40.00	$7,178.55
202.08	1,854	LF	REMOVE GUARDRAIL	$20.00	$37,089.19
202.09	45	LF	REMOVE CONCRETE CURB AND GUTTER	$10.00	$448.66
202.10	4,816	SF	REMOVE ASPHALT PATH	$3.00	$14,446.84
202.11	1,675	LF	REMOVE STORM DRAIN PIPE/BOX CULVERT	$75.00	$125,624.67
202.12	3	EA	REMOVE DROP INLET	$2,000.00	$6,000.00
202.13	1	LS	REMOVE PAVEMENT MARKINGS	$1,500.00	$897.32
202.14	42	EA	REMOVE AND SALVAGE SIGN	$75.00	$3,150.00
202.15	3	EA	REMOVE PULL BOX	$400.00	$1,200.00
202.16	105	LF	REMOVE AND SALVAGE CHAIN LINK FENCE	$10.00	$1,046.87
202.17	4,666	SF	REMOVE RIPRAP OR GROUTED RIPRAP	$50.00	$233,302.96
202.18	2	EA	REMOVE AND RESET WOOD POST	$250.00	$500.00
202.19	1	EA	REMOVE BOLLARD	$350.00	$350.00
203.01	48,455	CY	ROADWAY EXCAVATION	$15.00	$726,828.46
203.02	9,272	CY	SELECTED BORROW	$12.00	$111,267.57
212.01	39,033	SF	LANDSCAPE ROCK (3/4-INCH X 3-INCH DEPTH) OVER NATIVE BACKFILL	$2.50	$97,583.45
216.01	17,647	SY	MILL PLANTMIX BITUMINOUS SURFACE	$2.00	$35,294.55
302.01	7,642	CY	TYPE II AGGREGATE BASE	$40.00	$305,686.70
402.01	22,164	TON	PLANTMIX BITUMINOUS SURFACE	$85.00	$1,883,921.41
413.01	68,884	SY	UTACS BONDED WITH A PMM, S3 GRADATION	$7.00	$482,189.36
502.01	0	LS	(3) 11' X 6' RCB CROSSING	$700,000.00	$0.00
502.02	0	LS	(3) 18' X 6' RCB CROSSING	$1,220,000.00	$0.00
502.03	314	LF	CONCRETE BARRIER RAIL (SINGLE SLOPE)	$60.00	$18,843.70
506.01	0	EA	30-FOOT METAL GATE	$4,500.00	$0.00
603.01	224	LF	18-INCH RCP STORM DRAIN (CLASS III)	$225.00	$50,474.20
603.02	434	LF	24-INCH RCP STORM DRAIN (CLASS III)	$250.00	$108,426.06
603.03	227	LF	24-INCH RCP STORM DRAIN (CLASS IV)	$300.00	$68,196.25
603.04	0	LF	30-INCH RCP STORM DRAIN (CLASS III)	$325.00	$0.00
603.05	0	LF	42-INCH RCP STORM DRAIN (CLASS III)	$425.00	$0.00
603.06	0	LF	34-INCH X 53-INCH HERCP STORM DRAIN (CLASS IV)	$550.00	$0.00
603.07	0	LF	48-INCH RCP STORM DRAIN (CLASS III)	$500.00	$0.00
603.08	1	EA	RCP PLUG	$1,500.00	$1,500.00
603.09	1	EA	30-INCH PRECAST END SECTION	$2,000.00	$2,000.00
603.10	96	LF	ABANDON RCP WITH CLSM	$100.00	$9,571.40
605.01	120	LF	18-INCH THERMOPLASTIC PIPE C900	$200.00	$23,928.51
609.01	5	EA	60-INCH TYPE III STORM DRAIN MANHOLE	$12,000.00	$60,000.00
609.02	0	EA	48-INCH TYPE I STORM DRAIN MANHOLE	$6,500.00	$0.00
609.03	2	EA	DROP INLET, TYPE CM2 (L=5 FEET)	$14,000.00	$28,000.00
609.04	0	EA	DROP INLET, TYPE CM (L=5 FEET)	$14,000.00	$0.00
609.05	0	EA	DROP INLET, TYPE CM (L=15 FEET)	$22,500.00	$0.00
609.06	3	EA	DROP INLET, TYPE DM2 (L=5 FEET)	$12,000.00	$36,000.00
609.07	2	EA	DROP INLET, TYPE DM2 (L=7.5 FEET)	$15,000.00	$30,000.00
609.08	3	EA	DROP INLET, TYPE DM2 (L=10 FEET)	$17,500.00	$52,500.00
609.09	0	EA	DROP INLET, TYPE DM2 (L=12.5 FEET)	$22,000.00	$0.00
609.10	0	EA	DROP INLET, TYPE DM2 (L=22.5 FEET)	$30,000.00	$0.00
609.11	27	EA	ADJUST STORM DRAIN MANHOLE TO GRADE	$1,400.00	$37,800.00
611.01	0	SF	6-INCH CONCRETE SLOPE PAVING	$20.00	$0.00
613.01	9,482	LF	TYPE "L" CURB AND GUTTER	$25.00	$237,041.79
613.02	39,961	SF	CONCRETE SIDEWALK	$8.00	$319,684.88
613.03	1,406	SF	CONCRETE DRIVEWAY	$15.00	$21,087.00
613.04	13,968	LF	TYPE "A" CURB	$18.00	$251,428.81

FORT APACHE ROAD -HUNTINGTON COVE PARKWAY TO WARM SPRINGS ROAD
Construction Cost Estimate - 100% Submittal
PHASE-01

Project: CPW1901
Date: 11/18/2020

613.05	9,422	SF	4-INCH CONCRETE MEDIAN	$8.00	$75,374.80
613.06	75	SF	6-INCH CONCRETE	$15.00	$1,121.65
613.07	1,376	SF	CONCRETE CROSS GUTTER	$16.00	$22,014.23
613.08	5,504	SF	6-INCH CONCRETE MAINTENANCE ACCESS ROAD	$20.00	$110,071.14
613.09	120	LF	CONCRETE ACCESS ROAD CUTOFF WALL	$150.00	$17,946.38
613.10	4	LF	SIDEWALK DRAIN (STEEL PLATE)	$500.00	$1,794.64
613.11	1,795	SF	6-FOOT CONCRETE SWALE	$25.00	$44,865.95
613.12	75	SF	3-FOOT CONCRETE VALLEY GUTTER	$15.00	$1,121.65
616.01	0	LF	72-INCH CHAIN LINK FENCE	$25.00	$0.00
616.02	0	EA	24-FOOT DOUBLE SWING GATE	$2,000.00	$0.00
619.01	24	EA	K-71 MARKER POST (YELLOW)	$300.00	$7,200.00
623.01	0	LS	TRAFFIC SIGNAL MODIFICATION AT BLUE DIAMOND	$25,000.00	$0.00
623.02	1	LS	TRAFFIC SIGNAL MODIFICATION AT SHERWOOD GREENS	$45,000.00	$45,000.00
623.03	1	LS	TRAFFIC SIGNAL MODIFICATION AT WARM SPRINGS	$100,000.00	$100,000.00
623.04	0	LS	TRAFFIC SIGNAL AT FORD	$400,000.00	$0.00
623.05	6	EA	ADJUST PULL BOX TO GRADE	$500.00	$3,000.00
623.06	2	EA	TYPE 200 SPLICE VAULT	$5,000.00	$10,000.00
623.07	9,871	LF	(2) 4-INCH PVC CONDUIT	$50.00	$493,525.49
623.08	23	EA	P30 PULL BOX	$2,000.00	$46,000.00
623.09	9,033	LF	1-1/4-INCH PVC STREET LIGHT CONDUIT	$20.00	$180,660.24
623.10	16,002	LF	NO. 4 CONDUCTOR	$2.00	$32,004.38
623.11	8,001	LF	NO. 8 CONDUCTOR	$1.50	$12,001.64
623.12	9,871	LF	(2) 6 PR #22 INTERCONNECT CABLE AND PULL/MEASURE TAPE	$2.50	$24,676.27
623.13	7	EA	NO. 3 1/2 STREET LIGHT PULL BOX	$750.00	$5,250.00
623.14	2	EA	NO. 5 STREET LIGHT PULL BOX	$1,000.00	$2,000.00
623.15	2	EA	SERVICE PEDESTAL	$8,500.00	$17,000.00
623.16	55	EA	STREET LIGHT ASSEMBLY	$3,500.00	$192,500.00
623.17	35	EA	LED STREET LIGHT CONVERSION	$750.00	$26,250.00
623.18	179	LF	REROUTE EXISTING CONDUCTORS THROUGH NEW CONDUIT AND PULL BOXES	$1.00	$179.46
623.19	2	EA	NO. 5 WIRELESS PULL BOX	$1,000.00	$2,000.00
623.20	45	LF	(2) 2-INCH PVC CONDUIT (FUTURE WIRELESS)	$30.00	$1,345.98
624.01	1	LS	CONSTRUCT, MAINTAIN AND REMOVE DETOUR	$350,000.00	$350,000.00
627.01	15	EA	PERMANENT SIGN (GROUND MOUNTED)(METAL SUPPORTS)	$300.00	$4,500.00
627.02	60	EA	PERMANENT SIGN (POLE OR BARRICADE MOUNTED)	$250.00	$15,000.00
627.03	6	EA	REMOVE AND RESET SIGN	$150.00	$900.00
628.01	29,911	LF	POLYUREA PAVEMENT MARKINGS (6-INCH SOLID WHITE)	$2.00	$59,821.27
628.02	718	LF	POLYUREA PAVEMENT MARKINGS (8-INCH SOLID WHITE)	$2.50	$1,794.64
628.03	1,316	LF	PERMANENT MARKING FILM (24-INCH SOLID WHITE)	$15.00	$19,741.02
628.04	3,978	LF	POLYUREA PAVEMENT MARKINGS (12-INCH SOLID WHITE)	$3.00	$11,934.34
628.05	44	EA	PERMANENT MARKING FILM (ARROW)	$250.00	$11,066.94
628.06	22	EA	PERMANENT MARKING FILM (BIKE)	$200.00	$4,426.77
628.07	1	EA	PERMANENT MARKING FILM ("ONLY")	$300.00	$300.00
628.08	628	SF	PERMANENT MARKING FILM (VARIES, WHITE)	$10.00	$6,281.23
628.09	239	SF	MEDIAN PAINT	$5.00	$1,196.43
629.01	6	EA	ADJUST WATER BLOW-OFF (2-INCH) TO GRADE	$1,200.00	$7,178.55
629.02	7	EA	ADJUST WATER TEST STATION TO GRADE	$650.00	$4,666.06
629.03	11	EA	ADJUST WATER MANHOLE TO GRADE	$1,500.00	$17,049.06
629.04	10	EA	ADJUST WATER FIBER OPTIC MANHOLE TO GRADE	$1,500.00	$15,254.42
629.05	34	EA	ADJUST WATER VALVE BOX TO GRADE	$900.00	$30,688.31
629.06	3	EA	RELOCATE COMBINATION AIR VALVE ASSEMBLY	$9,500.00	$28,415.10
629.07	3	EA	RELOCATE WATER BLOW-OFF (6-INCH)	$10,000.00	$29,910.64
629.08	1	EA	EXTEND WATER FIBER OPTIC AND INSTALL FIBER OPTIC PULL BOX	$2,000.00	$2,000.00
629.09	2	EA	ADJUST WATER BLOW-OFF (6-INCH) TO GRADE	$1,500.00	$3,589.28
629.10	4	EA	REMOVE AND REPLACE FIBER OPTIC PULL BOX	$1,200.00	$4,307.13
630.01	14	EA	ADJUST SEWER MANHOLE TO GRADE (UNLINED)	$1,750.00	$24,078.06
630.02	2	EA	ADJUST SEWER MANHOLE TO GRADE (LINED)	$2,250.00	$4,037.94
633.01	1,765	EA	NONREFLECTIVE PAVEMENT MARKER	$3.00	$5,294.18
633.02	2,243	EA	REFLECTIVE PAVEMENT MARKER	$4.00	$8,973.19
633.03	1	EA	REFLECTIVE PAVEMENT MARKER (BLUE)	$15.00	$15.00
633.04	120	EA	360 DEGREE GLASS REFLECTIVE MARKER	$50.00	$5,982.13
637.01	180	DAY	DUST CONTROL	$750.00	$135,000.00
670.01	40	EA/DAY	PTZ CAMERA	$85.00	$3,400.00
670.02	40	EA/DAY	GPS ARROW BOARD	$75.00	$3,000.00
670.03	40	EA/DAY	GPS LOCATED TRAFFIC CONTROL DEVICE	$30.00	$1,200.00
670.04	40	EA/DAY	VEHICLE PRESENCE ALERT SYSTEM	$25.00	$1,000.00
	1	LS	POWER INFRASTRUCTURE BUDGET ESTIMATE	$150,000.00	$150,000.00
				SUBTOTAL	$10,476,473.36
				5% CONTINGENCY	$523,823.67
				TOTAL	$11,000,297.03

INTERLOCAL CONTRACT
FORT APACHE ROAD,
HUNTINGTON COVE PARKWAY TO WARM SPRINGS ROAD

THIS INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between Clark County, a political subdivision, hereinafter referred to as "COUNTY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the COUNTY intends to perform construction inspection and construct roadway improvements for Fort Apache Road, Huntington Cove Parkway to Warm Springs Road, which is included on the adopted RTC Capital Improvement Plan, hereinafter referred to as "PROJECT," located wholly within the Clark County; and

WHEREAS, Nevada Revised Statue (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal agreement; and

WHEREAS, unless otherwise stipulated by the agreement the COUNTY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and"

WHEREAS, the COUNTY is requesting funds to commence the construction for the PROJECT; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION I: SCOPE OF PROJECT

This Interlocal Contract # 1250 applies to improvements to Fort Apache Road, Huntington Cove Parkway to Warm Springs Road. The improvements may include up to four travel lanes, medians, drainage facilities, signings striping, traffic control devices, curb, gutter, sidewalks, streetlights, utility relocations and other appurtenances as may be necessary to construct a complete and functional project. The project is more specifically described in Exhibit "A" which is attached hereto and by this reference incorporated herein.

SECTION II: PROJECT COSTS

The RTC agrees to provide Fuel Revenue Indexing Extension Funds funding for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $13,500,000.00.

2. Authorizations to Proceed (ATP) are granted as follows:

a. ENGINEERING not to exceed $0.00
b. RIGHT-OF-WAY not to exceed $0.00
c. CONSTRUCTION not to exceed $13,500,000.00

3. At the time the ATP for construction is granted, the COUNTY will make all attempts to publish the bid for this PROJECT within 90 calendar days.

4. A supplemental interlocal contract will be required for any changes to the amounts identified in number 2 above.

SECTION III: GENERAL

1. The title sheet of both the plans and specifications shall designate the RTC as the funding agency. If construction funds are provided by sources other than the RTC, the plans, contract documents, special provisions, and PROJECT signs shall also show the RTC as a funding agency.

2. Preliminary engineering, design and right-of-way engineering shall be performed by the COUNTY or by a consultant employed by the COUNTY.

3. The design, construction, right-of-way acquisition and contract administration of the PROJECT shall comply with the requirements as set forth in the current "Policies and Procedures" of the RTC.

4. The COUNTY's Department of Public Works has a policy which effectively prohibits utility cuts through the pavement for a period of five years after the completion of a PROJECT.

5. Upon completion of the construction of the PROJECT, it shall be maintained by the COUNTY and no funding is provided by this Contract for such maintenance.

6. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of June 30, 2026. The RTC may, at any time thereafter, grant time extensions or terminate this Contract and require all sums advanced to the COUNTY be repaid.

7. It is understood and agreed that the purpose of this Interlocal Contract is to fund the PROJECT as herein above set forth. It is further understood and agreed that the COUNTY is responsible for the design and construction of the PROJECT. The COUNTY will be responsible for the actions or inactions of its Officers and Employees. The RTC's sole responsibility is to facilitate funding for the PROJECT. The RTC disavows any responsibility for the actions or inactions of the COUNTY, its Officers, Employees, or agents.

8. The RTC agrees to make payment to the COUNTY for all payment requests within 11 business days.

9. Should the construction funds be provided by sources other than the RTC, the COUNTY will reimburse the RTC for a percentage of the preliminary engineering and design costs associated with other funding sources, as mutually agreed upon by the RTC and the COUNTY.

10. In the event of a discrepancy between this agreement and the RTC Policies and Procedures this agreement shall take precedence.

The remainder of this page is left intentionally blank.

IN WITNESS WHEREOF, this Interlocal Contract #1250 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Commission Action: CLARK COUNTY BOARD OF COMMISSIONERS

_____ BY: _____

MARILYN KIRKPATRICK, Chair

Attest

_____

LYNN MARIE GOYA
County Clerk

Approved as to Form

_____

LAURA C. REHFELDT
Deputy District Attorney

REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: ARTERIAL RECONSTRUCTION PROGRAM: CLARK COUNTY MAINTENANCE FISCAL YEAR 2019

PETITIONER: DENIS CEDERBURG, DIRECTOR
CLARK COUNTY PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 4 TO INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 135AB1-MVFT; ARTERIAL RECONSTRUCTION PROGRAM: CLARK COUNTY MAINTENANCE FISCAL YEAR 2019 (FOR POSSIBLE ACTION)

GOAL: MAINTAIN AND IMPROVE TRANSPORTATION SYSTEM INFRASTRUCTURE

FISCAL IMPACT: Motor Vehicle Fuel Tax Funds - $300,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ 300,000.00	$ 2,775,000.00	$ 3,075,000.00	$ -	$ 3,075,000.00
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ 24,500,000.00	$ 24,500,000.00	$ -	$ 24,500,000.00
Total	$ 300,000.00	$ 27,275,000.00	$ 27,575,000.00	$ -	$ 27,575,000.00

BACKGROUND:
The Regional Transportation Commission of Southern Nevada previously approved funding for engineering for the subject project. This supplemental request is required to cover Clark County internal labor costs.

Respectfully submitted,

DocuSigned by:
678086A027094E5...

DENIS CEDERBURG, P.E.
Director of Public Works

EAC Item #8
December 17, 2020
Consent

SUPPLEMENTAL INTERLOCAL CONTRACT NO. 4
ARTERIAL RECONSTRUCTION PROGRAM: CLARK COUNTY MAINTENANCE
FISCAL YEAR 2019

THIS SUPPLEMENTAL INTERLOCAL CONTRACT NO. 4 is made and entered into this 14TH day of January 2021, by and between Clark County, a political subdivision, hereinafter referred to as "COUNTY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the RTC approved Interlocal Contract #1021 dated July 12, 2018, and supplemental interlocal contracts dated September 13, 2018, April 11, 2019, and September 10, 2020 for Arterial Reconstruction Program: Clark County Maintenance Fiscal Year 2019, hereinafter referred to as "PROJECT," located wholly within Clark County; and

WHEREAS, Nevada Revised Statue (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the COUNTY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the RTC previously granted "Authorization to Proceed" for engineering and construction for the PROJECT; and

WHEREAS, the COUNTY wishes to increase total PROJECT funding; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION II: PROJECT COSTS; shall be revised to read as follows:

The RTC agrees to provide funding for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $27,575,000.00

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $3,075,000.00
    b. RIGHT-OF-WAY not to exceed $0.00
    c. CONSTRUCTION not to exceed $24,500,000.00

3. At the time the ATP for construction is granted, the COUNTY will make all attempts to publish the bid for this PROJECT within 90 calendar days.

4. A supplemental interlocal contract will be required for any changes to the amounts identified in number 2 above.

The remainder of Interlocal Contract #1021 dated July 12, 2018, and supplemental interlocal contracts dated September 13, 2018, April 11, 2019, and September 10, 2020, shall remain unchanged.

The remainder of this page is left intentionally blank.

IN WITNESS WHEREOF, this Supplemental Interlocal Contract No. 4 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Commission Action: CLARK COUNTY BOARD OF COMMISSIONERS

_____ BY: _____

MARILYN KIRKPATRICK, Chair

Attest

_____

LYNN MARIE GOYA
County Clerk

Approved as to Form

_____

LAURA C. REHFELDT
Deputy District Attorney

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: INTERSECTION IMPROVEMENTS PROGRAM: ROUNDABOUTS AT VARIOUS LOCATIONS

PETITIONER: DENIS CEDERBURG, DIRECTOR
CLARK COUNTY PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CLARK COUNTY PROJECT 223S-MVFT; INTERSECTION IMPROVEMENTS PROGRAM: ROUNDABOUTS AT VARIOUS LOCATIONS (FOR POSSILE ACTION)

GOAL: MAINTAIN AND IMPROVE TRANSPORTATION SYSTEM INFRASTRUCTURE

FISCAL IMPACT: Motor Vehicle Fuel Tax Funds - $2,500,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ -	$ -	$ -	$ -	$ -
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ 2,500,000.00	$ -	$ 2,500,000.00	$ -	$ 2,500,000.00
Total	$ 2,500,000.00	$ -	$ 2,500,000.00	$ -	$ 2,500,000.00

BACKGROUND:
Clark County Public Works is requesting construction funding for Intersection Improvements Program: Roundabouts At Various Locations. The project includes removal and replacement of striping and signage at 12 roundabout intersections with Americans with Disabilities Act ramps, and mill and overlay. The 12 locations are as follows: Sagemont Drive and Summerlin Centre Drive; Sagemont Drive and Plaza Center Drive; Golden Willow Lane and Havenwood Lane; Alden Bend Drive and Hawk Springs Lane; Mesa Park Drive and Russell Road; Cascante Road and Russell Road; Maule Avenue and Trail Ridge Drive; Marketwalk Place, east of Town Center Drive; Park Centre Drive and Liberty Park Street; Griffith Peak Drive and Spruce Goose Street; Pavilion Center Drive and Oval Park Drive; and Pavilion Center Drive and Orchard Park Drive. This project was designed in-house as part of Regional Transportation Commission of Southern Nevada project 223P-FTI2 and is now ready for construction. This Interlocal Contract will provide funds for construction so that Clark County may advertise the project.

Respectfully submitted,

DocuSigned by:
678086A027094E5...

DENIS CEDERBURG, P.E.
Director of Public Works

EAC Item #9
December 17, 2020
Consent

INTERLOCAL CONTRACT
INTERSECTION IMPROVEMENTS PROGRAM:
ROUNDABOUTS AT VARIOUS LOCATIONS

THIS INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between Clark County, a political subdivision, hereinafter referred to as "COUNTY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the COUNTY intends to design, perform construction inspection and construct intersection improvements for roundabouts at various locations within Clark County, which is included on the adopted RTC Capital Improvement Plan, hereinafter referred to as "PROJECT," located wholly within the Clark County; and

WHEREAS, Nevada Revised Statue (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal agreement; and

WHEREAS, unless otherwise stipulated by the agreement the COUNTY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and"

WHEREAS, the COUNTY is requesting funds to commence the construction for the PROJECT; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION I: SCOPE OF PROJECT

This Interlocal Contract # 1249 applies to construction of intersection improvements for roundabouts at various locations within Clark County. The project includes removal and replacement of striping and signage at 12 roundabout intersections with ADA ramps and mill and overlay. The 12 locations are as follows: Sagemont Drive/Summerlin Centre Drive, Sagemont Drive/Plaza Center Drive, Golden Willow Lane/Havenwood Lane, Alden Bend Drive/Hawk Springs Lane, Mesa Park Drive/Russell Road, Cascante Road/Russell Road, Maule Avenue/Trail Ridge Drive, Marketwalk Place E/O Town Center Drive, Park Centre Drive/Liberty Park Street, Griffith Peak Drive/Spruce Goose Street, Pavilion Center Drive/Oval Park Drive, and Pavilion Center Drive/Orchard Park Drive. The project is more specifically described in Exhibit "A" which is attached hereto and by this reference incorporated herein.

SECTION II: PROJECT COSTS

The RTC agrees to provide Fuel Revenue Indexing Extension Funds for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $2,500,000.00.

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $0.00
    b. RIGHT-OF-WAY not to exceed $0.00
    c. CONSTRUCTION not to exceed $2,500,000.00

3. At the time the ATP for construction is granted, the COUNTY will make all attempts to publish the bid for this PROJECT within 90 calendar days.

4. A supplemental interlocal contract will be required for any changes to the amounts identified in number 2 above.

SECTION III: GENERAL

1. The title sheet of both the plans and specifications shall designate the RTC as the funding agency. If construction funds are provided by sources other than the RTC, the plans, contract documents, special provisions, and PROJECT signs shall also show the RTC as a funding agency.

2. Preliminary engineering, design and right-of-way engineering shall be performed by the COUNTY or by a consultant employed by the COUNTY.

3. The design, construction, right-of-way acquisition and contract administration of the PROJECT shall comply with the requirements as set forth in the current "Policies and Procedures" of the RTC.

4. The COUNTY's Department of Public Works has a policy which effectively prohibits utility cuts through the pavement for a period of five years after the completion of a PROJECT.

5. Upon completion of the construction of the PROJECT, it shall be maintained by the COUNTY and no funding is provided by this Contract for such maintenance.

6. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of June 30, 2026. The RTC may, at any time thereafter, grant time extensions or terminate this Contract and require all sums advanced to the COUNTY be repaid.

7. It is understood and agreed that the purpose of this Interlocal Contract is to fund the PROJECT as herein above set forth. It is further understood and agreed that the COUNTY is responsible for the design and construction of the PROJECT. The COUNTY will be responsible for the actions or inactions of its Officers and Employees. The RTC's sole responsibility is to facilitate funding for the PROJECT. The RTC disavows any responsibility for the actions or inactions of the COUNTY, its Officers, Employees, or agents.

8. The RTC agrees to make payment to the COUNTY for all payment requests within 11 business days.

9. Should the construction funds be provided by sources other than the RTC, the COUNTY will reimburse the RTC for a percentage of the preliminary engineering and design costs associated with other funding sources, as mutually agreed upon by the RTC and the COUNTY.

10. In the event of a discrepancy between this agreement and the RTC Policies and Procedures this agreement shall take precedence.

The remainder of this page is left intentionally blank.

IN WITNESS WHEREOF, this Interlocal Contract #1249 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Commission Action: CLARK COUNTY BOARD OF COMMISSIONERS

_____ BY: _____

MARILYN KIRKPATRICK, Chair

Attest

_____

LYNN MARIE GOYA
County Clerk

Approved as to Form

_____

LAURA C. REHFELDT
Deputy District Attorney

	Roundabouts	Status	Cost Estimate
1	Sagemont Drive & Summerlin Centre Drive	Construction	$2,000,000.00
2	Sagemont Drive & Plaza Center Drive	Construction	
3	Golden Willow Lane & Havenwood Lane	Construction	
4	Alden Bend Drive & Hawk Springs Lane	Construction	
5	Mesa Park Drive & Russell Road	Construction	
6	Cascante Road & Russell Road	Construction	
7	Maule Avenue & Trail Ridge Drive	Construction	
8	Marketwalk Place E/O Town Center Drive	Construction	
9	Park Centre Drive & Liberty Park Street	Construction	
10	Griffith Peak Drive & Spruce Goose Street	Construction	
11	Pavilion Center Drive & Oval Park Drive	Construction	
12	Pavilion Center Drive & Orchard Park Drive	Construction	

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: CHARLESTON BOULEVARD, MARYLAND PARKWAY TO BOULDER HIGHWAY

PETITIONER: MIKE JANSSEN, DIRECTOR
CITY OF LAS VEGAS PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN THE INTERLOCAL CONTRACT FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 009R-FTI2; CHARLESTON BOULEVARD, MARYLAND PARKWAY TO BOULDER HIGHWAY (FOR POSSIBLE ACTION)

GOAL: IMPROVE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION SYSTEM AND AIR QUALITY BY MANAGING CONGESTION

FISCAL IMPACT: Fuel Revenue Indexing Extension Funds - $10,800,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ -	$ -	$ -	$ -	$ -
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ 10,800,000.00	$ -	$ 10,800,000.00	$ 54,807,383.00	$ 65,607,383.00
Total	$ 10,800,000.00	$ -	$ 10,800,000.00	$ 54,807,383.00	$ 65,607,383.00

BACKGROUND:
The Regional Transportation Commission of Southern Nevada previously approved funding for the design of project 009L-FTI2; Charleston Boulevard, Maryland Parkway to Boulder Highway. This project was designed and is being constructed as a part of the Charleston-Maryland Storm Drain Improvements funded through the Clark County Regional Flood Control District. The design is complete and all right-of-way necessary for construction has been obtained. Roadway improvements include Americans with Disabilities Act path upgrades, new sidewalk ramps, concrete sidewalks, curb and gutter, asphalt pavement, and any other appurtenant items necessary to complete the project. This Interlocal Contract will provide construction funds for roadway improvements so that the City of Las Vegas can advertise the project.

Respectfully submitted,

DocuSigned by:
Joey Paskey
266A9F0F986B429... for

MIKE JANSSEN, P.E., PTOE
Director of Public Works

EAC Item #10
December 17, 2020
Consent

Opionion of Probable Construction Cost by Funding Source for

CHARLESTON / MARYLAND STORM DRAIN

ITEM NO.	ITEM DESCRIPTION	Quantity	Unit Price	UOM	CCRFCD		RTC		LVVWD		Quantity	Extended Price
					Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost		
					(Fill in #)		(Fill in #)		(Fill in #)			
105.01	CONTRACTOR QUALITY CONTROL	1	517,000.00	LS	0.809	$ 418,253.00	0.191	$ 98,747.00		$ -	1.00	$517,000.00
107.01	PUBLIC OUTREACH PROGRAM	1	25,000.00	FA	0.910	$ 22,750.00		$ -	0.090	$ 2,250.00	1.00	$25,000.00
109.01	CONSTRUCTION CONFLICTS AND CONTINGENCY	1	5,494,000.00	ALLOWANCE	0.819	$ 4,500,000.00	0.109	$ 600,000.00	0.072	$ 396,000.00	1.00	$5,494,000.00
109.02	OWNER INITIATED TIME EXTENSION ALLOWANCE	48	500.00	DAY	48	$ 24,000.00	0.00	$ -	0.00	$ -	48.00	$24,000.00
109.03	OWNER INITIATED TIME EXTENSION AMOUNT IN ADDITION TO ALLOWANCE	48	1,500.00	DAY	48	$ 72,000.00	0.00	$ -	0.00	$ -	48.00	$72,000.00
200.01	MOBILIZATION AND DEMOBILIZATION	1	2,616,000.00	LS	0.749	$ 1,959,384.00	0.176	$ 460,416.00	0.074	$ 193,584.00	1.00	$2,613,384.00
202.01	3-INCH ROTOMILL	69,320	4.00	SY	0	$ -	69,320.00	$ 277,280.00	0.00	$ -	69,320.00	$277,280.00
202.02	REMOVE EXISTING AC PAVEMENT	67,640	15.00	SY	0	$ -	67,640.00	$ 1,014,600.00	0.00	$ -	67,640.00	$1,014,600.00
202.03	REMOVE EXISTING STORM DRAIN PIPE	4,960	50.00	LF	4,960	$ 248,000.00	0.00	$ -	0.00	$ -	4,960.00	$248,000.00
202.04	REMOVE EXISTING SANITARY SEWER PIPE	8,670	60.00	LF	8,670	$ 520,200.00	0.00	$ -	0.00	$ -	8,670.00	$520,200.00
202.05	REMOVE EXISTING WATERLINE PIPE	2,105	35.00	LF	1,755	$ 61,425.00	0.00	$ -	350.00	$ 12,250.00	2,105.00	$73,675.00
202.06	REMOVE EXISTING WATER VALVE	5	1,290.00	EA	3	$ 3,870.00	0.00	$ -	2.00	$ 2,580.00	5.00	$6,450.00
202.07	ABANDON EXISTING WATERLINE PIPE	8,080	10.00	LF	1,075	$ 10,750.00	0.00	$ -	7,005.00	$ 70,050.00	8,080.00	$80,800.00
202.08	ABANDON EXISTING WATERLINE PIPE (SLURRY FILL)	1,354	45.00	LF	0	$ -	0.00	$ -	1,353.60	$ 60,912.00	1,353.60	$60,912.00
202.09	ABANDON EXISTING WATER VALVE	38	700.00	EA	7	$ 4,900.00	0.00	$ -	31.00	$ 21,700.00	38.00	$26,600.00
202.10	ABANDON EXISTING WATER VALVE AND VALVE VAULT	2	20,000.00	EA	0	$ -	0.00	$ -	2.00	$ 40,000.00	2.00	$40,000.00
202.11	ABANDON STORM DRAIN PIPE (SLURRY FILL)	7,760	75.00	LF	7,760	$ 582,000.00	0.00	$ -	0.00	$ -	7,760.00	$582,000.00
202.12	ABANDON SANITARY SEWER PIPE (SLURRY FILL)	2,110	30.00	LF	2,110	$ 63,300.00	0.00	$ -	0.00	$ -	2,110.00	$63,300.00
202.13	REMOVE EXISTING STORM DRAIN MANHOLE	24	2,500.00	EA	24	$ 60,000.00	0.00	$ -	0.00	$ -	24.00	$60,000.00
202.14	REMOVE EXISTING SANITARY SEWER MANHOLE	36	2,500.00	EA	36	$ 90,000.00	0.00	$ -	0.00	$ -	36.00	$90,000.00
202.15	REMOVE EXISTING DROP INLET	32	2,500.00	EA	32	$ 80,000.00	0.00	$ -	0.00	$ -	32.00	$80,000.00
202.16	ABANDON EXISTING STORM DRAIN MANHOLE	13	2,500.00	EA	13	$ 32,500.00	0.00	$ -	0.00	$ -	13.00	$32,500.00
202.17	ABANDON EXISTING SANITARY SEWER MANHOLE	4	2,500.00	EA	4	$ 10,000.00	0.00	$ -	0.00	$ -	4.00	$10,000.00
202.18	REMOVE EXISTING BUBBLER SYSTEM	1	5,000.00	LS	1	$ 5,000.00	0.00	$ -	0.00	$ -	1.00	$5,000.00
202.19	REMOVE CONCRETE MEDIAN ISLAND	630	20.00	SF	0	$ -	630.00	$ 12,600.00	0.00	$ -	630.00	$12,600.00
202.20	REMOVE CONCRETE BUS PAD	1,200	25.00	SF	0	$ -	1,200.00	$ 30,000.00		$ -	1,200.00	$30,000.00
208.01	TRENCH OVER-EXCAVATION AND BACKFILL	4,000	75.00	CY	4,000	$ 300,000.00	0.00	$ -	0.00	$ -	4,000.00	$300,000.00
270.01	DEWATERING	1	2,000,000.00	LS	1	$ 2,000,000.00	0.00	$ -	0.00	$ -	1.00	$2,000,000.00
402.01	2-INCH PLANTMIX BITUMINOUS SURFACE	65,250	20.00	SY	0	$ -	65,250.00	$ 1,305,000.00	0.00	$ -	65,250.00	$1,305,000.00
402.02	4-INCH PLANTMIX BITUMINOUS SURFACE	940	25.00	SY	0	$ -	940.00	$ 23,500.00	0.00	$ -	940.00	$23,500.00
402.03	5.5-INCH PLANTMIX BITUMINOUS SURFACE	210	33.00	SY	0	$ -	210.00	$ 6,930.00	0.00	$ -	210.00	$6,930.00
402.04	6-INCH PLANTMIX BITUMINOUS SURFACE	6,730	35.00	SY	0	$ -	6,730.00	$ 235,550.00	0.00	$ -	6,730.00	$235,550.00
402.05	6.5-INCH PLANTMIX BITUMINOUS SURFACE	4,390	37.00	SY	0	$ -	4,390.00	$ 162,430.00	0.00	$ -	4,390.00	$162,430.00
402.06	7.5-INCH PLANTMIX BITUMINOUS SURFACE	540	42.00	SY	0	$ -	540.00	$ 22,680.00	0.00	$ -	540.00	$22,680.00
402.07	8-INCH PLANTMIX BITUMINOUS SURFACE	8,580	45.00	SY	0	$ -	8,580.00	$ 386,100.00	0.00	$ -	8,580.00	$386,100.00
402.08	9-INCH PLANTMIX BITUMINOUS SURFACE	13,540	50.00	SY	0	$ -	13,540.00	$ 677,000.00	0.00	$ -	13,540.00	$677,000.00
402.09	11-INCH PLANTMIX BITUMINOUS SURFACE	29,200	60.00	SY	0	$ -	29,200.00	$ 1,752,000.00	0.00	$ -	29,200.00	$1,752,000.00
402.01N	2-INCH PLANTMIX BITUMINOUS SURFACE (NDOT)	4,070	20.00	SY	0	$ -	4,070.00	$ 81,400.00	0.00	$ -	4,070.00	$81,400.00
402.02N	9-INCH PLANTMIX BITUMINOUS SURFACE (NDOT)	2,960	50.00	SY	0	$ -	2,960.00	$ 148,000.00	0.00	$ -	2,960.00	$148,000.00
403.01N	PLANTMIX BITUMINOUS OPEN-GRADED SURFACE (1-INCH) (NDOT)	7,030	12.00	SY	0	$ -	7,030.00	$ 84,360.00	0.00	$ -	7,030.00	$84,360.00
413.01	1-INCH UTACS BONDED WITH A PMM, S3 GRADATION	129,940	8.00	SY	0	$ -	129,940.00	$ 1,039,520.00	0.00	$ -	129,940.00	$1,039,520.00
502.01	6'X5' REINFORCED CONCRETE BOX	1,202	750.00	LF	1,202	$ 901,125.00	0.00	$ -	0.00	$ -	1,201.50	$901,125.00
502.02	10'X6' REINFORCED CONCRETE BOX	876	1,480.00	LF	876	$ 1,296,776.00	0.00	$ -	0.00	$ -	876.20	$1,296,776.00
502.03	9'X8' REINFORCED CONCRETE BOX	4,451	1,470.00	LF	4,451	$ 6,542,235.00	0.00	$ -	0.00	$ -	4,450.50	$6,542,235.00
502.04	12'X5' REINFORCED CONCRETE BOX	1,427	1,390.00	LF	1,427	$ 1,983,947.00	0.00	$ -	0.00	$ -	1,427.30	$1,983,947.00
502.05	12'X6' REINFORCED CONCRETE BOX	638	1,590.00	LF	638	$ 1,014,420.00	0.00	$ -	0.00	$ -	638.00	$1,014,420.00
502.06	12'X8' REINFORCED CONCRETE BOX	211	3,090.00	LF	211	$ 651,990.00	0.00	$ -	0.00	$ -	211.00	$651,990.00
502.07	18'X8' REINFORCED CONCRETE BOX	1,392	2,630.00	LF	1,392	$ 3,660,960.00	0.00	$ -	0.00	$ -	1,392.00	$3,660,960.00
502.08	24'X6' REINFORCED CONCRETE BOX	48	5,470.00	LF	48	$ 262,560.00	0.00	$ -	0.00	$ -	48.00	$262,560.00
502.09	JUNCTION TRANSITION STRUCTURE #1 (24'X6' TO 12'X8')	1	100,000.00	LS	1	$ 100,000.00	0.00	$ -	0.00	$ -	1.00	$100,000.00
502.10	TRANSITION STRUCTURE #1 (12'X8' TO 9'X8')	1	100,000.00	LS	1	$ 100,000.00	0.00	$ -	0.00	$ -	1.00	$100,000.00
502.11	TRANSITION STRUCTURE #2 (9'X8' TO 18'X8')	1	100,000.00	LS	1	$ 100,000.00	0.00	$ -	0.00	$ -	1.00	$100,000.00
502.12	TRANSITION STRUCTURE #3 (12'X5' TO 12'X6')	1	55,000.00	LS	1	$ 55,000.00	0.00	$ -	0.00	$ -	1.00	$55,000.00

Opionion of Probable Construction Cost by Funding Source for

CHARLESTON / MARYLAND STORM DRAIN

					CCRFCD		RTC		LVVWD			
ITEM NO.	ITEM DESCRIPTION	Quantity	Unit Price	UOM	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Quantity	Extended Price
502.13	TRANSITION STRUCTURE #4 (6'X5' TO 12'X5')	1	45,000.00	LS	1	$ 45,000.00	0.00	$ -	0.00	$ -	1.00	$45,000.00
603.01	18-INCH REINFORCED CONCRETE PIPE CLASS III	2,538	230.00	LF	2,538	$ 583,740.00	0.00	$ -	0.00	$ -	2,538.00	$583,740.00
603.02	24-INCH REINFORCED CONCRETE PIPE CLASS III	1,471	330.00	LF	1,471	$ 485,430.00	0.00	$ -	0.00	$ -	1,471.00	$485,430.00
603.03	30-INCH REINFORCED CONCRETE PIPE CLASS III	688	360.00	LF	688	$ 247,680.00	0.00	$ -	0.00	$ -	688.00	$247,680.00
603.04	36-INCH REINFORCED CONCRETE PIPE CLASS III	747	380.00	LF	747	$ 283,860.00	0.00	$ -	0.00	$ -	747.00	$283,860.00
603.05	42-INCH REINFORCED CONCRETE PIPE CLASS III	3,056	430.00	LF	3,056	$ 1,314,080.00	0.00	$ -	0.00	$ -	3,056.00	$1,314,080.00
603.06	48-INCH REINFORCED CONCRETE PIPE CLASS III	562	480.00	LF	562	$ 269,760.00	0.00	$ -	0.00	$ -	562.00	$269,760.00
603.07	54-INCH REINFORCED CONCRETE PIPE CLASS III	3,001	510.00	LF	3,001	$ 1,530,510.00	0.00	$ -	0.00	$ -	3,001.00	$1,530,510.00
603.08	60-INCH REINFORCED CONCRETE PIPE CLASS III	773	560.00	LF	773	$ 432,880.00	0.00	$ -	0.00	$ -	773.00	$432,880.00
603.09	66-INCH REINFORCED CONCRETE PIPE CLASS III	336	660.00	LF	336	$ 221,760.00	0.00	$ -	0.00	$ -	336.00	$221,760.00
603.10	23-INCH X 14-INCH HE REINFORCED CONCRETE PIPE (CLASS	57	670.00	LF	57	$ 38,190.00	0.00	$ -	0.00	$ -	57.00	$38,190.00
603.11	29-INCH X 45-INCH HE REINFORCED CONCRETE PIPE (CLASS	234	720.00	LF	234	$ 168,480.00	0.00	$ -	0.00	$ -	234.00	$168,480.00
603.12	18-INCH C900 PVC PIPE	111	400.00	LF	111	$ 44,400.00	0.00	$ -	0.00	$ -	111.00	$44,400.00
603.13	24-INCH C900 PVC PIPE	211	360.00	LF	211	$ 75,960.00	0.00	$ -	0.00	$ -	211.00	$75,960.00
603.14	30-INCH C900 PVC PIPE	29	390.00	LF	29	$ 11,310.00	0.00	$ -	0.00	$ -	29.00	$11,310.00
603.15	36-INCH REINFORCED CONCRETE PIPE CLASS IV	29	440.00	LF	29	$ 12,760.00	0.00	$ -	0.00	$ -	29.00	$12,760.00
603.16	42-INCH REINFORCED CONCRETE PIPE CLASS IV	68	500.00	LF	68	$ 34,000.00	0.00	$ -	0.00	$ -	68.00	$34,000.00
609.01	TYPE I 60-INCH STORM DRAIN MANHOLE	6	11,200.00	EA	6	$ 67,200.00	0.00	$ -	0.00	$ -	6.00	$67,200.00
609.02	TYPE II 48-INCH STORM DRAIN MANHOLE	37	15,000.00	EA	37	$ 555,000.00	0.00	$ -	0.00	$ -	37.00	$555,000.00
609.03	TYPE III 60-INCH STORM DRAIN MANHOLE	26	14,000.00	EA	26	$ 364,000.00	0.00	$ -	0.00	$ -	26.00	$364,000.00
609.04	RCB RISER TYPE MANHOLE	29	4,500.00	EA	29	$ 130,500.00	0.00	$ -	0.00	$ -	29.00	$130,500.00
609.05	SPECIAL STORM DRAIN MANHOLE	7	15,000.00	EA	7	$ 105,000.00	0.00	$ -	0.00	$ -	7.00	$105,000.00
609.06	2.5-FOOT TYPE "CM2" DROP INLET	1	8,000.00	EA	1	$ 8,000.00	0.00	$ -	0.00	$ -	1.00	$8,000.00
609.07	5-FOOT TYPE "CM2" DROP INLET	12	12,000.00	EA	12	$ 144,000.00	0.00	$ -	0.00	$ -	12.00	$144,000.00
609.08	5-FOOT TYPE "CM" DROP INLET	6	14,000.00	EA	6	$ 84,000.00	0.00	$ -	0.00	$ -	6.00	$84,000.00
609.09	7.5-FOOT TYPE "CM" DROP INLET	1	17,000.00	EA	1	$ 17,000.00	0.00	$ -	0.00	$ -	1.00	$17,000.00
609.10	10-FOOT TYPE "CM2" DROP INLET	4	17,000.00	EA	4	$ 68,000.00	0.00	$ -	0.00	$ -	4.00	$68,000.00
609.11	10-FOOT TYPE "CM" DROP INLET	8	19,000.00	EA	8	$ 152,000.00	0.00	$ -	0.00	$ -	8.00	$152,000.00
609.12	12.5-FOOT TYPE "CM2" DROP INLET	4	19,000.00	EA	4	$ 76,000.00	0.00	$ -	0.00	$ -	4.00	$76,000.00
609.13	12.5-FOOT TYPE "CM" DROP INLET	5	21,000.00	EA	5	$ 105,000.00	0.00	$ -	0.00	$ -	5.00	$105,000.00
609.14	15-FOOT TYPE "CM2" DROP INLET	7	21,000.00	EA	7	$ 147,000.00	0.00	$ -	0.00	$ -	7.00	$147,000.00
609.15	15-FOOT TYPE "CM" DROP INLET	5	23,000.00	EA	5	$ 115,000.00	0.00	$ -	0.00	$ -	5.00	$115,000.00
609.16	17.5-FOOT TYPE "CM" DROP INLET	2	23,000.00	EA	2	$ 46,000.00	0.00	$ -	0.00	$ -	2.00	$46,000.00
609.17	20-FOOT TYPE "CM2" DROP INLET	18	25,000.00	EA	18	$ 450,000.00	0.00	$ -	0.00	$ -	18.00	$450,000.00
609.18	20-FOOT TYPE "CM" DROP INLET	17	27,000.00	EA	17	$ 459,000.00	0.00	$ -	0.00	$ -	17.00	$459,000.00
609.19	20-FOOT SPECIAL DESIGN DEEP TYPE "CM2" DROP INLET	3	32,000.00	EA	3	$ 96,000.00	0.00	$ -	0.00	$ -	3.00	$96,000.00
609.20	20-FOOT SPECIAL DESIGN DEEP TYPE "CM" DROP INLET	4	35,000.00	EA	4	$ 140,000.00	0.00	$ -	0.00	$ -	4.00	$140,000.00
609.21	15-FOOT SPECIAL DESIGN DEEP TYPE "CM2" DROP INLET	1	25,000.00	EA	1	$ 25,000.00	0.00	$ -	0.00	$ -	1.00	$25,000.00
609.22	12.5-FOOT SPECIAL DESIGN DEEP TYPE "CM" DROP INLET	1	24,000.00	EA	1	$ 24,000.00	0.00	$ -	0.00	$ -	1.00	$24,000.00
609.23	10-FOOT SPECIAL DESIGN DEEP TYPE "CM2" DROP INLET	1	18,000.00	EA	1	$ 18,000.00	0.00	$ -	0.00	$ -	1.00	$18,000.00
609.24	10-FOOT SPECIAL DESIGN DEEP TYPE "CM" DROP INLET	1	21,000.00	EA	1	$ 21,000.00	0.00	$ -	0.00	$ -	1.00	$21,000.00
609.25	7.5-FOOT SPECIAL DESIGN DEEP TYPE "CM2" DROP INLET	1	18,000.00	EA	1	$ 18,000.00	0.00	$ -	0.00	$ -	1.00	$18,000.00
609.26	5-FOOT SPECIAL DESIGN DEEP TYPE "CM2" DROP INLET	4	15,000.00	EA	4	$ 60,000.00	0.00	$ -	0.00	$ -	4.00	$60,000.00
609.27	5-FOOT SPECIAL DESIGN DEEP TYPE "CM" DROP INLET	1	18,000.00	EA	1	$ 18,000.00	0.00	$ -	0.00	$ -	1.00	$18,000.00
609.28	30-FOOT TYPE "CM2" DROP INLET	1	30,000.00	EA	1	$ 30,000.00		$ -		$ -	1.00	$30,000.00
609.29	VERTICALLY ADJUST STORM DRAIN MANHOLE TO FINISH GRADE	3	1,500.00	EA	3	$ 4,500.00	0.00	$ -	0.00	$ -	3.00	$4,500.00
613.01	TYPE A CURB	2,340	25	LF	0	$ -	2,340.00	$ 58,500.00	0.00	$ -	2,340.00	$58,500.00
613.02	MODIFIED TYPE A CURB	3,120	30	SF	0	$ -	3,120.00	$ 93,600.00	0.00	$ -	3,120.00	$93,600.00
613.03	TYPE 2 CURB	1,180	40	LF	0	$ -	1,180.00	$ 47,200.00	0.00	$ -	1,180.00	$47,200.00
613.04	TYPE L ISLAND CURB AND GUTTER (18-INCH)	90	10	LF	0	$ -	90.00	$ 900.00	0.00	$ -	90.00	$900.00
613.05	RECONSTRUCT SIDEWALK RAMP (SIGNALIZED	6	7,500	EA	0	$ -	6.00	$ 45,000.00	0.00	$ -	6.00	$45,000.00
613.06	RECONSTRUCT SIDEWALK RAMP (UNSIGNALIZED INTERSECTION)	6	5,000	EA	0	$ -	6.00	$ 30,000.00	0.00	$ -	6.00	$30,000.00
613.07	CONCRETE BUS PAD (10-INCH)	1,200	150	SF	0	$ -	1,200.00	$ 180,000.00	0.00	$ -	1,200.00	$180,000.00
613.08	CONCRETE CROSS GUTTER	6,290	20	SF	0	$ -	6,290.00	$ 125,800.00	0.00	$ -	6,290.00	$125,800.00
613.09	CONCRETE MEDIAN SURFACE	2,950	5	SF	0	$ -	2,950.00	$ 14,750.00	0.00	$ -	2,950.00	$14,750.00
613.10	MEDIAN PAVERS	4,020	30	SF	0	$ -	4,020.00	$ 120,600.00	0.00	$ -	4,020.00	$120,600.00
613.11	CONSTRUCT MEDIAN REFUGE ISLAND AT CHARLESTON BLVD / 17TH ST	1	120,000	LS	0	$ -	1.00	$ 120,000.00	0.00	$ -	1.00	$120,000.00

Opionion of Probable Construction Cost by Funding Source for

CHARLESTON / MARYLAND STORM DRAIN

					CCRFCD		RTC		LVVWD			
ITEM NO.	ITEM DESCRIPTION	Quantity	Unit Price	UOM	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Quantity	Extended Price
613.12	REMOVE AND RECONSTRUCT CURB EXTENSIONS AT CHARLESTON BLVD / HILLSIDE PL	1	70,000	LS	0	$ -	1.00	$ 70,000.00	0.00	$ -	1.00	$70,000.00
613.13	REMOVE AND RECONSTRUCT CURB EXTENSIONS AT CHARLESTON BLVD / 17TH ST	1	70,000	LS	0	$ -	1.00	$ 70,000.00	0.00	$ -	1.00	$70,000.00
613.14	REMOVE AND RECONSTRUCT CURB EXTENSIONS AT CHARLESTON BLVD / BURNHAM AVE	1	70,000	LS	0	$ -	1.00	$ 70,000.00	0.00	$ -	1.00	$70,000.00
619.01	K71 SELF RE-ERECTING MARKER POST (YELLOW)	9	250	EA	0	$ -	9.00	$ 2,250.00	0.00	$ -	9.00	$2,250.00
622.01	CONSTRUCTION SURVEYING	1	225,000	LS	1	$ 225,000.00	0.00	$ -	0.00	$ -	1.00	$225,000.00
623.01	LOOP DETECTOR REPLACEMENT (CHARLESTON BLVD / MARYLAND PKWY)	1	100,000	LS	1	$ 100,000.00	0.00	$ -	0.00	$ -	1.00	$100,000.00
623.02	LOOP DETECTOR REPLACEMENT (CHARLESTON BLVD / 15TH	1	75,000	LS	1	$ 75,000.00	0.00	$ -	0.00	$ -	1.00	$75,000.00
623.03	TRAFFIC SIGNAL EQUIPMENT AND CONDUIT PROTECTION (CHARLESTON BLVD / BRUCE ST)	1	25,000	LS	1	$ 25,000.00	0.00	$ -	0.00	$ -	1.00	$25,000.00
623.04	LOOP DETECTOR REPLACEMENT (CHARLESTON BLVD / EASTERN AVE)	1	100,000	LS	1	$ 100,000.00	0.00	$ -	0.00	$ -	1.00	$100,000.00
623.05	LOOP DETECTOR REPLACEMENT (CHARLESTON BLVD / FREMONT ST)	1	75,000	LS	1	$ 75,000.00	0.00	$ -	0.00	$ -	1.00	$75,000.00
623.06	LOOP DETECTOR REPLACEMENT (FRANKLIN AVE / MARYLAND PKWY)	1	30,000	LS	1	$ 30,000.00	0.00	$ -	0.00	$ -	1.00	$30,000.00
623.07	LOOP DETECTOR REPLACEMENT (STEWART AVE / MARYLAND PKWY)	1	35,000	LS	1	$ 35,000.00	0.00	$ -	0.00	$ -	1.00	$35,000.00
623.08	LOOP DETECTOR REPLACEMENT (OGDEN AVE / MARYLAND PKWY)	1	50,000	LS	1	$ 50,000.00	0.00	$ -	0.00	$ -	1.00	$50,000.00
623.09	LOOP DETECTOR REPLACEMENT (FREMONT ST / MARYLAND PKWY)	1	35,000	LS	1	$ 35,000.00	0.00	$ -	0.00	$ -	1.00	$35,000.00
623.10	LOOP DETECTOR REPLACEMENT (CARSON AVE / MARYLAND PKWY)	1	50,000	LS	1	$ 50,000.00	0.00	$ -	0.00	$ -	1.00	$50,000.00
623.11	LOOP DETECTOR REPLACEMENT (CLARK AVE / MARYLAND PKWY)	1	50,000	LS	1	$ 50,000.00	0.00	$ -	0.00	$ -	1.00	$50,000.00
623.12	LOOP DETECTOR REPLACEMENT (BONNEVILLE AVE / MARYLAND PKWY)	1	65,000	LS	1	$ 65,000.00	0.00	$ -	0.00	$ -	1.00	$65,000.00
623.13	TRAFFIC SIGNAL EQUIPMENT AND CONDUIT PROTECTION (FREMONT ST / EASTERN AVE)	1	25,000	LS	1	$ 25,000.00	0.00	$ -	0.00	$ -	1.00	$25,000.00
623.14	REMOVE AND RESET STREETLIGHT ASSEMBLY ON NEW FOUNDATION	3	7,500	EA	3	$ 22,500.00	0.00	$ -	0.00	$ -	3.00	$22,500.00
623.15	RELOCATE COPPER ITS CONDUIT (MARYLAND PKWY, "SD02" 28+49 RT)	1	3,000	LS	1	$ 3,000.00	0.00	$ -	0.00	$ -	1.00	$3,000.00
623.16	RELOCATE COPPER ITS CONDUIT (MARYLAND PKWY, "SD10" 13+83 RT)	1	3,000	LS	1	$ 3,000.00	0.00	$ -	0.00	$ -	1.00	$3,000.00
623.17	RELOCATE FIBER ITS CONDUIT (STEWART AVE, "SD08" 9+44	1	5,000	LS	1	$ 5,000.00	0.00	$ -	0.00	$ -	1.00	$5,000.00
623.18	RELOCATE FIBER ITS CONDUIT (STEWART AVE, "SD08" 13+39 LT)	1	5,000	LS	1	$ 5,000.00	0.00	$ -	0.00	$ -	1.00	$5,000.00
623.19	RELOCATE FIBER ITS CONDUIT (STEWART AVE, "SD08" 17+56 LT)	1	5,000	LS	1	$ 5,000.00	0.00	$ -	0.00	$ -	1.00	$5,000.00
623.20	RELOCATE FIBER ITS CONDUIT (STEWART AVE, "SD08" 21+64 LT)	1	5,000	LS	1	$ 5,000.00	0.00	$ -	0.00	$ -	1.00	$5,000.00
623.21	RELOCATE FIBER ITS CONDUIT (MARYLAND PKWY, "SD03" 22+20 LT)	1	5,000	LS	1	$ 5,000.00	0.00	$ -	0.00	$ -	1.00	$5,000.00
623.22	RELOCATE FIBER ITS CONDUIT (MARYLAND PKWY, "SD03" 25+86 LT)	1	5,000	LS	1	$ 5,000.00	0.00	$ -	0.00	$ -	1.00	$5,000.00
624.01	TRAFFIC CONTROL AND MAINTENANCE	1	1,800,000	LS	0.749	$ 1,348,200.00	0.176	$ 316,800.00	0.074	$ 133,200.00	1.00	$1,798,200.00
627.01	PERMANENT SIGN (GROUND MOUNTED)	17	300	EA	17	$ 5,100.00	0.00	$ -	0.00	$ -	17.00	$5,100.00
628.01	TYPE 2 "ONLY" MARKING	9	300	EA	0	$ -	9.00	$ 2,700.00	0.00	$ -	9.00	$2,700.00
628.02	TYPE 2 (ARROW) MARKING	134	250	EA	0	$ -	134.00	$ 33,500.00	0.00	$ -	134.00	$33,500.00
628.03	TYPE 2 (BIKE LEGEND) MARKING	7	250	EA	0	$ -	7.00	$ 1,750.00	0.00	$ -	7.00	$1,750.00
628.04	POLYUREA (HANDICAP PARKING LEGEND) MARKING	2	250	EA	0	$ -	2.00	$ 500.00	0.00	$ -	2.00	$500.00
628.05	TYPE 2 MARKING FOR CROSSWALKS, YIELD BARS, AND STOP BARS	15,630	6	SF	0	$ -	15,630.00	$ 93,780.00	0.00	$ -	15,630.00	$93,780.00
628.06	TYPE 2 YELLOW DIAGONAL MARKING	190	6	SF	0	$ -	190.00	$ 1,140.00	0.00	$ -	190.00	$1,140.00
628.07	MEDIAN NOSE MARKINGS AND MARKERS	33	250	EA	0	$ -	33.00	$ 8,250.00	0.00	$ -	33.00	$8,250.00
628.08	4-INCH SOLID YELLOW LINE (POLYUREA)	690	2	LF	0	$ -	690.00	$ 1,035.00	0.00	$ -	690.00	$1,035.00

Opionion of Probable Construction Cost by Funding Source for

CHARLESTON / MARYLAND STORM DRAIN

					CCRFCD		RTC		LVVWD			
ITEM NO.	ITEM DESCRIPTION	Quantity	Unit Price	UOM	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Quantity	Extended Price
628.09	6-INCH SOLID WHITE LINE (POLYUREA)	12,250	2	LF	0	$ -	12,250.00	$ 18,375.00	0.00	$ -	12,250.00	$18,375.00
628.10	8-INCH SOLID WHITE LINE (POLYUREA)	340	2	LF	0	$ -	340.00	$ 680.00	0.00	$ -	340.00	$680.00
629.01	24-INCH X 16-INCH WET TAP CONNECTION	2	118,450	EA	0	$ -	0.00	$ -	2.00	$ 236,900.00	2.00	$236,900.00
629.02	8-INCH X 6-INCH WET TAP CONNECTION	1	20,600	EA	1	$ 20,600.00	0.00	$ -	0.00	$ -	1.00	$20,600.00
629.03	24-INCH POLY WRAPPED CLASS 250 DUCTILE IRON	685	430	LF	0	$ -	0.00	$ -	685.00	$ 294,550.00	685.00	$294,550.00
629.04	16-INCH POLY WRAPPED CLASS 250 DUCITLE IRON	775	320	LF	240	$ 76,800.00	0.00	$ -	535.00	$ 171,200.00	775.00	$248,000.00
629.05	12-INCH POLY WRAPPED CLASS 350 DUCITLE IRON	750	360	LF	455	$ 163,800.00	0.00	$ -	295.00	$ 106,200.00	750.00	$270,000.00
629.06	8-INCH POLY WRAPPED CLASS 350 DUCTILE IRON	855	230	LF	805	$ 185,150.00	0.00	$ -	50.00	$ 11,500.00	855.00	$196,650.00
629.07	6-INCH POLY WRAPPED CLASS 350 DUCTILE IRON	210	170	LF	170	$ 28,900.00	0.00	$ -	40.00	$ 6,800.00	210.00	$35,700.00
629.08	12-INCH C900 PVC WATERLINE	7,665	210	LF	600	$ 126,000.00	0.00	$ -	7,065.00	$ 1,483,650.00	7,665.00	$1,609,650.00
629.09	8-INCH C900 PVC WATERLINE	636	170	LF	470	$ 79,900.00	0.00	$ -	166.00	$ 28,220.00	636.00	$108,120.00
629.10	16-INCH GATE VALVE	2	9,800	EA	0	$ -	0.00	$ -	2.00	$ 19,600.00	2.00	$19,600.00
629.11	12-INCH GATE VALVE	35	4,650	EA	2	$ 9,300.00	0.00	$ -	33.00	$ 153,450.00	35.00	$162,750.00
629.12	10-INCH GATE VALVE	1	3,865	EA	0	$ -	0.00	$ -	1.00	$ 3,865.00	1.00	$3,865.00
629.13	8-INCH GATE VALVE	12	3,300	EA	6	$ 19,800.00	0.00	$ -	6.00	$ 19,800.00	12.00	$39,600.00
629.14	6-INCH GATE VALVE	5	2,850	EA	2	$ 5,700.00	0.00	$ -	3.00	$ 8,550.00	5.00	$14,250.00
629.15	TYPE "T" TEST STATION	8	7,000	EA	3	$ 21,000.00	0.00	$ -	5.00	$ 35,000.00	8.00	$56,000.00
629.16	1-INCH SERVICE LATERAL RE-CONNECTION	38	5,200	EA	7	$ 36,400.00	0.00	$ -	31.00	$ 161,200.00	38.00	$197,600.00
629.17	1.5-INCH SERVICE LATERAL RE-CONNECTION	12	6,035	EA	2	$ 12,070.00	0.00	$ -	10.00	$ 60,350.00	12.00	$72,420.00
629.18	2-INCH SERVICE LATERAL RE-CONNECTION	12	6,875	EA	0	$ -	0.00	$ -	12.00	$ 82,500.00	12.00	$82,500.00
629.19	FIRE HYDRANT AND BACKFLOW DEVICE LATERAL RE-CONNECTION	21	5,740	EA	8	$ 45,920.00	0.00	$ -	13.00	$ 74,620.00	21.00	$120,540.00
629.20	1-INCH SERVICE LATERAL AND METER	22	6,400	EA	15	$ 96,000.00	0.00	$ -	7.00	$ 44,800.00	22.00	$140,800.00
629.21	2-INCH SERVICE LATERAL AND METER	2	9,385	EA	0	$ -	0.00	$ -	2.00	$ 18,770.00	2.00	$18,770.00
629.22	1-INCH RPPA TO BE INSTALLED WITHIN RIGHT-OF-WAY	10	3,750	EA	0	$ -	0.00	$ -	10.00	$ 37,500.00	10.00	$37,500.00
629.23	1-INCH RPPA (ACCT. #21122. APN: 139-34-814-002)	1	3,750	EA	0	$ -	0.00	$ -	1.00	$ 3,750.00	1.00	$3,750.00
629.24	1-INCH RPPA (ACCT. #6728. APN: 139-34-814-003)	1	5,500	EA	0	$ -	0.00	$ -	1.00	$ 5,500.00	1.00	$5,500.00
629.25	1-INCH RPPA (ACCT. #21242. APN: 139-35-401-003)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.26	1-INCH RPPA (ACCT. #96158. APN: 139-35-803-023)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.27	1-INCH RPPA (ACCT. #29064. APN: 139-35-803-024)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.28	1-INCH RPPA (ACCT. #6740. APN: 139-35-803-025)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.29	1-INCH RPPA (ACCT. #6741. APN: 139-35-803-026)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.30	1-INCH RPPA (ACCT. #6904. APN: 139-35-803-027)	1	3,750	EA	0	$ -	0.00	$ -	1.00	$ 3,750.00	1.00	$3,750.00
629.31	2-INCH RPPA (ACCT. #11106. APN: 139-35-804-007. 8-FT WIDE EX LVVWD EASESMENT PER OR: 70: 389)	1	6,500	EA	0	$ -	0.00	$ -	1.00	$ 6,500.00	1.00	$6,500.00
629.32	2-INCH RPPA (ACCT. #149955. APN: 139-35-804-008. 8-FT WIDE EX LVVWD EASESMENT PER OR: 70: 389)	1	5,500	EA	0	$ -	0.00	$ -	1.00	$ 5,500.00	1.00	$5,500.00
629.33	1-INCH RPPA (ACCT. #58343. APN: 162-01-111-002)	1	3,750	EA	0	$ -	0.00	$ -	1.00	$ 3,750.00	1.00	$3,750.00
629.34	2-INCH RPPA (ACCT. #6704. APN: 162-02-110-007)	1	5,500	EA	0	$ -	0.00	$ -	1.00	$ 5,500.00	1.00	$5,500.00
629.35	1-INCH RPPA (ACCT. #9063. APN: 162-02-111-039)	1	5,500	EA	0	$ -	0.00	$ -	1.00	$ 5,500.00	1.00	$5,500.00
629.36	1-INCH RPPA (ACCT. #6912. APN: 162-02-113-004)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.37	1.5-INCH RPPA (ACCT. #526817. APN: 162-02-510-001)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.38	2-INCH RPPA (ACCT. #526813. APN: 162-02-510-004)	1	3,750	EA	0	$ -	0.00	$ -	1.00	$ 3,750.00	1.00	$3,750.00
629.39	1.5-INCH RPPA (ACCT. #526814. APN: 162-02-510-004)	1	3,750	EA	0	$ -	0.00	$ -	1.00	$ 3,750.00	1.00	$3,750.00
629.40	1.5-INCH RPPA (ACCT. #526815. APN: 162-02-510-004)	1	3,750	EA	0	$ -	0.00	$ -	1.00	$ 3,750.00	1.00	$3,750.00
629.41	1-INCH RPPA (ACCT. #942. APN: 162-02-512-003)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.42	1-INCH RPPA (ACCT. #943. APN: 162-02-512-004)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.43	1-INCH RPPA (ACCT. #944. APN: 162-02-512-005)	1	6,250	EA	0	$ -	0.00	$ -	1.00	$ 6,250.00	1.00	$6,250.00
629.44	1-INCH RPPA (ACCT. #945. APN: 162-02-512-006)	1	5,500	EA	0	$ -	0.00	$ -	1.00	$ 5,500.00	1.00	$5,500.00
629.45	1.5-INCH RPPA (ACCT. #827. APN: 162-02-512-007)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.46	1-INCH RPPA (ACCT. #952. APN: 162-02-512-008)	1	5,500	EA	0	$ -	0.00	$ -	1.00	$ 5,500.00	1.00	$5,500.00
629.47	1-INCH RPPA (ACCT. #953. APN: 162-02-512-009)	1	5,500	EA	0	$ -	0.00	$ -	1.00	$ 5,500.00	1.00	$5,500.00
629.48	1-INCH RPPA (ACCT. #957. APN: 162-02-512-013)	1	4,750	EA	0	$ -	0.00	$ -	1.00	$ 4,750.00	1.00	$4,750.00
629.49	AV/AR ASSEMBLY AND PIPING	4	12,950	EA	3	$ 38,850.00	0.00	$ -	1.00	$ 12,950.00	4.00	$51,800.00
629.50	BLOW-OFF ASSEMBLY AND PIPING	14	12,810	EA	8	$ 102,480.00	0.00	$ -	6.00	$ 76,860.00	14.00	$179,340.00
629.51	16-INCH STEEL CASING PROTECTION	25	150	LF	25	$ 3,750.00	0.00	$ -	0.00	$ -	25.00	$3,750.00
629.52	18-INCH STEEL CASING PROTECTION	118	155	LF	118	$ 18,290.00	0.00	$ -	0.00	$ -	118.00	$18,290.00
629.53	24-INCH STEEL CASING PROTECTION	152	225	LF	102	$ 22,950.00	0.00	$ -	50.00	$ 11,250.00	152.00	$34,200.00
629.54	30-INCH STEEL CASING PROTECTION	38	385	LF	38	$ 14,630.00	0.00	$ -	0.00	$ -	38.00	$14,630.00
629.55	ADJUST WATER VALVE BOX TO FINISH GRADE	121	750	EA	59	$ 44,250.00	0.00	$ -	62.00	$ 46,500.00	121.00	$90,750.00

Opionion of Probable Construction Cost by Funding Source for

CHARLESTON / MARYLAND STORM DRAIN

					CCRFCD		RTC		LVVWD			
ITEM NO.	ITEM DESCRIPTION	Quantity	Unit Price	UOM	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Approx. Quantity	Source Cost	Quantity	Extended Price
629.56	ADJUST EXISTING WATER ACCESS MANHOLE AND VALVE VAULT MANHOLE COVER AND FRAME TO FINISHED GRADE	3	2,000	EA	3	$ 6,000.00	0.00	$ -		$ -	3.00	$6,000.00
629.57	REPLACE 6-INCH ACP WATERLINE WITH DUCTILE IRON PIPE	170	275	LF	170	$ 46,750.00	0.00	$ -		$ -	170.00	$46,750.00
629.58	REPLACE 8-INCH ACP WATERLINE WITH DUCTILE IRON PIPE	200	295	LF	200	$ 59,000.00	0.00	$ -		$ -	200.00	$59,000.00
629.59	REPLACE 12-INCH ACP WATERLINE WITH DUCTILE IRON PIPE	20	310	LF	20	$ 6,200.00	0.00	$ -		$ -	20.00	$6,200.00
629.60	REPLACE 16-INCH ACP WATERLINE WITH DUCTILE IRON PIPE	30	400	LF	30	$ 12,000.00	0.00	$ -		$ -	30.00	$12,000.00
629.61	MISCELLANEOUS LVVWD REQUIRED FIELD ADJUSTMENTS	1	135,000	FA	0	$ -	0.00	$ -	1.00	$ 135,000.00	1.00	$135,000.00
630.01	8-INCH SDR35 PVC SANITARY SEWER	157	250	LF	157	$ 39,250.00	0.00	$ -	0.00	$ -	157.00	$39,250.00
630.02	8-INCH C900 PVC SANITARY SEWER	773	300	LF	773	$ 231,900.00	0.00	$ -	0.00	$ -	773.00	$231,900.00
630.03	10-INCH SDR35 PVC SANITARY SEWER	191	290	LF	191	$ 55,390.00	0.00	$ -	0.00	$ -	191.00	$55,390.00
630.04	10-INCH C900 PVC SANITARY SEWER	507	340	LF	507	$ 172,380.00	0.00	$ -	0.00	$ -	507.00	$172,380.00
630.05	12-INCH C900 PVC SANITARY SEWER	7	360	LF	7	$ 2,592.00	0.00	$ -	0.00	$ -	7.20	$2,592.00
630.06	15-INCH SDR35 PVC SANITARY SEWER	29	360	LF	29	$ 10,440.00	0.00	$ -	0.00	$ -	29.00	$10,440.00
630.07	21-INCH SDR35 PVC SANITARY SEWER	202	440	LF	202	$ 88,880.00	0.00	$ -	0.00	$ -	202.00	$88,880.00
630.08	24-INCH C900 PVC SANITARY SEWER	865	510	LF	865	$ 441,150.00	0.00	$ -	0.00	$ -	865.00	$441,150.00
630.09	PRECAST 48-INCH SANITARY SEWER MANHOLE	4	16,800	EA	4	$ 67,200.00	0.00	$ -	0.00	$ -	4.00	$67,200.00
630.10	PRECAST 48-INCH SANITARY SEWER MANHOLE W/ CAST-IN-PLACE BASE	14	16,800	EA	14	$ 235,200.00	0.00	$ -	0.00	$ -	14.00	$235,200.00
630.11	PRECAST 60-INCH SANITARY SEWER MANHOLE	5	26,250	EA	5	$ 131,250.00	0.00	$ -	0.00	$ -	5.00	$131,250.00
630.12	PRECAST 60-INCH SANITARY SEWER MANHOLE W/ CAST-IN-PLACE BASE	5	26,250	EA	5	$ 131,250.00	0.00	$ -	0.00	$ -	5.00	$131,250.00
630.13	PRECAST 72-INCH SANITARY SEWER MANHOLE	1	35,700	EA	1	$ 35,700.00	0.00	$ -	0.00	$ -	1.00	$35,700.00
630.14	PRECAST 72-INCH SANITARY SEWER MANHOLE W/ CAST-IN-PLACE BASE	18	35,700	EA	18	$ 642,600.00	0.00	$ -	0.00	$ -	18.00	$642,600.00
630.15	PRECAST 84-INCH SANITARY SEWER MANHOLE	1	45,500	EA	1	$ 45,500.00	0.00	$ -	0.00	$ -	1.00	$45,500.00
630.16	RECONNECT SEWER LATERAL	55	4,000	EA	55	$ 220,000.00	0.00	$ -	0.00	$ -	55.00	$220,000.00
630.17	CORE DRILL AND CONNECT SEWER PIPE TO EXISTING SEWER MANHOLE	2	4,000	EA	2	$ 8,000.00	0.00	$ -	0.00	$ -	2.00	$8,000.00
630.18	PRECAST 36-INCH SPECIAL SHALLOW SANITARY SEWER MANHOLE W/ CAST-IN-PLACE BASE	1	12,500	EA	1	$ 12,500.00	0.00	$ -	0.00	$ -	1.00	$12,500.00
630.19	VERTICALLY ADJUST SANITARY SEWER MANHOLE TO FINISH GRADE	31	2,000	EA	31	$ 62,000.00	0.00	$ -	0.00	$ -	31.00	$62,000.00
633.01	NON-REFLECTIVE RAISED PAVEMENT MARKERS	6,040	3	EA	0	$ -	6,040.00	$ 18,120.00	0.00	$ -	6,040.00	$18,120.00
633.02	REFLECTIVE RAISED PAVEMENT MARKERS	2,890	3	EA	0	$ -	2,890.00	$ 8,670.00	0.00	$ -	2,890.00	$8,670.00
635.01	VEHICULAR TRAFFIC DETECTION ZONE	180	250	DAY	0	$ -	180.000	$ 45,000.00	0.000	$ -	180.00	$45,000.00
635.02	PTZ CAMERA	180	85	DAY	0	$ -	180.000	$ 15,300.00	0.000	$ -	180.00	$15,300.00
635.03	GPS ARROW BOARD	180	75	DAY	0	$ -	180.00	$ 13,500.00	0.00	$ -	180.00	$13,500.00
635.04	GPS LOCATED TRAFFIC CONTROL DEVICE	180	30	DAY	0	$ -	180.00	$ 5,400.00	0.00	$ -	180.00	$5,400.00
635.05	TRAVEL TIME TRAFFIC ANALYTICS SYSTEM	180	170	DAY	0	$ -	180.00	$ 30,600.00	0.00	$ -	180.00	$30,600.00
635.06	SPEED FEEDBACK SIGN	180	130	DAY	0	$ -	180.00	$ 23,400.00	0.00	$ -	180.00	$23,400.00
635.07	WORK ZONE ITS CHANGEABLE MESSAGE SIGN	180	500	DAY	0	$ -	180.00	$ 90,000.00	0.00	$ -	180.00	$90,000.00
635.08	VEHICLE PRESENCE ALERT SYSTEM	180	25	DAY	0	$ -	180.00	$ 4,500.00		$ -	180.00	$4,500.00
637.01	DUST CONTROL	1	400,000	LS	0.749	$ 299,600.00	0.176	$ 70,400.00	0.074	$ 29,600.00	1.00	$399,600.00
637.02	NPDES DISCHARGE PERMIT	1	40,000	LS	0.749	$ 29,960.00	0.176	$ 7,040.00	0.074	$ 2,960.00	1.00	$39,960.00
691.01	COATING EXISTING 36-INCH MANHOLE (<5 DEPTH)	1	4,500	EA	1	$ 4,500.00		$ -		$ -	1.00	$4,500.00
691.02	COATING EXISTING 48-INCH MANHOLE (≥5 DEPTH AND <10 DEPTH)	3	6,000	EA	3	$ 18,000.00		$ -		$ -	3.00	$18,000.00
691.03	COATING EXISTING 60-INCH MANHOLE (≥5 DEPTH AND <10 DEPTH)	6	6,500	EA	6	$ 39,000.00		$ -		$ -	6.00	$39,000.00
691.04	COATING EXISTING 72-INCH MANHOLE (≥5 DEPTH AND <10 DEPTH)	9	7,000	EA	9	$ 63,000.00		$ -		$ -	9.00	$63,000.00
691.05	COATING EXISTING 72-INCH MANHOLE (≥10 DEPTH AND <15 DEPTH)	10	8,500	EA	10	$ 85,000.00		$ -		$ -	10.00	$85,000.00
691.06	COATING EXISTING 84-INCH MANHOLE (≥10 DEPTH AND <15 DEPTH)	1	9,500	EA	1	$ 9,500.00		$ -		$ -	1.00	$9,500.00
695.01	SEWER BYPASS PUMPING	1	1,800,000	LS	1	$ 1,800,000.00		$ -		$ -	1.00	$1,800,000.00
						RFCD		RTC		LVVWD		TOTALS
				SUBTOTAL CONSTRUCTION		$ 45,720,377.00		$ 10,277,153.00		$ 4,432,671.00		$60,428,201.00
				6%,4.5%, 3% CM/TESTING	0	*$ 2,743,222.62*		$ 462,471.89		$ 132,980.13		$ 3,338,674.64
				TOTAL CONSTRUCTION		$ 48,463,599.62		$ 10,739,624.89		$ 4,565,651.13		$63,766,875.64

INTERLOCAL CONTRACT
CHARLESTON BOULEVARD, MARYLAND PARKWAY TO BOULDER HIGHWAY

THIS INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between the City of Las Vegas, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the CITY intends to construct improvements to Charleston Boulevard, Maryland Parkway to Boulder Highway, which is included on the adopted RTC Capital Improvements Plan, hereinafter referred to as "PROJECT," located wholly within the City of Las Vegas; and

WHEREAS, Nevada Revised Statue (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal agreement; and

WHEREAS, the CITY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the CITY is requesting funds to commence construction of the PROJECT; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION I: SCOPE OF PROJECT

This Interlocal Contract #1253 applies to improvements associated with the construction of the Charleston Boulevard roadway improvements from Maryland Parkway to Boulder Highway. Improvements include Americans with Disability Act path upgrades, new sidewalk ramps, concrete sidewalks, curb and gutter, asphalt pavement, and any other appurtenant items necessary to complete the project. The Project is more specifically described in Exhibit "A" which is hereto and by this reference incorporated herein.

SECTION II: PROJECT COSTS

The RTC agrees to provide Fuel Revenue Indexing Extension funding for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $10,800,000.00.

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $0.00
    b. RIGHT-OF-WAY not to exceed $0.00
    c. CONSTRUCTION not to exceed $10,800,000.00

3. At the time the ATP for construction is granted, the CITY will make all attempts to publish the bid for this PROJECT within 90 calendar days.

4. A supplemental interlocal contract will be required for any changes to the amounts identified in number 2 above.

SECTION III: GENERAL

1. The title sheet of both the plans and specifications shall designate the RTC as the funding agency. If construction funds are provided by sources other than the RTC, the plans, contract documents, special provisions, and PROJECT signs shall also show the RTC as a funding agency.

2. Preliminary engineering, design and right-of-way engineering shall be performed by the CITY or by a consultant employed by the CITY.

3. The design, construction, right-of-way acquisition and contract administration of the PROJECT shall comply with the requirements as set forth in the current "Policies and Procedures" of the RTC.

4. The CITY's Department of Public Works has a policy which effectively prohibits utility cuts through the pavement for a period of five years after the completion of a PROJECT.

5. Upon completion of the construction of the PROJECT, it shall be maintained by the CITY and no funding is provided by this Contract for such maintenance.

6. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of June 30, 2026. The RTC may, at any time thereafter, grant time extensions or terminate this Contract and require all sums advanced to the CITY be repaid.

7. It is understood and agreed that the purpose of this Interlocal Contract is to fund the PROJECT as herein above set forth. It is further understood and agreed that the CITY is responsible for the design and construction of the PROJECT. The CITY will be responsible for the actions or inactions of its Officers and Employees. The RTC's sole responsibility is to facilitate funding for the PROJECT. The RTC disavows any responsibility for the actions or inactions of the CITY, its Officers, Employees, or agents.

8. Should the construction funds be provided by sources other than the RTC, the CITY will reimburse the RTC for a percentage of the preliminary engineering and design costs associated with other funding sources, as mutually agreed upon by the RTC and the CITY.

IN WITNESS WHEREOF, this Interlocal Contract #1253 is effective as of the date first set forth above.

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021

BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF LAS VEGAS

_____

BY: _____

CAROLYN G. GOODMAN, Mayor

Attest:

_____

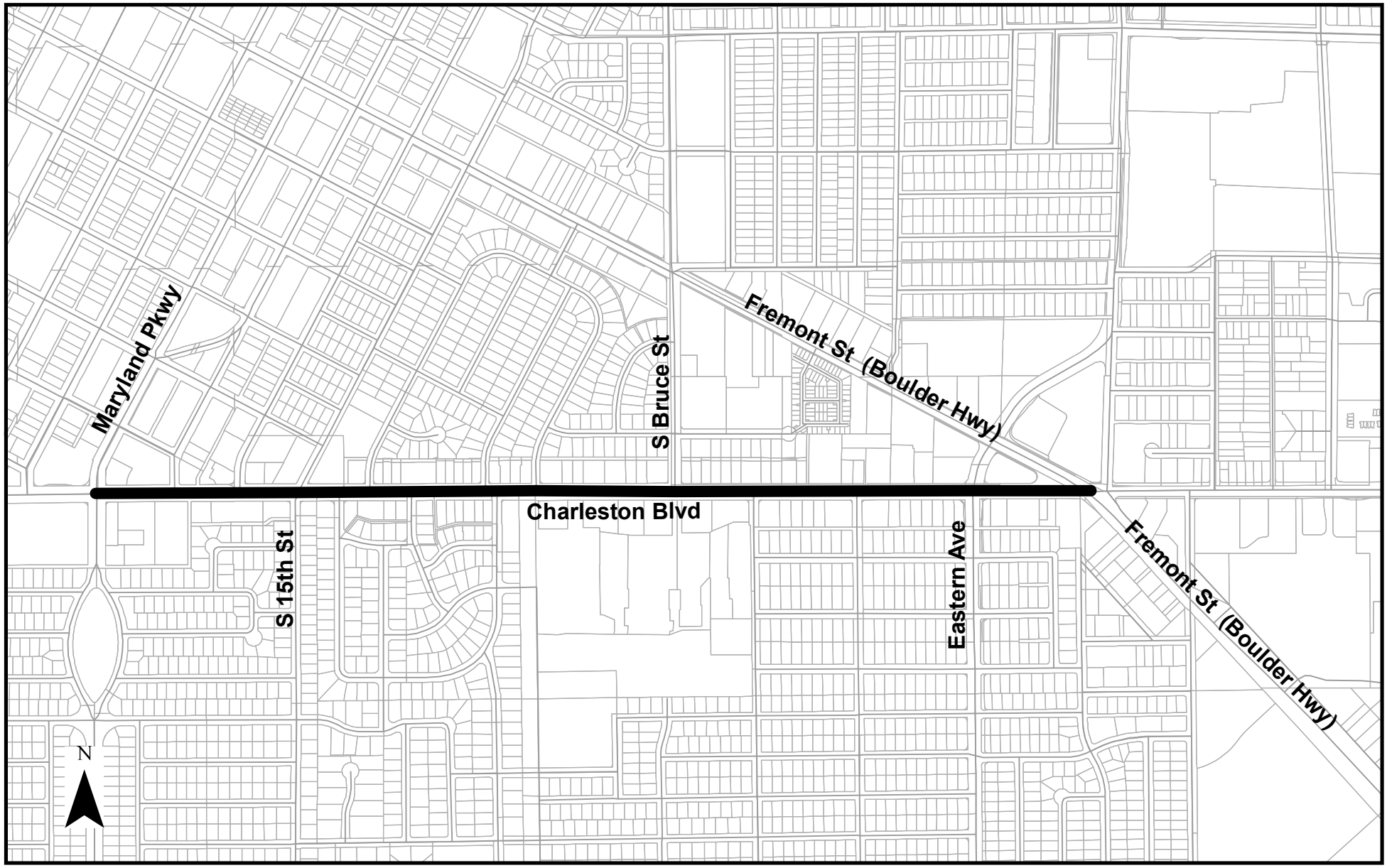
LUANN D. HOLMES, MMC
City Clerk

Approved as to Form:

_____

Deputy City Attorney Date

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CHARLESTON BOULEVARD, MARYLAND PARKWAY TO BOULDER HIGHWAY

EXHIBIT A

4/1/2020

N:\pavement\RWPGIS\Greg\Exhibit As\Charleston Blvd Maryland to Boulder Exhibit A.mxd

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: SAFETY UPGRADES PROGRAM: FISCAL YEAR 2021, CITY OF NORTH LAS VEGAS

PETITIONER: DALE DAFFERN, P.E., DIRECTOR
CITY OF NORTH LAS VEGAS PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO REVISE THE PROJECT SCOPE AND INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF NORTH LAS VEGAS PROJECT 239A-MVFT; SAFETY UPGRADES PROGRAM: FISCAL YEAR 2021, CITY OF NORTH LAS VEGAS (FOR POSSIBLE ACTION)

GOAL: MAINTAIN AND IMPROVE TRANSPORTATION SYSTEM INFRASTRUCTURE

FISCAL IMPACT: Motor Vehicle Fuel Tax Funds – $125,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ 125,000.00	$ 50,000.00	$ 175,000.00	$ -	$ 175,000.00
Right-of-Way	$ -	$ 150,000.00	$ 150,000.00	$ -	$ 150,000.00
Construction	$ -	$ -	$ -	$ -	$ -
Total	$ 125,000.00	$ 200,000.00	$ 325,000.00	$ -	$ 325,000.00

BACKGROUND:
On June 11, 2020, the Regional Transportation Commission of Southern Nevada approved Interlocal Contract #1190 for City of North Las Vegas project 239A-MVFT; Safety Upgrades Program: Fiscal Year 2021, City of North Las Vegas. This Supplemental Interlocal Contract No. 1 will revise the project scope, increase engineering funds to cover consultant costs, and add a fifth bus turnout location on Cheyenne Avenue east of Civic Center Drive.

Respectfully submitted,

DocuSigned by:
Dale Daffern
5E272F52F7E74CF...

DALE DAFFERN, P.E.
Director of Public Works

EAC Item #11
December 17, 2020
Consent

SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1
SAFETY UPGRADES PROGRAM:
FISCAL YEAR 2021, CITY OF NORTH LAS VEGAS

THIS SUPPLEMENTAL INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021 by and between the City of North Las Vegas, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the RTC approved Interlocal Contract #1190 dated June 11, 2020, for the Safety Upgrades Program: Fiscal Year 2021 Project, hereinafter referred to as "PROJECT," located wholly within the CITY; and

WHEREAS, Nevada Revised Statue (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the CITY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the RTC previously granted "Authorization to Proceed" for engineering and right-of-Way for the PROJECT;

WHEREAS, the CITY wishes to increase engineering funds and revise the scope of the PROJECT; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION I: SCOPE OF PROJECT, shall be revised to read as follows:

This Interlocal Contract #1190 applies to improvements for the Safety Upgrades Program: Fiscal Year 2021, City of North Las Vegas. The improvements may include areas shown on Exhibit "A" which is attached hereto and by this reference incorporated herein, which has been updated to include Civic Center Drive.

SECTION II: PROJECT COSTS, paragraphs 1, 2 and 3; shall be revised to read as follows:

The RTC agrees to provide Motor Vehicle Fuel Tax Fund funding for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $325,000.00

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $175,000.00
    b. RIGHT-OF-WAY not to exceed $150,000.00
    c. CONSTRUCTION not to exceed $0.00

3. At the time the ATP for construction is granted, the CITY will make all attempts to publish the bid for this PROJECT within 90 calendar days.

The remainder of Interlocal Contract #1090 dated June 11, 2020, shall remain unchanged.

The remainder of this page is left intentionally blank.

IN WITNESS WHEREOF, this Supplemental Interlocal Contract No. 1 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF NORTH LAS VEGAS

_____ BY: _____

JOHN J. LEE, MAYOR

Attest

_____

CATHERINE A. RAYNOR, MMC
City Clerk

Approved as to Form

_____

MICAELA RUSTIA MOORE
City Attorney

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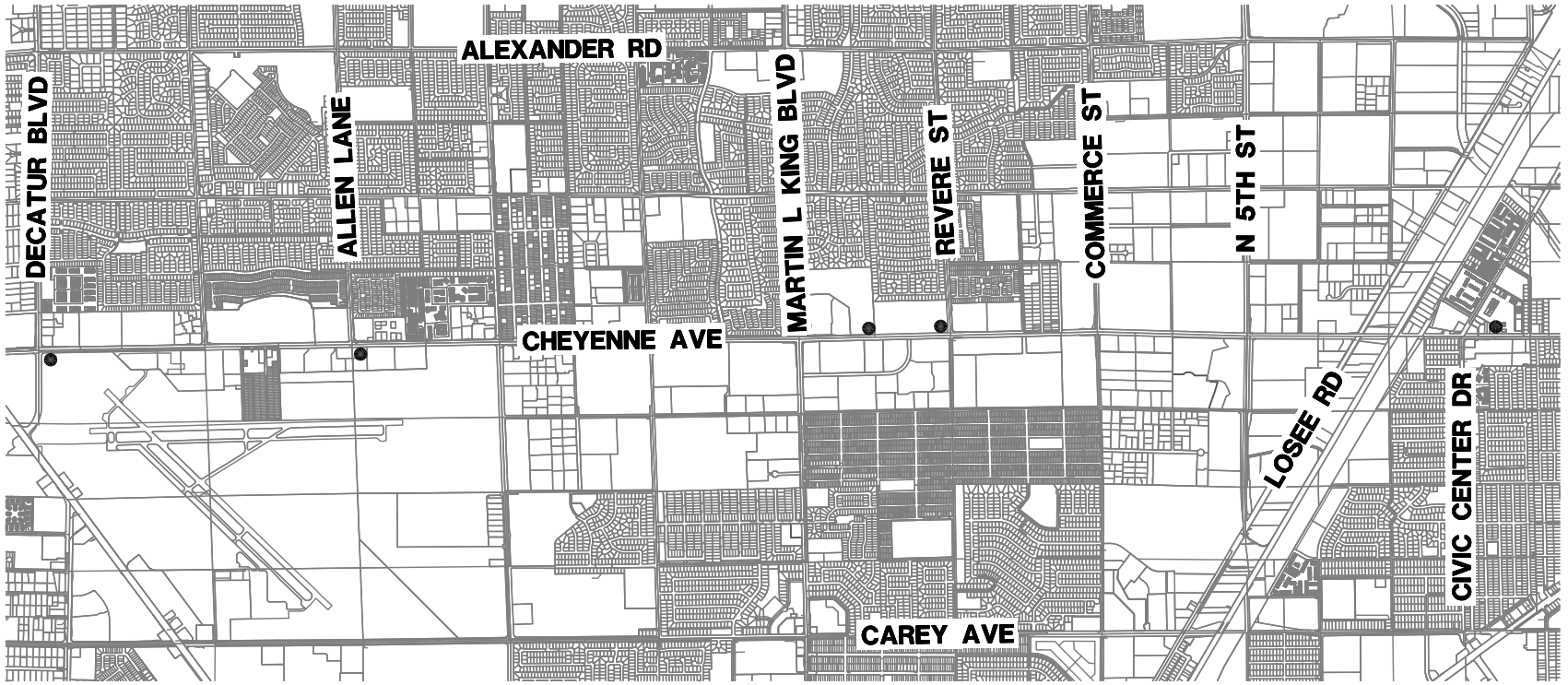


EXHIBIT "A"
VICINITY MAP

CITY OF NORTH LAS VEGAS
Your Community of Choice

DEPARTMENT OF PUBLIC WORKS
ENGINEERING AND CONSTRUCTION SERVICES DIVISION

SAFETY UPGRADES

SCALE:	NONE
DRAWING NAME:	10491-20-VIC.DWG
DRAWN BY:	T. COCHRAN
DATE:	AUGUST 20, 2020
SHEET NUMBER	1 OF 1

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: EASTERN AVENUE, HORIZON RIDGE PARKWAY TO SUN CITY ANTHEM DRIVE

PETITIONER: EDWARD MCGUIRE, P.E., DIRECTOR
CITY OF HENDERSON PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN INTERLOCAL CONTRACT FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 002AD-MVFT; EASTERN AVENUE, HORIZON RIDGE PARKWAY TO SUN CITY ANTHEM DRIVE (FOR POSSIBLE ACTION)

GOAL: MAINTAIN AND IMPROVE TRANSPORTATION SYSTEM INFRASTRUCTURE

FISCAL IMPACT: Motor Vehicle Fuel Tax Funds - $550,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ 550,000.00	$ -	$ 550,000.00	$ -	$ 550,000.00
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -
Total	$ 550,000.00	$ -	$ 550,000.00	$ -	$ 550,000.00

BACKGROUND:
This Interlocal Contract will authorize funds for design of roadway improvements of Eastern Avenue from Horizon Ridge Parkway to Sun City Anthem Drive. The improvements include asphalt pavement rehabilitation, complete streets elements as appropriate, and any other miscellaneous appurtenances to complete the project.

Respectfully submitted,

DocuSigned by:
Edward McGuire
046713FB96714C2...

EDWARD MCGUIRE, P.E.
Director of Public Works

EAC Item #12
December 17, 2020
Consent

INTERLOCAL CONTRACT
EASTERN AVENUE, HORIZON RIDGE PARKWAY TO SUN CITY ANTHEM DRIVE

THIS INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between the City of Henderson, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the CITY intends to design and construct roadway improvements on Eastern Avenue from Horizon Ridge Parkway to Sun City Anthem Drive; hereinafter referred to as "PROJECT," located wholly within the City of Henderson, has been approved by the RTC; and

WHEREAS, Nevada Revised Statute (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the CITY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the CITY is requesting funds to commence the engineering for the PROJECT; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION I: SCOPE OF PROJECT

This Interlocal Contract #1251 applies to improvements to Eastern Avenue from Horizon Ridge Parkway to Sun City Anthem Drive. The improvements include asphalt pavement rehabilitation, complete streets elements as appropriate and any other miscellaneous appurtenances to complete the project. The Project is more specifically described in Exhibit "A" which is attached hereto and by this reference incorporated herein.

SECTION II: PROJECT COSTS

The RTC agrees to provide Motor Vehicle Fuel Tax funding for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $550,000.00

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $550,000.00
    b. RIGHT-OF-WAY not to exceed $0.00
    c. CONSTRUCTION not to exceed $0.00

3. At the time the ATP for construction is granted, the CITY will make all attempts to publish the bid for this PROJECT within 90 calendar days.

4. A supplemental interlocal contract will be required for any changes to the amounts identified in number 2 above.

5. The RTC agrees to reimburse funds advanced by the CITY for eligible PROJECT costs incurred after October 1, 2020.

SECTION III: GENERAL

1. The title sheet of both the plans and specifications shall designate the RTC as the funding agency. If construction funds are provided by sources other than the RTC, the plans, contract documents, special provisions, and PROJECT signs shall also show the RTC as a funding agency.

2. Preliminary engineering, design and right-of-way engineering shall be performed by the CITY or by a consultant employed by the CITY.

3. The design, construction, right-of-way acquisition and contract administration of the PROJECT shall comply with the requirements as set forth in the current "Policies and Procedures" of the RTC.

4. The CITY's Department of Public Works has a policy which effectively prohibits utility cuts through the pavement for a period of five years after the completion of a PROJECT.

5. Upon completion of the construction of the PROJECT, it shall be maintained by the CITY and no funding is provided by this Contract for such maintenance.

6. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of June 30, 2026. The RTC may, at any time thereafter, grant time extensions or terminate this Contract and require all sums advanced to the CITY be repaid.

7. It is understood and agreed that the purpose of this Interlocal Contract is to fund the PROJECT as herein above set forth. It is further understood and agreed that the CITY is responsible for the design and construction of the PROJECT. The CITY will be

responsible for the actions or inactions of its Officers and Employees. The RTC's sole responsibility is to facilitate funding for the PROJECT. The RTC disavows any responsibility for the actions or inactions of the CITY, its Officers, Employees, or agents.

8. Should the construction funds be provided by sources other than the RTC, the CITY will reimburse the RTC for a percentage of the preliminary engineering and design costs associated with other funding sources, as mutually agreed upon by the RTC and the CITY.

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IN WITNESS WHEREOF, this Interlocal Contract #1251 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF HENDERSON

_____ BY: _____

RICHARD A. DERRICK
City Manager/CEO

Approved as to Finance: Attest:

_____ _____

JIM MCINTOSH
Chief Financial Officer

LISA M. CORRADO, AICP
Interim City Clerk

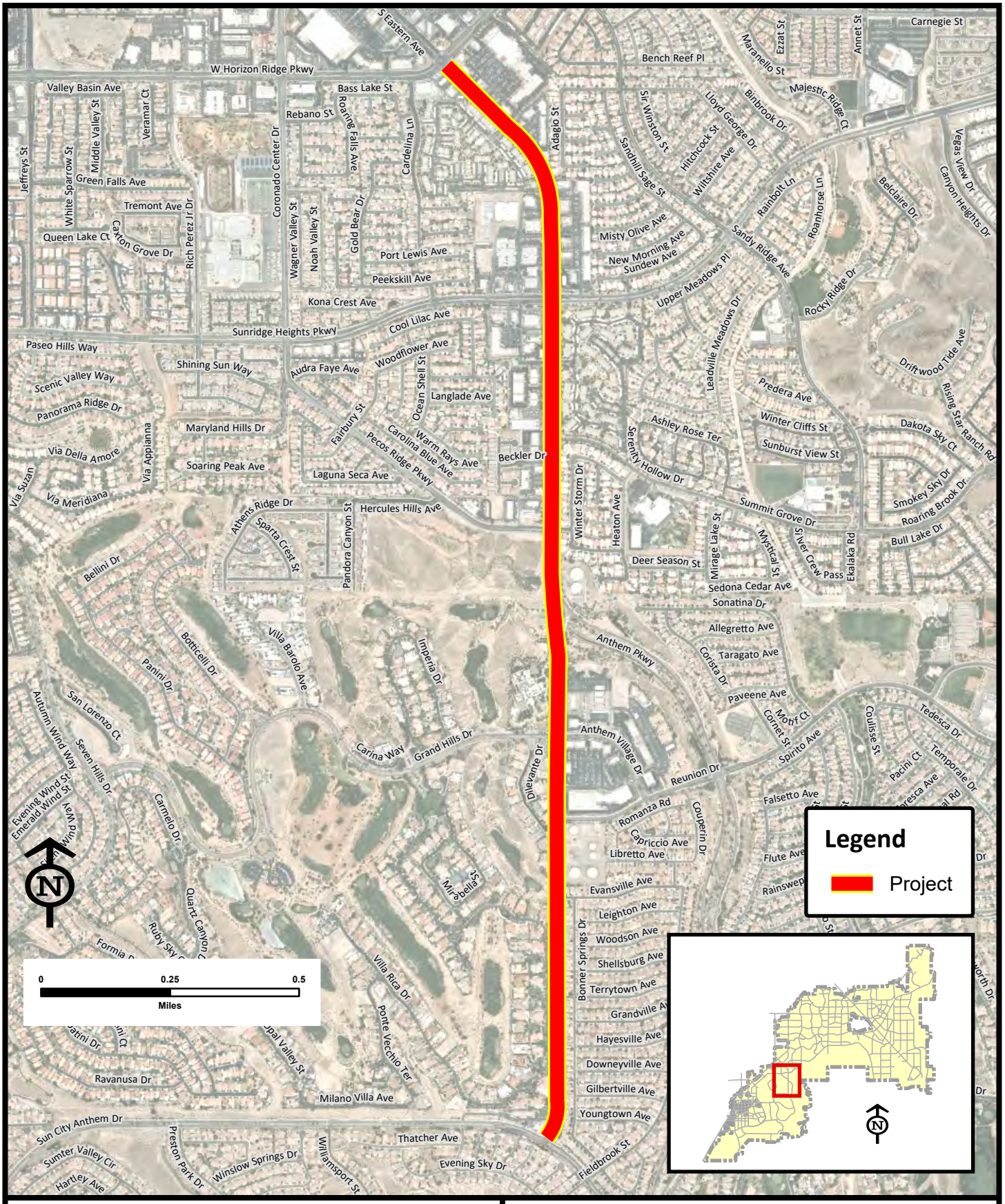
Approved as to Content: Approved as to Form:

_____ _____

EDWARD MCGUIRE, P.E.
Director, Public Works

NICHOLAS G. VASKOV
City Attorney

EXHIBIT A



City of Henderson, Nevada
Public Works Department
Geographic Information Systems

This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed.

Eastern Ave
Horizon Ridge to Sun City Anthem

October 2020

\\cohntdom01\clouds\Shared\GIS\projects\public_works\engineering\2020\Exhibits_Matt_R\Exhibits_Matt_R\Exhibits_Matt_R.aprx - Eastern Ave - ths2

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: ARTERIAL RECONSTRUCTION PROGRAM: KELSO DUNES AVENUE AND MARKS STREET

PETITIONER: EDWARD MCGUIRE, P.E., DIRECTOR
CITY OF HENDERSON PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN INTERLOCAL CONTRACT FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 135AP-MVFT; KELSO DUNES AVENUE, GIBSON ROAD TO STEPHANIE STREET AND MARKS STREET, WARM SPRINGS ROAD TO TRAIL CANYON ROAD (FOR POSSIBLE ACTION)

GOAL: MAINTAIN AND IMPROVE TRANSPORTATION SYSTEM INFRASTRUCTURE

FISCAL IMPACT: Motor Vehicle Fuel Tax Funds - $600,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ 600,000.00	$ -	$ 600,000.00	$ -	$ 600,000.00
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -
Total	$ 600,000.00	$ -	$ 600,000.00	$ -	$ 600,000.00

BACKGROUND:
This Interlocal Contract will authorize funds for design of roadway improvements on Kelso Dunes Avenue, from Gibson Road to Stephanie Street and Marks Street, from Warm Springs Road to Trail Canyon Road.

Respectfully submitted,

DocuSigned by:
Edward McGuire
046713FB96714C2...

EDWARD MCGUIRE, P.E.
Director of Public Works

EAC Item #13
December 17, 2020
Consent

INTERLOCAL CONTRACT
ARTERIAL RECONSTRUCTION PROGRAM:
KELSO DUNES AVENUE AND MARKS STREET

THIS INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between the City of Henderson, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the CITY intends to design and construct roadway improvements on Kelso Dunes Avenue from Gibson Road to Stephanie Street and Marks Street from Warm Springs Road to Trail Canyon Road; hereinafter referred to as "PROJECT," located wholly within the City of Henderson, has been approved by the RTC; and

WHEREAS, Nevada Revised Statute (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the CITY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the CITY is requesting funds to commence the engineering for the PROJECT; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION I: SCOPE OF PROJECT

This Interlocal Contract #1252 applies to improvements to Kelso Dunes Avenue from Gibson Road to Stephanie Street and Marks Street from Warm Springs Road to Trail Canyon Road. The improvements include analysis of the existing roundabouts, asphalt pavement rehabilitation, complete streets elements as appropriate and any other miscellaneous appurtenances to complete the project. The Project is more specifically described in Exhibit "A" which is attached hereto and by this reference incorporated herein.

SECTION II: PROJECT COSTS

The RTC agrees to provide Motor Vehicle Fuel Tax funding for all costs associated with the PROJECT as outlined below:

1. The total cost for this contract shall not exceed $600,000.00

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $600,000.00
    b. RIGHT-OF-WAY not to exceed $0.00
    c. CONSTRUCTION not to exceed $0.00

3. At the time the ATP for constructed is granted, the CITY will make all attempts to publish the bid for this PROJECT within 90 calendar days.

4. A supplemental interlocal contract will be required for any changes to the amounts identified in number 2 above.

5. The RTC agrees to reimburse funds advanced by the CITY for eligible PROJECT costs incurred after October 1, 2020.

SECTION III: GENERAL

1. The title sheet of both the plans and specifications shall designate the RTC as the funding agency. If construction funds are provided by sources other than the RTC, the plans, contract documents, special provisions, and PROJECT signs shall also show the RTC as a funding agency.

2. Preliminary engineering, design and right-of-way engineering shall be performed by the CITY or by a consultant employed by the CITY.

3. The design, construction, right-of-way acquisition and contract administration of the PROJECT shall comply with the requirements as set forth in the current "Policies and Procedures" of the RTC.

4. The CITY's Department of Public Works has a policy which effectively prohibits utility cuts through the pavement for a period of five years after the completion of a PROJECT.

5. Upon completion of the construction of the PROJECT, it shall be maintained by the CITY and no funding is provided by this Contract for such maintenance.

6. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of June 30, 2026. The RTC may, at any time thereafter, grant time extensions or terminate this Contract and require all sums advanced to the CITY be repaid.

7. It is understood and agreed that the purpose of this Interlocal Contract is to fund the PROJECT as herein above set forth. It is further understood and agreed that the CITY is responsible for the design and construction of the PROJECT. The CITY will be responsible for the actions or inactions of its Officers and Employees. The RTC's sole responsibility is to facilitate funding for the PROJECT. The RTC disavows any responsibility for the actions or inactions of the CITY, its Officers, Employees, or agents.

8. Should the construction funds be provided by sources other than the RTC, the CITY will reimburse the RTC for a percentage of the preliminary engineering and design costs associated with other funding sources, as mutually agreed upon by the RTC and the CITY.

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IN WITNESS WHEREOF, this Interlocal Contract #1252 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF HENDERSON

_____ BY: _____

RICHARD A. DERRICK
City Manager/CEO

Approved as to Finance: Attest:

_____ _____

JIM MCINTOSH
Chief Financial Officer

LISA M. CORRADO, AICP
Interim City Clerk

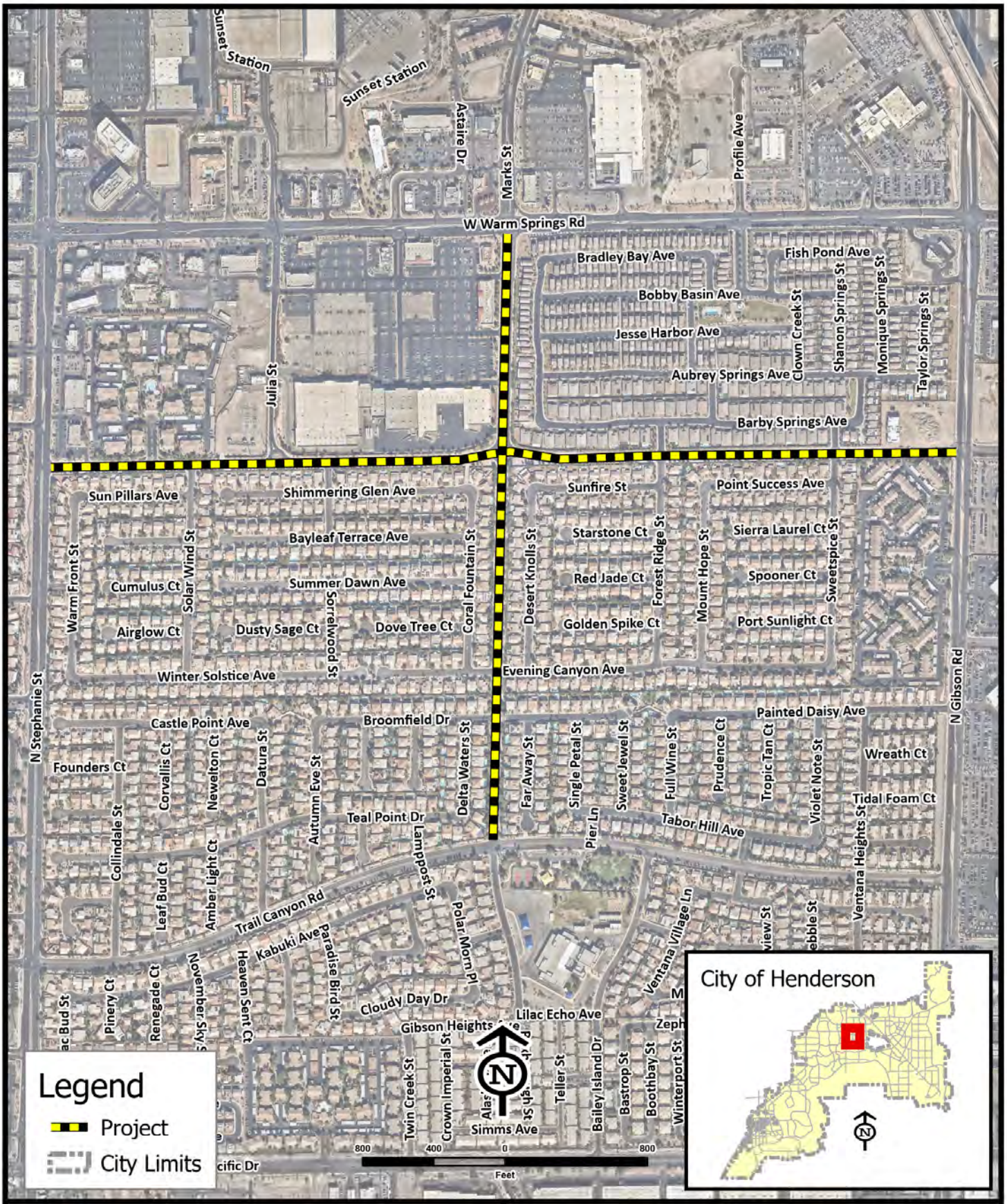
Approved as to Content: Approved as to Form:

_____ _____

EDWARD MCGUIRE, P.E.
Director, Public Works

NICHOLAS G. VASKOV
City Attorney

EXHIBIT A



City of Henderson, Nevada
Public Works Department
Geographic Information Systems

This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed.

RTC Interlocal Exhibit

Kelso Dunes and Marks

November 2020

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: VIA NOBILA, VIA INSPIRADA TO LAS VEGAS BOULEVARD

PETITIONER: EDWARD MCGUIRE, P.E., DIRECTOR
CITY OF HENDERSON PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 3 TO INCREASE FUNDING FOR ENGINEERING FROM MOTOR VEHICLE FUEL TAX FUNDS FOR CITY OF HENDERSON PROJECT 199B-MVFT; VIA NOBILA, VIA INSPIRADA TO LAS VEGAS BOULEVARD (FOR POSSIBLE ACTION)

GOAL: IMPROVE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION SYSTEM AND AIR QUALITY BY MANAGING CONGESTION

FISCAL IMPACT: Motor Vehicle Fuel Tax Funds - $500,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ 500,000.00	$ 1,050,000.00	$ 1,550,000.00	$ -	$ 1,550,000.00
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -
Total	$ 500,000.00	$ 1,050,000.00	$ 1,550,000.00	$ -	$ 1,550,000.00

BACKGROUND:
On January 10, 2019, the Regional Transportation Commission of Southern Nevada approved an Interlocal Contract for the design of Project 199B-MVFT; Via Nobila, Via Inspirada to Las Vegas Boulevard.

This Supplemental Interlocal Contract will increase funds to complete the design of the project and cover supplemental services authorized in the consultant design contract.

Respectfully submitted,

DocuSigned by:
Edward McGuire
046713FB96714C2...

EDWARD MCGUIRE, P.E.
Director of Public Works

EAC Item #14
December 17, 2020
Consent

SUPPLEMENTAL INTERLOCAL CONTRACT NO. 3
VIA NOBILA, VIA INSPIRADA TO LAS VEGAS BOULEVARD

THIS SUPPLEMENTAL INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between the City of Henderson, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the RTC approved an Interlocal Contract dated January 10, 2019, and supplemental interlocal contracts dated September 12, 2019, and November 12, 2020, for improvements to Via Nobila, Via Inspirada to Las Vegas Boulevard, hereinafter referred to as "PROJECT," located wholly within the City of Henderson; and

WHEREAS, Nevada Revised Statute (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the CITY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the RTC previously granted "Authorization to Proceed" for engineering for the PROJECT; and

WHEREAS, the CITY wishes to increase funding for the project; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION II: PROJECT COSTS, paragraphs 1 and 2; shall be revised to read as follows:

1. The total cost for this contract shall not exceed $1,550,000.00.

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $1,550,000.00
    b. RIGHT-OF-WAY not to exceed $0.00
    c. CONSTRUCTION not to exceed $0.00

The remainder of the Interlocal Contract #1060 dated January 10, 2019, and supplemental interlocals dated September 12, 2019, and November 12, 2020, shall remain unchanged.

The remainder of this page is left intentionally blank

IN WITNESS WHEREOF, this Supplemental Interlocal Contract No. 3 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF HENDERSON

_____ BY: _____

RICHARD A. DERRICK
City Manager/CEO

Approved as to Finance: Attest:

JIM MCINTOSH
Chief Financial Officer

LISA M. CORRADO, AICP
Interim City Clerk

Approved as to Content: Approved as to Form:

EDWARD MCGUIRE, P.E.
Director, Public Works

NICHOLAS G. VASKOV
City Attorney

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: NEVADA STATE DRIVE, PARADISE HILLS DRIVE TO I-515

PETITIONER: EDWARD MCGUIRE, P.E., DIRECTOR
CITY OF HENDERSON PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDING FOR ENGINEERING FROM FUEL REVENUE INDEXING EXTENSION FUNDS AND EXTEND THE PROJECT COMPLETION DATE FOR CITY OF HENDERSON PROJECT 216A-FTI2; NEVADA STATE DRIVE, PARADISE HILLS DRIVE TO I-515 (FOR POSSIBLE ACTION)

GOAL: IMPROVE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION SYSTEM AND AIR QUALITY BY MANAGING CONGESTION

FISCAL IMPACT: Fuel Revenue Indexing Funds - $125,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ 125,000.00	$ 500,000.00	$ 625,000.00	$ -	$ 625,000.00
Right-of-Way	$ -	$ -	$ -	$ -	$ -
Construction	$ -	$ -	$ -	$ -	$ -
Total	$ 125,000.00	$ 500,000.00	$ 625,000.00	$ -	$ 625,000.00

BACKGROUND:
On September 13, 2018, the Regional Transportation Commission of Southern Nevada approved an Interlocal Contract for design of Project 216A-FTI2; Nevada State Drive, Paradise Hills Drive to I-515.

This Supplemental Interlocal Contract will increase funds to cover design changes identified during the preliminary design analysis and to extend the project completion date to June 30, 2025.

Respectfully submitted,

DocuSigned by:
Edward McGuire
046713FB96714C2...

EDWARD MCGUIRE, P.E.
Director of Public Works

EAC Item #15
December 17, 2020
Consent

SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1
NEVADA STATE DRIVE, PARADISE HILLS DRIVE TO I-515

THIS SUPPLEMENTAL INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between the City of Henderson, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the RTC approved an Interlocal Contract dated September 13, 2018, for improvements to Nevada State Drive, from Paradise Hills Drive to I-515, hereinafter referred to as "PROJECT," located wholly within the City of Henderson; and

WHEREAS, Nevada Revised Statute (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the CITY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the RTC previously granted "Authorization to Proceed" for engineering for the PROJECT; and

WHEREAS, the CITY wishes to increase funding for the project; and

WHEREAS, the CITY wishes to extend the project end date for the project; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION II: PROJECT COSTS, paragraphs 1 and 2; shall be revised to read as follows:

1. The total cost for this contract shall not exceed $625,000.00.

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $625,000.00
    b. RIGHT-OF-WAY not to exceed $0.00
    c. CONSTRUCTION not to exceed $0.00

SECTION III: GENERAL; paragraph 6 shall be revised to read as follows:

6. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of June 30, 2025. The RTC may, at any time thereafter, grant time extensions or terminate this Contract and require all sums advanced to the CITY be repaid.

The remainder of the Interlocal Contract #1033 dated September 13, 2018, shall remain unchanged.

IN WITNESS WHEREOF, this Supplemental Interlocal Contract No. 1 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF HENDERSON

_____ BY: _____

RICHARD A. DERRICK
City Manager/CEO

Approved as to Finance: Attest:

_____ _____

JIM MCINTOSH
Chief Financial Officer

LISA M. CORRADO, AICP
Interim City Clerk

Approved as to Content: Approved as to Form:

_____ _____

EDWARD MCGUIRE, P.E.
Director, Public Works

NICHOLAS G. VASKOV
City Attorney

DocuSign Envelope ID: 3B4FF100-2756-4B98-B67F-DD753E8A0675

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: GILESPIE STREET, ST. ROSE PARKWAY TO VIA INSPIRADA

PETITIONER: EDWARD MCGUIRE, P.E., DIRECTOR
CITY OF HENDERSON PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1 TO INCREASE FUNDS FOR RIGHT-OF-WAY FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF HENDERSON PROJECT 234A-FTI2; GILESPIE STREET, ST. ROSE PARKWAY TO VIA INSPIRADA (FOR POSSIBLE ACTION)

GOAL: IMPROVE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION SYSTEM AND AIR QUALITY BY MANAGING CONGESTION

FISCAL IMPACT: Fuel Revenue Indexing Extension Funds - $400,000.00

Category	RTC Funds			Other Funds	Total Project Costs
	Current Request	Previous Request	Total RTC		
Engineering	$ -	$ -	$ -	$ -	$ -
Right-of-Way	$ 400,000.00	$ 1,000,000.00	$ 1,400,000.00	$ -	$ 1,400,000.00
Construction	$ -	$ -	$ -	$ -	$ -
Total	$ 400,000.00	$ 1,000,000.00	$ 1,400,000.00	$ -	$ 1,400,000.00

BACKGROUND:
On December 12, 2019, the Regional Transportation Commission of Southern Nevada approved an Interlocal Contract for right-of-way purchase for Project 234A-FTI2; Gilespie Street, St. Rose Parkway to Via Inspirada.

This Supplemental Interlocal Contract will provide additional funds to cover the negotiated cost of the right-of-way purchase.

Respectfully submitted,

DocuSigned by:
Edward McGuire
046713FB96714C2...

EDWARD MCGUIRE, P.E.
Director of Public Works

EAC Item #16
December 17, 2020
Consent

SUPPLEMENTAL INTERLOCAL CONTRACT NO. 1
GILESPIE STREET, ST. ROSE PARKWAY TO VIA INSPIRADA

THIS SUPPLEMENTAL INTERLOCAL CONTRACT is made and entered into this 14TH day of January 2021, by and between the City of Henderson, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC."

W I T N E S S E T H

WHEREAS, the RTC approved an Interlocal Contract dated December 12, 2019, to fund the purchase of right-of-way for Gilespie Street, generally from St. Rose Parkway to Via Inspirada, hereinafter referred to as "PROJECT," located wholly within the City of Henderson, and

WHEREAS, Nevada Revised Statute (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental services, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the CITY agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the RTC previously granted "Authorization to Proceed" for right-of-way for the PROJECT; and

WHEREAS, the CITY wishes to increase funding for right-of-way; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION II: PROJECT COSTS, paragraphs 1 and 2; shall be revised to read as follows:

1. The total cost for this contract shall not exceed $1,400,000.00.

2. Authorizations to Proceed (ATP) are granted as follows:

    a. ENGINEERING not to exceed $0.00
    b. RIGHT-OF-WAY not to exceed $1,400,000.00
    c. CONSTRUCTION not to exceed $0.00

The remainder of the Interlocal Contract #1156 dated December 12, 2019, shall remain unchanged.

The remainder of this page is left intentionally blank.

IN WITNESS WHEREOF, this Supplemental Interlocal Contract No. 1 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF HENDERSON

_____ BY: _____

RICHARD A. DERRICK
City Manager/CEO

Approved as to Finance Attest

_____ _____

JIM MCINTOSH
Chief Financial Officer

LISA M. CORRADO, AICP
Interim City Clerk

Approved as to Content Approved as to Form

_____ _____

EDWARD MCGUIRE, P.E.
Director of Public Works

NICHOLAS G. VASKOV
City Attorney

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: 2020 STREET RECONSTRUCTION PROJECT, KITTY HAWK DRIVE

PETITIONER: TRAVIS H. ANDERSON, DIRECTOR
CITY OF MESQUITE PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE AND AUTHORIZE THE CHAIRMAN TO SIGN SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2 TO THE INTERLOCAL CONTRACT TO EXTEND THE PROJECT COMPLETION DATE FOR CITY OF MESQUITE PROJECT 063AP-MVFT; 2020 STREET RECONSTRUCTION PROJECT, KITTY HAWK DRIVE (FOR POSSIBLE ACTION)

GOAL: MAINTAIN AND IMPROVE TRANSPORTATION SYSTEM INFRASTRUCTURE

FISCAL IMPACT:
None

BACKGROUND:
The Regional Transportation Commission of Southern Nevada approved an Interlocal Contract, dated January 9, 2020, and Supplemental Interlocal Contract No. 1, dated October 8, 2020. This Supplemental Interlocal Contract No. 2 will extend the project completion date to December 31, 2021. Additional time is required to complete the project.

Respectfully submitted,

DocuSigned by:
Travis H. Anderson
CC9FB21DC885408...

TRAVIS H. ANDERSON, P.E.
Director of Public Works

EAC Item #17
December 17, 2020
Consent

SUPPLEMENTAL INTERLOCAL CONTRACT NO. 2
2020 STREET RECONSTRUCTION PROJECT
KITTY HAWK DRIVE

THIS SUPPLEMENTAL INTERLOCAL CONTRACT is made and entered into this 14TH day of January, 2021, by and between the City of Mesquite, a municipal corporation, hereinafter referred to as "CITY" and the Regional Transportation Commission of Southern Nevada, hereinafter referred to as "RTC"

W I T N E S S E T H

WHEREAS, the RTC approved an Interlocal Contract #1163 dated January 9, 2020, and supplemental interlocal contract No.1 dated October 8, 2020, for improvements for 2020 Street Reconstruction Project, Kitty Hawk Drive, hereinafter referred to as "PROJECT," located wholly within the City of Mesquite; and

WHEREAS, Nevada Revised Statue (NRS) Chapter 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal agreement; and

WHEREAS, The City agrees to conform to the current RTC Policies and Procedures, as amended and incorporated herein by reference; and

WHEREAS, the RTC previously granted "Authorization to Proceed" for engineering, right-of-way and construction for the PROJECT; and

WHEREAS, the CITY wishes to extend the project completion date; and

NOW, THEREFORE, in consideration of the covenants, conditions, agreements, and promises of the Parties hereto, the Parties agree to proceed as follows:

SECTION II: PROJECT COSTS; shall be revised to read as follows:

The RTC agrees to reimburse funds advanced by the CITY for eligible PROJECT costs incurred after December 31, 2020.

SECTION III: GENERAL; paragraph 6 shall be revised to read as follows:

6. The PROJECT must be completed to the satisfaction of the RTC prior to the current applicable completion date of December 31, 2021. The RTC may, at any time thereafter, grant time extensions or terminate this Contract and require all sums advanced to the CITY be repaid.

The remainder of the Interlocal Contract #1163 dated January 9, 2020, and supplemental interlocal contract No. 1 dated October 8, 2020, shall remain unchanged.

The remainder of this page is left intentionally blank.

IN WITNESS WHEREOF, this Supplemental Interlocal Contract No. 2 is effective as of the date first set forth above:

Date of Commission Action: REGIONAL TRANSPORTATION COMMISSION

January 14, 2021 BY: _____

LAWRENCE L. BROWN III, Chairman

Attest:

_____

MARIN DUBOUIS, Management Analyst

Approved as to Form:

_____

RTC Legal Counsel

Date of Council Action: CITY OF MESQUITE

_____ BY: _____

ALLAN S. LITMAN, Mayor

Attest:

_____

TRACY E. BECK
City Clerk

Approved as to Form:

_____

City Attorney

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X] Transit [ ] Administration and Finance [ ]

SUBJECT: AWARD OF BID

PETITIONER: MIKE JANSSEN, DIRECTOR
CITY OF LAS VEGAS PUBLIC WORKS

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA RECEIVE A REPORT OF AWARD OF BID FOR CONSTRUCTION FROM FUEL REVENUE INDEXING EXTENSION FUNDS FOR CITY OF LAS VEGAS PROJECT 223J-FTI2; INTERSECTION IMPROVEMENTS PROGRAM: FISCAL YEAR 2020 CITY OF LAS VEGAS CONSTRUCTION – PACKAGE 2 TO LAS VEGAS ELECTRIC, INC. FOR $3,662,636.50 (FOR POSSIBLE ACTION)

GOAL: INCREASE SAFETY FOR BOTH MOTORIZED AND NON-MOTORIZED USERS

FISCAL IMPACT: None

Project No.	Engineer's Estimate	Bid Amount		
	$ 4,103,237.00	RTC Funds	Other Funds	Total
223J-FTI2		$ 3,662,636.50	$ -	$ 3,662,636.50
Other Funds		$ -	$ -	$ -
Total	$ 4,103,237.00	$ 3,662,636.50	$ -	$ 3,662,636.50

BACKGROUND:
Bids were opened on September 17, 2020, and four bids were received ranging from $3,662,636.50 to $4,427,347.00. Per Nevada Revised Statute 338.143, City of Las Vegas staff evaluated the bids and determined the lowest and responsible bidder is Las Vegas Electric, Inc. with a bid amount of $3,662,636.50, which is 10.7 percent below the engineer's estimate of $4,103,237.00. A tabulation of bids is attached.

Respectfully submitted,

DocuSigned by:
Joey Paskey
266A9F0F986B429...
for

MIKE JANSSEN, P.E., PTOE
Director of Public Works

EAC Item #18
December 17, 2020
Consent

DocuSign Envelope ID: E22C94ED-768B-4A3C-94AF-4B2C1CEA05DB

BID ABSTRACT
19.70161-SK FY 18-19 Traffic Signal and ITS Project
(Package A)
Bid Date: 9/17/2020

City of Las Vegas - Finance Department
Puchasing & Contracts Division
495 S. Main Street, 4th Floor
Las Vegas, Nevada 89101

				Las Vegas Electric, Inc.		Trac Electric, Nev Cal Investors		Unicon LLC		Acme Electric LLO Inc.	
Item #	Description	QTY	UOM	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	105.01 CONTRACTOR QUALITY CONTROL	1	LS	$176,200.00	$176,200.00	$195,000.00	$195,000.00	$195,438.70	$195,438.70	$112,000.00	$112,000.00
2	107.01 PUBLIC OUTREACH PROGRAM	1	FA	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
3	109.01 CONSTRUCTION CONFLICTS AND CONTINGENCY ALLOWANCE	1	ALLOWANCE	$250,000.00	$250,000.00	$250,000.00	$250,000.00	$250,000.00	$250,000.00	$250,000.00	$250,000.00
4	109.02 OWNER INITIATED TIME EXTENSION ALLOWANCE	15	DAY	$500.00	$7,500.00	$500.00	$7,500.00	$500.00	$7,500.00	$500.00	$7,500.00
5	109.03 OWNER INITIATED TIME EXTENSION AMOUNT IN ADDITION TO ALLOWANCE	15	DAY	$100.00	$1,500.00	$25.00	$375.00	$1,155.60	$17,334.00	$850.00	$12,750.00
6	200.01 MOBILIZATION AND DEMOBILIZATION	1	LS	$156,400.00	$156,400.00	$177,777.00	$177,777.00	$261,276.91	$261,276.91	$250,000.00	$250,000.00
7	202.01 REMOVE PLANTMIX BITUMINOUS SURFACE	750	SY	$46.70	$35,025.00	$57.00	$42,750.00	$29.91	$22,432.50	$50.00	$37,500.00
8	202.02 REMOVE CONCRETE CURB AND GUTTER	490	LF	$15.70	$7,693.00	$21.67	$10,618.30	$6.29	$3,082.10	$18.00	$8,820.00
9	202.03 REMOVE CONCRETE SIDEWALK	3380	SF	$4.65	$15,717.00	$4.87	$16,460.60	$3.39	$11,458.20	$13.00	$43,940.00
10	202.04 REMOVE TREE	1	EA	$940.00	$940.00	$3,000.00	$3,000.00	$2,344.96	$2,344.96	$1,000.00	$1,000.00
11	202.05 REMOVE AND SALVAGE TRAFFIC SIGN	54	EA	$38.00	$2,052.00	$53.00	$2,862.00	$55.11	$2,975.94	$60.00	$3,240.00
12	202.06 OBLITERATE PAVEMENT MARKINGS/MARKERS	1	LS	$7,550.00	$7,550.00	$9,630.00	$9,630.00	$9,918.90	$9,918.90	$12,000.00	$12,000.00
13	202.07 REMOVE PULL BOX	7	EA	$220.00	$1,540.00	$150.00	$1,050.00	$236.95	$1,658.65	$200.00	$1,400.00
14	212.01 (2-INCH) DECORATIVE ROCK	1	CY	$770.00	$770.00	$500.00	$500.00	$499.92	$499.92	$750.00	$750.00
15	302.01 TYPE II AGGREGATE BASE	140	CY	$785.00	$109,900.00	$316.00	$44,240.00	$96.28	$13,479.20	$160.00	$22,400.00
16	402.01 (3-INCH) PLANTMIX BITUMINOUS SURFACE	52	SY	$153.00	$7,956.00	$77.00	$4,004.00	$155.40	$8,080.80	$160.00	$8,320.00
17	402.02 (5-INCH) PLANTMIX BITUMINOUS SURFACE	840	SY	$117.00	$98,280.00	$129.00	$108,360.00	$119.03	$99,985.20	$120.00	$100,800.00
18	403.01 3/4-INCH PLANTMIX BITUMINOUS OPEN-GRADED SURFACE	13	SY	$526.00	$6,838.00	$642.00	$8,346.00	$534.52	$6,948.76	$550.00	$7,150.00
19	502.01 DROP INLET CONCRETE APRON	1	EA	$1,140.00	$1,140.00	$2,082.00	$2,082.00	$2,143.58	$2,143.58	$1,500.00	$1,500.00
20	603.01 (18-INCH) REINFORCED CONCRETE PIPE (CLASS III)	17	LF	$360.00	$6,120.00	$423.00	$7,191.00	$435.33	$7,400.61	$600.00	$10,200.00
21	609.01 48-INCH TYPE II STORM DRAIN MANHOLE	1	EA	$8,400.00	$8,400.00	$13,140.00	$13,140.00	$13,533.79	$13,533.79	$12,500.00	$12,500.00
22	609.02 NDOT TYPE 2B DROP INLET	1	EA	$6,200.00	$6,200.00	$9,042.00	$9,042.00	$9,312.75	$9,312.75	$9,000.00	$9,000.00
23	613.01 "L" TYPE CURB AND GUTTER	615	LF	$37.30	$22,939.50	$33.00	$20,295.00	$34.86	$21,438.90	$38.00	$23,370.00
24	613.02 CONCRETE SIDEWALK	4591	SF	$14.45	$66,339.95	$6.50	$29,841.50	$7.50	$34,432.50	$16.00	$73,456.00

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BID ABSTRACT
19.70161-SK FY 18-19 Traffic Signal and ITS Project
(Package A)
Bid Date: 9/17/2020

City of Las Vegas - Finance Department
Puchasing & Contracts Division
495 S. Main Street, 4th Floor
Las Vegas, Nevada 89101

				Las Vegas Electric, Inc.		Trac Electric, Nev Cal Investors		Unicon LLC		Acme Electric LLO Inc.	
Item #	Description	QTY	UOM	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
25	613.03 CONCRETE TACK-ON MEDIAN ISLAND	1589	SF	$9.00	$14,301.00	$9.07	$14,412.23	$9.39	$14,920.71	$26.00	$41,314.00
26	616.01 4-FOOT POST AND CABLE FENCE	30	LF	$390.00	$11,700.00	$35.03	$1,050.90	$438.11	$13,143.30	$100.00	$3,000.00
27	619.01 TYPE 3 REFLECTORS FLEXIBLE POST	2	EA	$76.00	$152.00	$107.00	$214.00	$110.21	$220.42	$120.00	$240.00
28	622.01 CONSTRUCTION SURVEYING	1	LS	$44,390.00	$44,390.00	$43,720.00	$43,720.00	$33,063.00	$33,063.00	$56,000.00	$56,000.00
29	623.01 TRAFFIC SIGNAL SYSTEM AT CENTENNIAL PKWY / FORT APACHE RD	1	LS	$212,800.00	$212,800.00	$222,665.00	$222,665.00	$229,798.87	$229,798.87	$233,000.00	$233,000.00
30	623.02 TRAFFIC SIGNAL SYSTEM AT DEER SPRINGS WAY / GRAND CANYON DR	1	LS	$212,630.00	$212,630.00	$223,542.00	$223,542.00	$230,360.94	$230,360.94	$226,000.00	$226,000.00
31	623.03 TRAFFIC SIGNAL SYSTEM AT OSO BLANCA RD / GRAND MONTECITO PKWY	1	LS	$130,710.00	$130,710.00	$121,383.00	$121,383.00	$140,848.38	$140,848.38	$132,000.00	$132,000.00
32	623.04 TRAFFIC SIGNAL SYSTEM AT FARM RD / GRAND CANYON DR	1	LS	$270,850.00	$270,850.00	$284,542.00	$284,542.00	$286,951.57	$286,951.57	$398,000.00	$398,000.00
33	623.05 TRAFFIC SIGNAL SYSTEM AT FARM RD / OSO BLANCA RD	1	LS	$187,100.00	$187,100.00	$162,692.00	$162,692.00	$186,916.16	$186,916.16	$165,000.00	$165,000.00
34	623.06 TRAFFIC SIGNAL SYSTEM AT GRAND TETON DR / HUALAPAI WAY	1	LS	$243,720.00	$243,720.00	$239,419.00	$239,419.00	$259,310.90	$259,310.90	$342,000.00	$342,000.00
35	623.07 TRAFFIC SIGNAL SYSTEM AT GRAND TETON DR / GRAND CANYON DR	1	LS	$260,850.00	$260,850.00	$276,703.00	$276,703.00	$280,186.88	$280,186.88	$368,000.00	$368,000.00
36	623.08 PEDESTRIAN FLASHER SYSTEM AT OSO BLANCA RD / PRIVATE DR	1	LS	$42,900.00	$42,900.00	$46,926.00	$46,926.00	$46,211.05	$46,211.05	$33,529.00	$33,529.00
37	623.09 P-30 PULL BOX (FAST)	12	EA	$2,500.00	$30,000.00	$2,264.00	$27,168.00	$2,424.62	$29,095.44	$2,700.00	$32,400.00
38	623.1 TYPE 200 SPLICE VAULT (FAST)	3	EA	$6,240.00	$18,720.00	$4,875.00	$14,625.00	$6,524.43	$19,573.29	$8,000.00	$24,000.00
39	623.11 4-INCH ITS CONDUIT	6255	LF	$76.35	$477,569.25	$112.00	$700,560.00	$85.30	$533,551.50	$118.00	$738,090.00
40	623.12 3-INCH ITS CONDUIT	61	LF	$45.80	$2,793.80	$40.00	$2,440.00	$48.49	$2,957.89	$80.00	$4,880.00
41	623.13 TAXES FOR OWNER SUPPLIED ITEMS	1	LS	$8,962.00	$8,962.00	$8,962.00	$8,962.00	$8,962.00	$8,962.00	$8,962.00	$8,962.00
42	624.01 TRAFFIC CONTROL AND MAINTENANCE	1	LS	$134,700.00	$134,700.00	$129,000.00	$129,000.00	$143,493.42	$143,493.42	$184,800.00	$184,800.00
43	624.02 TYPE IIIA BARRICADE	4	EA	$380.00	$1,520.00	$535.00	$2,140.00	$551.05	$2,204.20	$560.00	$2,240.00
44	627.01 PERMANENT SIGN (GROUND MOUNTED)	21	EA	$270.00	$5,670.00	$268.00	$5,628.00	$275.53	$5,786.13	$280.00	$5,880.00
45	627.02 PERMANENT SIGN (STREETLIGHT POLE MOUNTED)	5	EA	$270.00	$1,350.00	$187.00	$935.00	$192.87	$964.35	$200.00	$1,000.00
46	627.03 PERMANENT SIGN (GROUND MOUNTED) (METAL SUPPORTS)	1	EA	$270.00	$270.00	$674.00	$674.00	$694.32	$694.32	$700.00	$700.00

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BID ABSTRACT
19.70161-SK FY 18-19 Traffic Signal and ITS Project
(Package A)
Bid Date: 9/17/2020

City of Las Vegas - Finance Department
Puchasing & Contracts Division
495 S. Main Street, 4th Floor
Las Vegas, Nevada 89101

				Las Vegas Electric, Inc.		Trac Electric, Nev Cal Investors		Unicon LLC		Acme Electric LLO Inc.	
Item #	Description	QTY	UOM	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
47	627.04 PERMANENT SIGN PANELS (PANELS ONLY)	2	EA	$270.00	$540.00	$187.00	$374.00	$192.87	$385.74	$200.00	$400.00
48	628.01 TYPE 2 PAVEMENT MARKING FILM (STOP BAR AND CROSSWALK)	10440	SF	$6.00	$62,640.00	$5.35	$55,854.00	$5.51	$57,524.40	$6.00	$62,640.00
49	628.02 TYPE 2 PAVEMENT MARKING FILM (SOLID WHITE)	670	SF	$6.00	$4,020.00	$5.35	$3,584.50	$5.51	$3,691.70	$6.00	$4,020.00
50	628.03 TYPE 2 PAVEMENT MARKING FILM (SOLID YELLOW)	200	SF	$6.00	$1,200.00	$5.35	$1,070.00	$5.51	$1,102.00	$6.00	$1,200.00
51	628.04 PAVEMENT MARKING - 6-INCH SOLID WHITE LINE (POLYUREA)	1350	LF	$1.10	$1,485.00	$1.07	$1,444.50	$1.10	$1,485.00	$1.50	$2,025.00
52	628.05 PAVEMENT MARKING - 4-INCH SOLID WHITE LINE (POLYUREA)	274	LF	$1.00	$274.00	$1.07	$293.18	$1.10	$301.40	$1.50	$411.00
53	628.06 TYPE 2 PAVEMENT MARKING FILM (ARROW)	21	EA	$100.00	$2,100.00	$118.00	$2,478.00	$121.23	$2,545.83	$125.00	$2,625.00
54	628.07 TYPE 2 PAVEMENT MARKING FILM (BICYCLE LANE LEGEND)	9	EA	$54.00	$486.00	$182.00	$1,638.00	$187.36	$1,686.24	$190.00	$1,710.00
55	628.08 YELLOW REFLECTIVE PAINT	1590	SF	$2.00	$3,180.00	$1.07	$1,701.30	$1.10	$1,749.00	$1.20	$1,908.00
56	628.09 K-71 SELF RE-ERECTING MARKER POST (YELLOW)	10	EA	$230.00	$2,300.00	$246.00	$2,460.00	$253.48	$2,534.80	$260.00	$2,600.00
57	629.01 VERTICAL ADJUST WATER VALVE COVER	5	EA	$1,980.00	$9,900.00	$974.00	$4,870.00	$1,002.91	$5,014.55	$1,100.00	$5,500.00
58	633.01 REFLECTIVE RAISED PAVEMENT MARKERS	320	EA	$4.00	$1,280.00	$3.21	$1,027.20	$3.31	$1,059.20	$3.50	$1,120.00
59	633.02 NON-REFLECTIVE RAISED PAVEMENT MARKERS	345	EA	$4.00	$1,380.00	$3.21	$1,107.45	$3.31	$1,141.95	$3.60	$1,242.00
60	635.01 VEHICULAR TRAFFIC DETECTION ZONE	140	EA/DAY	$49.00	$6,860.00	$51.00	$7,140.00	$74.94	$10,491.60	$45.00	$6,300.00
61	635.02 PTZ CAMERA	70	EA/DAY	$76.00	$5,320.00	$79.00	$5,530.00	$63.92	$4,474.40	$100.00	$7,000.00
62	635.03 GPS ARROW BOARD	70	EA/DAY	$92.00	$6,440.00	$96.00	$6,720.00	$57.31	$4,011.70	$100.00	$7,000.00
63	635.04 GPS LOCATED TRAFFIC CONTROL DEVICE	210	EA/DAY	$43.40	$9,114.00	$45.00	$9,450.00	$27.55	$5,785.50	$35.00	$7,350.00
64	635.05 TRAVEL TIME TRAFFIC ANALYTICS SYSTEM	70	EA/DAY	$260.00	$18,200.00	$269.00	$18,830.00	$49.59	$3,471.30	$200.00	$14,000.00
65	635.06 SPEED FEEDBACK SIGN	70	EA/DAY	$38.00	$2,660.00	$40.00	$2,800.00	$61.72	$4,320.40	$40.00	$2,800.00
66	635.07 WORK ZONE ITS CHANGEABLE MESSAGE SIGN	70	EA/DAY	$195.50	$13,685.00	$202.00	$14,140.00	$69.43	$4,860.10	$120.00	$8,400.00
67	635.08 VEHICLE PRESENCE ALERT SYSTEM	70	EA/DAY	$32.60	$2,282.00	$34.00	$2,380.00	$41.88	$2,931.60	$45.00	$3,150.00
68	637.01 DUST CONTROL	1	LS	$1,170.00	$1,170.00	$17,777.00	$17,777.00	$51,672.15	$51,672.15	$14,000.00	$14,000.00
69	637.02 NPDES DISCHARGE PERMIT	1	LS	$1,230.00	$1,230.00	$1,500.00	$1,500.00	$21,956.40	$21,956.40	$11,200.00	$11,200.00
70	680.01 FIBER OPTIC CABLE(72-STRAND)	21390	LF	$3.70	$79,143.00	$3.45	$73,795.50	$3.97	$84,918.30	$4.00	$85,560.00
71	680.02 6 PAIR #22 AWG REA-PE-39 TWISTED WIRE CABLE	22190	LF	$1.20	$26,628.00	$2.00	$44,380.00	$1.32	$29,290.80	$1.60	$35,504.00

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19.70161-SK FY 18-19 Traffic Signal and ITS Project
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Bid Date: 9/17/2020

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				Las Vegas Electric, Inc.		Trac Electric, Nev Cal Investors		Unicon LLC		Acme Electric LLO Inc.	
Item #	Description	QTY	UOM	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
72	680.03 FIBER OPTIC CABLE(144-STRAND)	2970	LF	$5.30	$15,741.00	$7.77	$23,076.90	$5.73	$17,018.10	$8.30	$24,651.00
73	681.01 UNDERGROUND SPLICE ENCLOSURE	14	EA	$470.00	$6,580.00	$477.00	$6,678.00	$517.99	$7,251.86	$1,200.00	$16,800.00
74	681.02 COMMUNICATION DISTRIBUTION CABLE ASSEMBLY (CDCA) (12 STRAND) AND PERMANENT	9	EA	$4,130.00	$37,170.00	$3,908.00	$35,172.00	$4,452.48	$40,072.32	$7,000.00	$63,000.00
75	684.01 LAYER 2 FIELD-HARDENED ETHERNET SWITCH	7	EA	$2,710.00	$18,970.00	$2,777.00	$19,439.00	$2,920.57	$20,443.99	$1,800.00	$12,600.00
	TOTAL BASE BID AMOUNT			**$3,662,636.50**		**$3,870,176.06**		**$3,875,083.92**		$4,427,347.00	
	% Greater than Lowest Responsive & Responsible Bidder					5.67%					
	Bidder's Preference Received			No		No		No			
	Responsive Bidder			Yes							
	Responsible Bidder			Yes							
	Department Evaluation Complete			Yes							
	Award to Low Bidder Recommended			Yes							
Engineer's Estimate: $4,103,237.00											

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: FINAL REPORT: 063AN-FTI2

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE THE FINAL REPORT FOR CITY OF MESQUITE PROJECT 063AN-FTI2; STREET RECONSTRUCTION PROJECT, PHASE II (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:

Project Number	Final Expenses	Funding Source	Contract	Balance
063AN-FTI2	$ 1,777,657.79	Fuel Revenue Indexing Extension Funds	1150	$ 172,342.21

BACKGROUND:
When a project is completed and no additional reimbursements are anticipated, a final report on the project is prepared. Upon approval, no further charges against the project can be reimbursed. Any project funds remaining in the contract will be returned to City of Mesquite available resources.

Respectfully submitted,

DocuSigned by:
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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #19
December 17, 2020
Consent

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Final Report

Mesquite: Street Reconstruction Project Phase II

City of Mesquite
1150

063AN-FTI2

	Invoice	Record	Engineering	RoW	Construction	Amount
City of Mesquite						
5/20/2020	PW2020205	51502	0.00	0.00	1,737,657.79	1,737,657.79
8/5/2020	PW2020258	53254	0.00	0.00	40,000.00	40,000.00
		TTL	0.00	0.00	1,777,657.79	1,777,657.79

	Engineering	RoW	Construction	Total
Project Totals	0.00	0.00	1,777,657.79	1,777,657.79
Encumbered	0.00	0.00	1,950,000.00	1,950,000.00
Balance	0.00	0.00	172,342.21	172,342.21

Approval:

DocuSigned by:
Joseph Damiani
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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: FINAL REPORT: 142V-MVFT

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE THE FINAL REPORT FOR CLARK COUNTY PROJECT 142V-MVFT; ENTITY NON-PROJECT SPECIFIC EXPENSES (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:

Project Number	Final Expenses	Funding Source	Contract	Balance
142V-MVFT	$ 2,330.53	Motor Vehicle Fuel Tax Funds	1142	$ 147,669.47

BACKGROUND:
When a project is completed and no additional reimbursements are anticipated, a final report on the project is prepared. Upon approval, no further charges against the project can be reimbursed. Any project funds remaining in the contract will be returned to Clark County available resources.

Respectfully submitted,

DocuSigned by:
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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #20
December 17, 2020
Consent

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Final Report

Entity Non-Project Specific Expenses: FY 2020 Clark County

Clark County
1142

142V-MVFT

	Invoice	Record	Engineering	RoW	Construction	Amount
Clark County Public Works						
11/12/2020	1021020464	54008	2,330.53	0.00	0.00	2,330.53
		TTL	2,330.53	0.00	0.00	2,330.53

	Engineering	RoW	Construction	Total
Project Totals	2,330.53	0.00	0.00	2,330.53
Encumbered	150,000.00	0.00	0.00	150,000.00
Balance	147,669.47	0.00	0.00	147,669.47

Approval: Kelsey Schroeder 11/19/20

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Joe Damiani 11/19/2020
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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: FINAL REPORT: 149B-MVFT

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE THE FINAL REPORT FOR CITY OF NORTH LAS VEGAS PROJECT 149B-MVFT; NORTH 5TH STREET, OWENS AVENUE, LOWER LAS VEGAS WASH (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:

Project Number	Final Expenses	Funding Source	Contract	Balance
149B-MVFT	$ 2,757,999.98	Motor Vehicle Fuel Tax Funds	612	$ 0.02

BACKGROUND:
When a project is completed and no additional reimbursements are anticipated, a final report on the project is prepared. Upon approval, no further charges against the project can be reimbursed. Any project funds remaining in the contract will be returned to City of North Las Vegas available resources.

Respectfully submitted,

DocuSigned by:
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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #21
December 17, 2020
Consent

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Final Report

North 5th Street: Owens Ave Lower Las Vegas Wash

City of North Las Vegas
612

149B-MVFT

	Invoice	Record	Engineering	RoW	Construction	Amount
NORTH LAS VEGAS, CITY OF						
4/21/2010	2501	23395	502.88	0.00	214,120.00	214,622.88
5/13/2010	2604	23481	(502.90)	0.00	413,201.64	412,698.74
6/8/2010	2657	23536	0.00	0.00	241,193.68	241,193.68
7/8/2010	2684	23639	0.00	0.00	197,265.20	197,265.20
8/18/2010	2801	23762	0.00	0.00	553,368.18	553,368.18
9/15/2010	2866	23883	0.00	0.00	186,944.28	186,944.28
10/21/2010	2937	36825	0.00	0.00	253,858.38	253,858.38
12/20/2010	3110	37016	0.00	0.00	554,892.22	554,892.22
2/8/2011	3204	37159	0.00	0.00	107,360.10	107,360.10
4/12/2011	3350	37307	0.00	0.00	2,444.80	2,444.80
5/11/2011	3457	37414	0.00	0.00	400.00	400.00
4/3/2012	4117	38443	0.00	0.00	32,951.52	32,951.52
		TTL	(0.02)	0.00	2,758,000.00	2,757,999.98

	Engineering	RoW	Construction	Total
Project Totals	(0.02)	0.00	2,758,000.00	2,757,999.98 ✓
Encumbered	358,000.00	0.00	2,400,000.00	2,758,000.00 ✓
Balance	358,000.02	0.00	(358,000.00)	0.02 ✓

Approval: Roselle Hernandez 11/18/2020

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: FINAL REPORT: 198A-FTI2

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA APPROVE THE FINAL REPORT FOR CITY OF LAS VEGAS PROJECT 198A-FTI2; 3RD STREET, FREMONT STREET, CHARLESTON BOULEVARD (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:

Project Number	Final Expenses	Funding Source	Contract	Balance
198A-FTI2	$ 21,233,428.44	Fuel Revenue Indexing Extension Funds	935	$ 7,466,571.56

BACKGROUND:
When a project is completed and no additional reimbursements are anticipated, a final report on the project is prepared. Upon approval, no further charges against the project can be reimbursed. Any project funds remaining in the contract will be returned to City of Las Vegas available resources.

Respectfully submitted,

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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #22
December 17, 2020
Consent

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Final Report

3rd St: Fremont St Charleston Blvd

City of Las Vegas
935

198A-FTI2

	Invoice	Record	Engineering	RoW	Construction	Amount
City of Las Vegas						
10/24/2018	269437	48225	84,139.05	0.00	0.00	84,139.05
4/15/2020	312937B	51364	3,970.00	0.00	0.00	3,970.00
4/29/2020	316679	51544	10,865.69	0.00	2,153,581.82	2,164,447.51
6/3/2020	319157	51780	0.00	0.00	3,332,029.52	3,332,029.52
7/1/2020	321397	51940	3,144.09	0.00	24,132.27	27,276.36
8/5/2020	324317	53149	0.00	0.00	866,677.79	866,677.79
8/26/2020	328418	53416	338.08	0.00	4,755.62	5,093.70
9/23/2020	332018	53614	0.00	0.00	1,966.00	1,966.00
10/21/2020	333929	53891	0.00	0.00	28,024.60	28,024.60
11/12/2020	334477	53997	0.00	0.00	844.18	844.18
		TTL	102,456.91	0.00	6,412,011.80	6,514,468.71
LAS VEGAS, CITY OF						
1/9/2018	248097	46910	106,265.50	0.00	0.00	106,265.50
1/30/2018	250948	47060	32,680.00	0.00	0.00	32,680.00
3/7/2018	252078	47213	116,410.73	0.00	0.00	116,410.73
3/21/2018	252817	47288	60,825.00	0.00	0.00	60,825.00
4/25/2018	256017	47436	48,150.00	0.00	0.00	48,150.00
5/30/2018	257708	47575	111,419.22	0.00	0.00	111,419.22
6/27/2018	258370	47733	57,119.33	0.00	0.00	57,119.33
8/8/2018	261437	47944	184,609.72	0.00	0.00	184,609.72
9/5/2018	264937	48072	8,009.46	9,680.00	0.00	17,689.46
11/7/2018	266018	48106	453,675.75	0.00	0.00	453,675.75
11/14/2018	271751	48364	6,196.92	0.00	0.00	6,196.92
12/12/2018	272658	48578	73,752.77	0.00	0.00	73,752.77

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	Invoice	Record	Engineering	RoW	Construction	Amount
1/24/2019	274241	48722	81,320.12	0.00	95,186.00	176,506.12
1/30/2019	275598	48815	5,391.30	0.00	2,356.20	7,747.50
2/27/2019	276710	48900	67,652.34	0.00	2,925.86	70,578.20
3/27/2019	278079	49025	35,110.23	0.00	2,775.52	37,885.75
4/24/2019	279337	49136	4,827.35	0.00	11,299.88	16,127.23
5/8/2019	280437	49214	70,504.37	31,601.21	0.00	102,105.58
5/22/2019	281366	49296	0.00	0.00	583,055.18	583,055.18
6/26/2019	283601	49481	113,939.45	0.00	717,401.06	831,340.51
7/31/2019	286177	49748	10,330.00	0.00	1,131,952.61	1,142,282.61
8/29/2019	290938	49981	2,425.86	0.00	14,436.08	16,861.94
9/5/2019	290037	49959	87,233.42	0.00	1,148,765.55	1,235,998.97
9/25/2019	294598	50139	8,658.67	0.00	9,368.57	18,027.24
10/23/2019	297437	50303	7,125.75	0.00	1,767,067.40	1,774,193.15
12/11/2019	300437	50565	29,639.14	0.00	1,356,335.75	1,385,974.89
1/29/2020	305857	50840	20,087.09	0.00	1,319,973.44	1,340,060.53
1/29/2020	306378	50858	0.00	0.00	3,322,293.15	3,322,293.15
3/11/2020	310517	51188	15,813.00	0.00	24,085.80	39,898.80
4/15/2020	312937A	51315	7,027.24	0.00	1,342,200.74	1,349,227.98
		TTL	1,826,199.73	41,281.21	12,851,478.79	14,718,959.73

	Engineering	RoW	Construction	Total
Project Totals	1,928,656.64	41,281.21	19,263,490.59	21,233,428.44
Encumbered	2,800,000.00	200,000.00	25,700,000.00	28,700,000.00
Balance	871,343.36	158,718.79	6,436,509.41	7,466,571.56

Approval: Barbara Allen, Finance, 12/02/2020

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Joe Damiani
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12/2/2020

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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: PROJECT FINANCIAL AND STATUS REPORTS

PETITIONER: M.J. MAYNARD, CHIEF EXECUTVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) RECEIVE NOTIFICATION THAT THE MONTHLY ENTITY PROJECT FINANCIAL AND STATUS REPORTS HAVE BEEN POSTED TO THE RTC'S WEBSITE (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

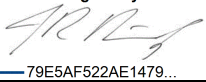
FISCAL IMPACT:
None

BACKGROUND:
This Direct Distribution balances and the Motor Vehicle Fuel Tax and Question 10 financial reports have been posted to the Regional Transportation Commission of Southern Nevada website. The following monthly status reports are also available on the website:

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

https://www.rtcsnv.com/projects-initiatives/streets-highways/rtc_funded_projects/

Respectfully submitted,

DocuSigned by:

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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

EAC Item #23
December 17, 2020
Consent

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: CAPITAL PROJECT TRACKING AND PROJECT ACTIVITY STATUS REPORTS

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE EXECUTIVE ADVISORY COMMITTEE RECEIVE NOTIFICATION THAT THE MONTHLY CAPITAL PROJECT TRACKING REPORT AND THE UNIFIED PLANNING WORK PROGRAM PROJECT ACTIVITY STATUS REPORT HAVE BEEN POSTED TO THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S WEBSITE (FOR POSSIBLE ACTION)

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:
None by this action

BACKGROUND:
Two reports are prepared each month to document the progress made on the various tasks and studies currently underway by the Regional Transportation Commission of Southern Nevada (RTC). The Capital Project Tracking Report identifies capital projects under development by the RTC. The Project Activity Status Report identifies current planning studies as outlined in the Unified Planning Work Program (UPWP). Since member entities may be involved in these activities, the RTC Board of Commissioners is notified when these reports are available on the agency's website.

Both the Capital Project Tracking Report and the UPWP Project Activity Status Report have been posted to the Transportation Planning page of the RTC website, located at: https://www.rtcsnv.com/projects-initiatives/transportation-planning/.

Respectfully submitted,

DocuSigned by:
Craig Raborn
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CRAIG RABORN
Director of Metropolitan Planning Organization

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EAC Item #24
December 17, 2020
Consent

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: REGIONAL TRANSPORTATION PLAN – ACCESS 2050

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE EXECUTIVE ADVISORY COMMITTEE REVIEW AND APPROVE THE 2021-2050 REGIONAL TRANSPORTATION PLAN (FOR POSSIBLE ACTION)

GOAL: IMPROVE THE EFFICIENCY AND EFFECTIVENESS OF THE TRANSPORTATION SYSTEM AND AIR QUALITY BY MANAGING CONGESTION

FISCAL IMPACT:
None by this action

BACKGROUND:
The Regional Transportation Commission of Southern Nevada (RTC) adopted the 2017-2040 Regional Transportation Plan (RTP) at its February 9, 2017 meeting. Federal regulations require the RTC to update the RTP every four years. The updated RTP will cover the planning period for 2021-2050. The first five years (2021-2025) are the Transportation Improvement Program years.

The RTP incorporates findings from a transportation visioning survey, revised revenue forecasts, and demonstrates fiscal constraint throughout the planning period. Additionally, the RTC has performed transportation modeling and coordinated with the Environmental Protection Agency to develop an air quality conformity determination.

The RTC initiated RTP development with a call for projects to sponsoring entities. Projects submitted to the RTC include projects that are anticipated to utilize federal funding, as well as other projects that meet the definition of being Regionally Significant.

The draft RTP and project lists were made available for review at rtcsnv.com/access2050 during a 30-day public comment period from October 26, 2020 to November 25, 2020. Comments received have been included in Appendix U, and the RTP has been updated to incorporate the comments received.

Staff recommends approval.

Respectfully submitted,

DocuSigned by:
Craig Raborn
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CRAIG RABORN
Director of Metropolitan Planning Organization

EAC Item #25
December 17, 2020

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Non-Consent

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Regional Transportation Commission of Southern Nevada

AGENDA ITEM DEVELOPMENT REPORT

Agenda Item Recommendation (as submitted): THAT THE EXECUTIVE ADVISORY COMMITTEE REVIEW AND APPROVE THE 2021-2050 REGIONAL TRANSPORTATION PLAN (FOR POSSIBLE ACTION)
Agenda Item Requested by: Regional Transportation Commission
Date: 12/07/2020 | Staff
Discussion: The Regional Transportation Commission of Southern Nevada (RTC) adopted the 2017-2040 Regional Transportation Plan (RTP) at its February 9, 2017 meeting. Federal regulations require the RTC to update the RTP every four years. The updated RTP will cover the planning period for 2021-2050. The first five years (2021-2025) are the Transportation Improvement Program years. The RTC has performed transportation modeling and coordinated with the Environmental Protection Agency to develop an air quality conformity determination. The RTC initiated RTP development with a call for projects to sponsoring entities. Projects submitted to the RTC include projects that are anticipated to utilize federal funding, as well as other projects that meet the definition of being Regionally Significant. The Draft RTP and project lists were made available for review at rtcsnv.com/access2050 during a 30-day public comment period from October 26, 2020 to November 25, 2020. Comments received have been included in Appendix U, and the RTP has been updated to incorporate comments received. Staff recommends approval.
Advisory Action: Approval ☒ Disapproval ☐ Hold Item ☐
Meeting Date: 12/17/2020 | **Executive Advisory Committee**
Discussion:
Advisory Action: Approval ☐ Disapproval ☐ Hold Item ☐
* Conditions (if applicable)



access 2050

Enhancing Mobility for Southern Nevada Residents

REGIONAL TRANSPORTATION PLAN
for
SOUTHERN NEVADA
2021 - 2050

RTC

JANUARY 2021

Access 2050 is the federally-required Regional Transportation Plan for Southern Nevada and the state-required Regional Plan for Transportation. It was developed by the Regional Transportation Commission of Southern Nevada, which serves as the metropolitan planning organization (MPO) for Southern Nevada. The MPO is a federally-mandated and federally-funded transportation policy-making organization that is made up of representatives from local governments.

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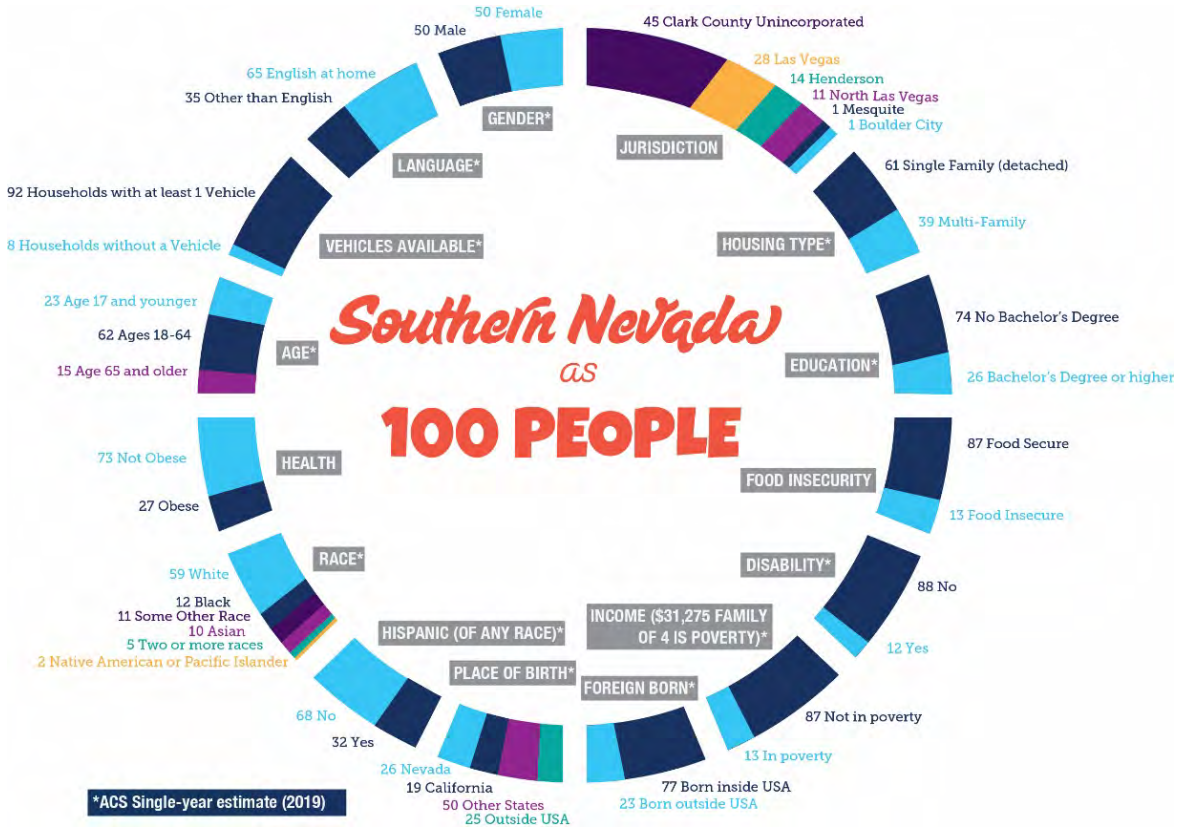
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Table of Appendices

Appendix	Appendix Title	Status
A1	Project Details	Included
A2	Project Lists	Included
B	Transportation Improvement Program (5-yr program)	Included
C	On Board Mobility Plan	Included
D	Regional Forecasts (Planning Variables)	Included
E	Travel Demand Model Methodology and Air Quality Conformity Analysis	Included
F	Fiscal Plan and Funding Assumptions	Included
G	Congestion Management Process	Included
H	Environmental Mitigation	Included
I	Title VI Report Update for Metropolitan Transportation Planning in Southern Nevada	Included
J	Miscellaneous Access 2050 Supporting Materials	Included
K	Environmental Justice Analysis	Included
L	Public Participation Plan	Included
M	Coordinated Transportation Plan	Included
N	RTC Transportation Vision Survey Summary Results	Included
O	Regional Bicycle and Pedestrian Plan	Included
P	Master Plan of Streets and Highways	Included
Q	RTC Crash Report 2013-2017	Included
R	Southern Nevada Transportation Safety Plan	Included
S	Southern Nevada Regional Goods Movement Master Plan	Included
T	FY 2020-2021 Unified Planning Work Program – Amendment Two	Included
U	RTP Public Comment Summary	Included
V	[Reserved] System Indicators Report	[Reserved]
W	[Reserved]	[Reserved]
X	[Reserved]	[Reserved]
Y	[Reserved]	[Reserved]

Introduction and Process

In spring 2020, during development of Access 2050, Southern Nevada, like the rest of the United States, faced an unprecedented challenge with the COVID-19 pandemic. “Stay home for Nevada” orders were imposed to control the spread of the virus, effectively putting a hold on local, regional, and international travel, and closing entertainment and hospitality industries. The impacts on Southern Nevada’s economy are expected to be severe, at least in the short term. Nevada had the nation's highest headline unemployment rate in the nation at 13.2 percent in August 2020, and Southern Nevada’s rate is much higher than other parts of Nevada. An estimated 15.5 percent of Southern Nevada’s workforce was unemployed in August, down from 16.6 percent in July, which was further down from a severe high of 34 percent in April 2020. The outcome of this has been a loss of approximately 127,600 jobs from a year ago in August 2019.



Despite changes in the region’s immediate economic forecasts, Access 2050 remains relevant. The RTP includes investments and strategies designed to diversify and expand regional travel opportunities and make it easier for people to get to work and moving forward with these strategies is critical to the region’s recovery. As the immediate impacts of COVID-19 subside, Access 2050 provides a roadmap for mobility improvements and a flexible and adaptable strategy that responds to short- and longer-term regional transportation needs. There is a strong body of research showing investment in transportation generates local jobs during periods of construction and operations. Access 2050 provides an investment schedule that will both stimulate the local economy and support workers and employers as residents return to work and as the region begins to recover.



Access 2050 is the primary vehicle through which the RTC’s planning process is implemented. Inputs to Access 2050 came from a large number of sources, including results from the RTC’s Transportation Vision Survey, priorities expressed by the RTC’s Boards and Committees, Federal and state planning requirements, current regional practices, and best practices from professional transportation planning. Underlying Access 2050 is an assessment of the current transportation system, its impacts on Southern Nevadans, and identifying transportation infrastructure projects that will improve quality-of-life for residents and visitors to Southern Nevada.

About Southern Nevada

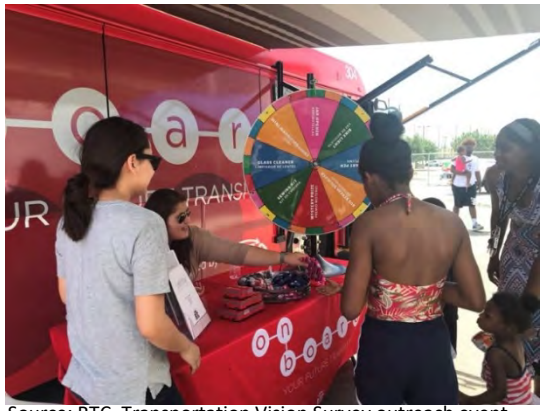
Despite the recent economic downturn, rapid growth in population and tourism is forecast to continue in Southern Nevada; historically one of the fastest growing regions in the country. This growth can strain the region's transportation system and make travel for residents and visitors more difficult.

Southern Nevada currently attracts more than 42 million visitors each year, and is home to more than 2.3 million residents. By 2050 the region will surpass 3 million residents. Forecasts estimate that Southern Nevada continues to experience rapid growth with population increases of almost 1% annually, averaging over 20,000 new residents each year. Approximately half of whom are moving to the region from other parts of the nation and world. As a consequence, the region displays tremendous ethnic and cultural diversity.

The mobility needs of Southern Nevada are similarly varied, and the goals, strategies, and investment program documented within ACCESS 2050 reflect a continuous, comprehensive and coordinated approach to transportation planning.

Regional Transportation Vision Survey

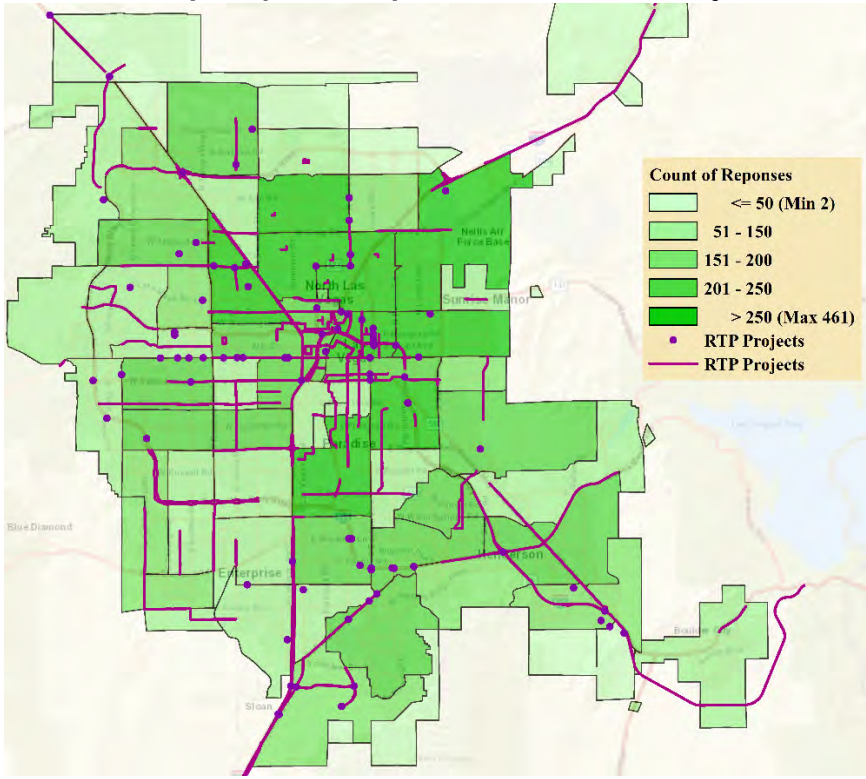
Central to developing Access 2050 is ensuring that it reflects the vision of Southern Nevada residents. To gain insight into the public's priorities for regional mobility, the RTC conducted a Transportation Vision Survey. The survey was offered in English and in Spanish, both online and on paper, and was promoted online and at numerous in-person outreach events. Launched at the beginning of RTP development, the Vision Survey was designed to understand the public's attitudes towards transportation investment priorities, and to understand preferences for prioritizing investments.



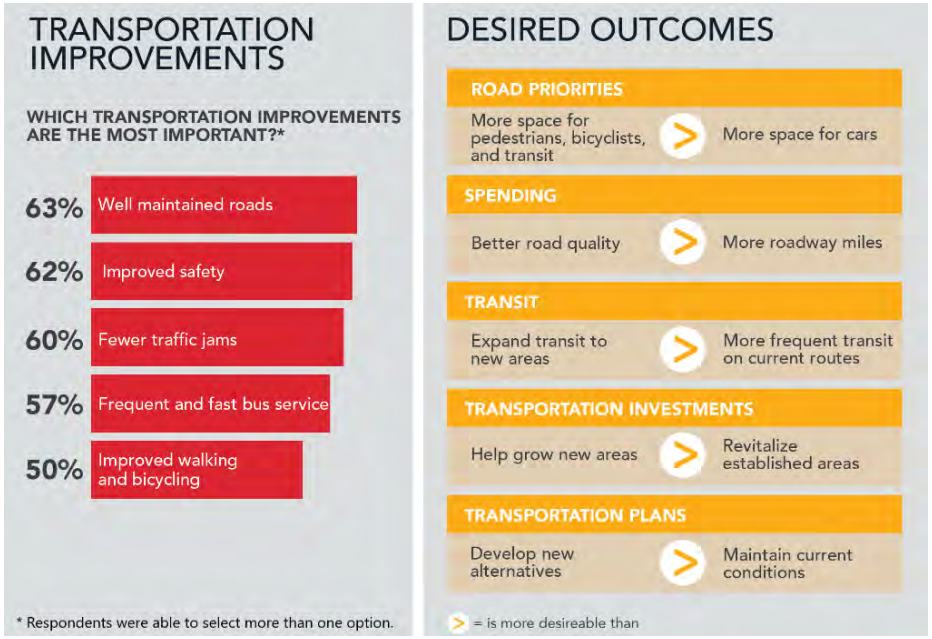
Source: RTC. Transportation Vision Survey outreach event.

The Vision Survey gathered over 12,200 responses, making the survey one of the largest reviews ever conducted of Southern Nevadans' attitudes about transportation. The survey was launched on October 10, 2018 and closed on December 31, 2018. The demographic composition of respondents was representative of Clark County residents in terms of age, race and ethnicity, and income level. This was achieved by monitoring survey results throughout the survey period, and conducting additional digital and in-person outreach to communities that were underrepresented. While all of Southern Nevada was heard from, the respondents tended to represent the average resident who is aged 18-39, drives alone, and has an income of $20,000 -$50,000.

Survey Responses by ZIP Code and RTP Projects



Source: RTC. Transportation Vision Survey summary results.



Source: RTC. Transportation Vision Survey summary results.

Survey results show that Southern Nevadans want a transportation system that allows them to safely and efficiently access the places they need or want to go while also providing choices for how they travel. Safety and congestion emerged as the top priorities, but all issues received significant support. With the majority of respondents being car owners, many residents described a desire for more improvements in road maintenance, fewer traffic jams and improved safety.

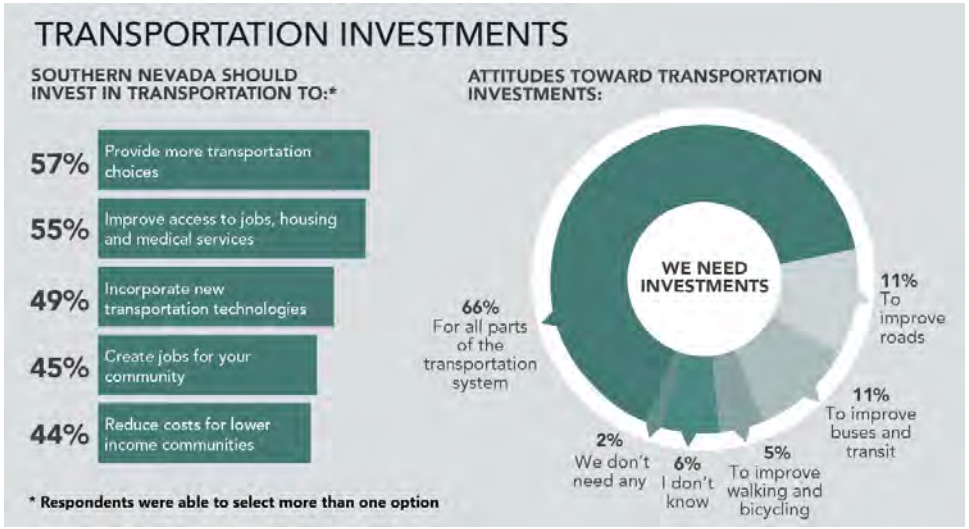
Significantly, a majority of survey respondents were willing to try out high capacity transit, with many having a positive attitude towards a regional Light Rail system. Respondents also described a preference for giving more space for pedestrians, bicyclists, and transit, and expanding the current transit system to serve more areas and connect them to their jobs better.

A majority of Southern Nevadans support investments in transit and walking infrastructure, even people who drive daily. Survey respondents reflected the region's travel habits in that a majority drive to work, but there is a region-wide desire for more investment in infrastructure to speed transit, build high capacity transit, and devote more space to transit.

Respondents prioritize spending on existing programs. A majority of respondents think that investments need to continue to be made in maintaining roads, improving safety and decreasing traffic jams.

Transit investments received broad support. Respondents reported that more transportation choices are preferred, and that transit needs to expand in new areas. They also believe in increased access to jobs and amenities, and dedicating road space to pedestrians/bicyclists instead of automobiles.

Residents want more investment in all forms of transportation. Responses in multiple questions showcase the need for transportation investments for all parts of the transportation system, which includes roads and mass transit.



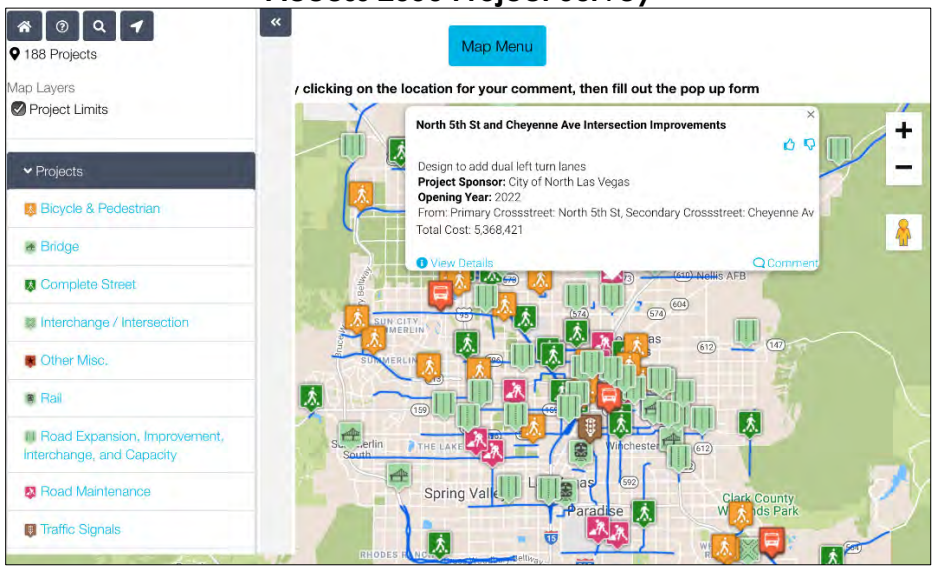
Source: RTC. Transportation Vision Survey summary results.

In terms of engagement, the Transportation Vision Survey was a success because the RTC went directly to where people are (large events, festivals) and had an engaging hook and survey to connect with the community. The survey was also designed to be easily measurable and provide the necessary data to enable actionable recommendations to be made.

Access 2050 Public Comment Summary

During final development of Access 2050, The RTC sought input on the overall plan, and project-level input on the identified projects that comprise Access 2050. Users could view the 188 RTP projects that were able to be mapped, view project details, rate the project by clicking the thumbs up or down icon, and leave feedback on each project. The survey also sought to understand if Access 2050 projects would help respondents get to where they need to go.

Access 2050 Project Survey



Source: RTC. Access 2050 Project Survey.

The Access 2050 project survey was live for 30-days from October 26 to November 25, and ran concurrent with the publicly noticed comment period for the Draft RTP. The survey was imbedded on the Access 2050 project website, and was promoted via e-blasts, social media posts, and in-person outreach events located throughout Southern Nevada. Additionally, Access 2050 was presented at RTC committee meetings, and publicly noticed public meetings were held to review the RTP, and invite comments from the public.

The RTC received 364 comments from the project survey, and 134 from the comment from that was available on the Access 2050 project website; for a total of 498 comments individually recorded and responded to in Appendix U. The demographic composition of survey respondents roughly matched that of Southern Nevada. Comments submitted directly on social media platforms like Facebook have been recorded and included in Appendix U.

Comments received on Access 2050 are provided a response, along with a description of any actions taken by the RTC to incorporate the feedback received. Comments received on specific projects will be forwarded to the respective project sponsor. Project sponsors will also receive a web-based GIS map to view project comments, project likes and dislikes, and view the locations where survey respondents dropped pins to highlight locations where mobility may be challenging, or provided ideas for future projects.

The survey additionally asked respondents if they agree or disagree with the following statement: Projects in this plan will help me get to where I need to go. Only 12 percent disagreed with that statement (6 percent disagree, 6 percent strongly disagree). The remainder of responses agreed with that statement or were neutral.





Source: RTC. Example Access 2050 Project Survey Outreach E-Blast and Social Media Post.

ACCESS 2050: Vision, Goals and Strategies

ACCESS 2050 Vision

The transportation system of Southern Nevada will enhance and balance our defining regional characteristics:

- *Strong and Vibrant Economy,*
- *Diverse and Welcoming Quality of Life, and*
- *Valuable Natural and Infrastructure Resources.*

These three regional motivators describe the basic elements that allow Southern Nevada to function and grow. All three elements support and reinforce each other; one or another may be more important at any point in time, but the transportation system must support all three. This vision defines an approach to transportation planning that acknowledges the importance of a considered and well-developed transportation system for the Southern Nevada region.



Economy provides opportunity for jobs and attractiveness for businesses.
Quality of Life ensures that people can live safely and equitably and have access to what they need or want.
Resources provide the environment, infrastructure, and materials needed to support the economy and quality of life.

This Vision Statement and the regional system described above suggest the following three Access 2050 Goals that will support the growing needs of our region and move our regional vision forward.

ACCESS 2050 GOALS	
Goal	**Action**
Strengthen Regional Economic Competitiveness	Strategically develop the transportation system to provide equitable and efficient access to jobs and enhance the region's attractiveness for business and enterprise.
Maintain and Enhance Quality of Life for Southern Nevadans	Use improvements and enhancements to the transportation system to ensure that Southern Nevadans can live safely and equitably with access to services and goods they need or want.
Ensure Sustainable Use of Infrastructure and Resources	Maintain the high quality of existing infrastructure and protect future opportunities by sustainably managing resources and environmental quality.

The Access 2050 Plan also presents indicators from the transportation system that will allow the RTC and the region to track progress in implementing the Plan. The strategies and indicators will help direct the Regional Transportation Commission in advancing the vision revealed by the RTC's Vision Survey and making the goals of Access 2050 a reality.

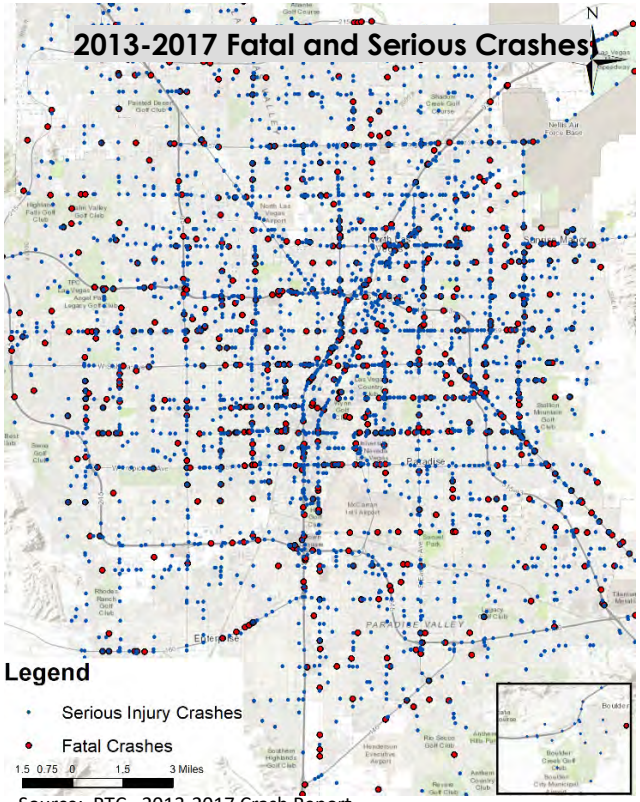
ACCESS 2050 GOALS and INDICATORS	
GOAL	**GOAL-RELATED TRANSPORTATION INDICATORS**
Strengthen Regional Economic Competitiveness	• Transportation-Related Share of Regional Economic Activity • Average Highway Traffic Volume
Maintain and Enhance Quality of Life for Southern Nevadans	• Average Household Transportation Costs • Annual Per-Capita Vehicle Hours Traveled (VHT)
Ensure Sustainable Use of Infrastructure and Resources	• Per-Capita Transportation Revenue and Spending • Per-Capita Fuel Consumption

Five Primary Strategies

ACCESS 2050 establishes strategies that will implement the plan's goals. This section presents the four primary strategies, and a set of six secondary strategies are outlined in the next section. Indicators are also established for each strategy.

1. **Improve Safety**

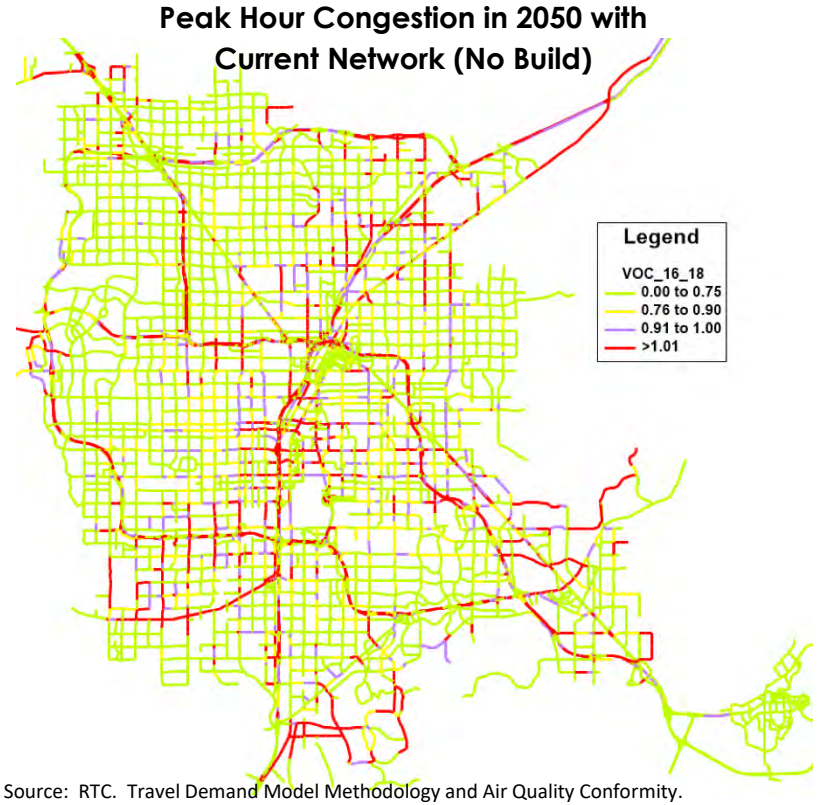
   The ability to safely travel throughout the region is a top priority for Southern Nevada. All users of the transportation system can be at risk, including motorists, pedestrians, and cyclists. Safety has long been a focus of the transportation profession, yet transportation users continue to suffer fatalities, injuries, and other losses at unacceptable rates. To improve safety beyond what current design and engineering practices provide, they will be supplemented with innovations that can reduce high-risk travel behavior and enhance features of the region that tend to increase safety for all users. Addressing transportation safety will not only benefit our health, but the community's quality of life, and economic competitiveness.



Source: RTC. 2013-2017 Crash Report.

2. **Manage Congestion**

   The ability to manage congestion will help sustain the Southern Nevada economy – and better position us to maintain our status in the future as an attractive place to live and visit. Successful implementation of this strategy will ensure that residents will be able to travel and work efficiently and reliably using whichever mode of transportation they desire.



Source: RTC. Travel Demand Model Methodology and Air Quality Conformity.

3. **Enhance Multimodal Connectivity**
Providing multimodal transportation connections to basic needs and quality-of-life amenities for Southern Nevadans enhances their health and wellness, and makes the region more inviting and appealing for visitors and new commerce. A connected multimodal transportation system of highways, roads, buses, sidewalks, and bicycle facilities can increase access to jobs, housing, schools and amenities locally and regionally, and ensures that the transportation system allows people or goods to get where they want and need.

4. **Maintain Current Infrastructure**
Maintaining a safe and reliable transportation system helps ensure optimal system performance for people and goods. With limited resources available for transportation infrastructure confronting the growing region, we must maintain an acceptable state of repair for system assets, and consider replacement costs for aging facilities.

5. **Promote Economic Development**
Investments to the transportation network have a direct positive impact on the economy through the creation of jobs. Transportation projects can also generate long-term positive economic growth through the types of activities they facilitate by increasing accessibility and mobility, and reducing transportation-related costs by increasing safety and reducing emissions. Additionally, targeted investments can oftentimes have benefits beyond mobility impacts. Quality public transit can shape land use and development patterns, generate jobs, and enable economic growth.

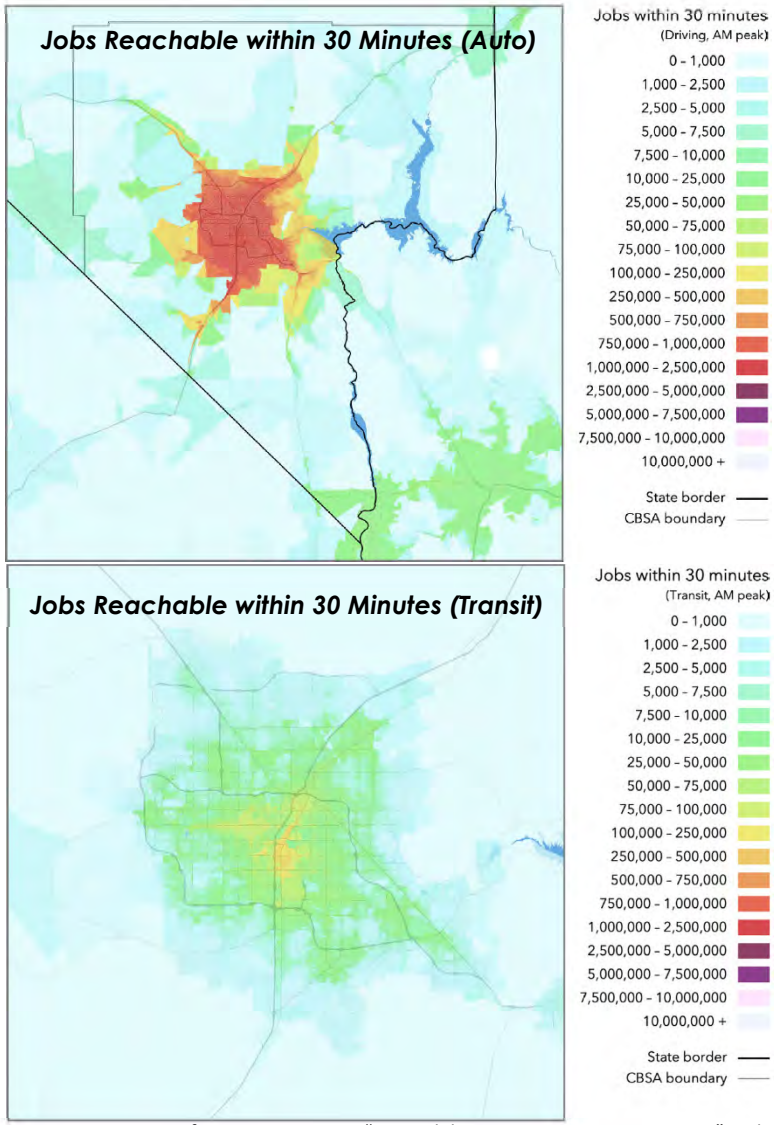
ACCESS 2050 GOALS and PRIMARY STRATEGIES				
PRIMARY STRATEGIES	**Maintain and Enhance Quality of Life for Southern Nevadans**	**Strengthen Regional Economic Competitiveness**	**Ensure Sustainable Use of Infrastructure and Resources**	**TRANSPORTATION SYSTEM INDICATORS**
Improve Safety	■	■	□	• Fatality Rates • Serious Injury Rates • Non-motorized Fatalities/Injuries
Manage Congestion	■	■	■	• System Reliability • Average Commute Delay • Bus On-Time Performance • Incident Clearance Time
Enhance Multimodal Connectivity	■	■	■	• Commute Mode Split • Job Accessibility by Mode • Miles of Active Transportation Facilities
Maintain Current Infrastructure	■	■	■	• Regional Pavement/Bridge Condition Index • Household Transportation Expenditures • Transit System State of Good Repair
Promote Economic Development	■	■	■	• Transportation-Related Share of Regional Economic Activity • Direct, Indirect, and Induced Jobs Created by Transportation Spending
■ Directly Related □ Indirectly Related				Indicators that need development by RTC

Six Secondary Strategies

Secondary strategies have been assembled through coordination with local, state and federal agencies to ensure Access 2050 meets the long-term transportation planning needs of the region.

1. **Improve Access to Essential Services**
   The Southern Nevada region prospers when all residents and visitors have access to the employment, housing, education, medical, shopping, cultural, and recreational opportunities they need. Our region's transportation system is critical to enabling movement and providing access to these basic needs and quality-of-life assets that allow Southern Nevadans to succeed and invites visitors to return.
2. **Provide an Accountable and Transparent Planning Process**
   Southern Nevadans need to know that the resources available for transportation projects and programs are well-spent. A transparent planning and project selection process will help ensure that the goals and strategies of Access2040 are followed, so that residents are provided with a transportation system that meets their needs.
3. **Enhance Freight Movement**
   Facilitating freight mobility and delivery accessibility within the region helps ensure Southern Nevada continues to remain an inviting place for businesses to thrive and that residents have the goods and materials they need. Keeping the region well-connected to national markets helps maintain economic competitiveness.
4. **Improve Public Health Related to Transportation**
   A deliberate focus on the transportation system's influence on mobility choices, air quality, physical activity, access to healthy food, and the natural environment supports the opportunity for Southern Nevadans to lead healthy and active lifestyles throughout the region, both as part of how they travel, but also through how they live. In addition, ensuring that the transportation system's impact on air quality is not detrimental to Southern Nevadans is an important part of providing that system.

Accessibility Comparison by Auto and Transit



Source: University of Minnesota, 2020. "Accessibility Across America, Auto 2018" and "Accessibility Across America, Transit 2018".

5. **Conserve and Protect Natural Resources**
   Significant impacts to natural resources are often a consequence of economic growth and increasing travel demand such as those experienced in our region. Identifying these potential impacts and supporting the conservation and enhancement of natural resources will promote a higher quality of life and help ensure long-term economic opportunity. Protecting natural resources helps residents to lead healthy lifestyles, and enjoy clean air and water by promoting opportunities for active transportation.

6. **Use Innovative Planning to Address Emerging Technologies & Trends**
   Emerging technologies and their growing use will disrupt traditional transportation planning practices. To respond proactively, the RTC will develop innovative planning approaches to address these trends that change how priorities are identified and how decisions are made.

ACCESS 2050 GOALS and SECONDARY STRATEGIES				
SECONDARY STRATEGIES	**Maintain and Enhance Quality of Life for Southern Nevadans**	**Strengthen Regional Economic Competitiveness**	**Ensure Sustainable Use of Infrastructure and Resources**	**TRANSPORTATION SYSTEM INDICATORS**
Improve Access to Essential Services	■	■	□	• Job Accessibility by Mode • Accessibility to Essential Services
Provide Accountable & Transparent Planning Process	■	□	■	• Planning Process Measures • Project Delivery Time • Performance Measures Attainment
Improve Freight Movement	□	■	□	• Truck Travel Time Reliability Index • Truck Delay Costs
Improve Public Health Related to Transportation	■	■	□	• Active Transportation Mode Share • Health Incidents Related to AQ
Conserve & Protect Natural Resources	■	■	■	• Air Quality Conformity Status • People per Lane-Mile • Infill Development Ratio
Use Innovative Planning to Address Emerging Technologies & Trends	■	■	■	• Autonomous Vehicle Travel Share • Technology Impact Tracking • Transportation Network Company Travel Share
■ Directly Related □ Indirectly Related				Indicators that need development by RTC

Reinforcing Existing Local Comprehensive Plans

The table below shows how the ACCESS 2050 Plan reinforces similar goals developed and included in comprehensive plans and/or transportation elements from each of the local governments in Southern Nevada, as well as the Southern Nevada Strong Regional Plan. Additionally, local agency plans include key policies that are in alignment with Access 2050, as shown by the following tables.

ACCESS 2050 Goals and Strategies Compared to Local Agency Comprehensive Plans							
ACCESS 2050 Goals	**Clark County***	**Las Vegas***	**Henderson**	**North Las Vegas**	**Boulder City**	**Mesquite**	**Southern Nevada Strong**
Strengthen Regional Economic Competitiveness	■	■	■	■	■	■	■
Maintain and Enhance Quality-of-Life for Southern Nevadans	■	■	■	■	■	■	■
Ensure Sustainable Use of Infrastructure and Resources	■	■	■	■	■	■	■
ACCESS 2050: Primary Strategies							
Improve Safety	■	■	■	■	■	■	■
Manage Congestion	■	■	■	■	■	■	■
Expand Multimodal Network	■	■	■	■	■	■	■
Maintain Current Infrastructure	■	■	■	■	■	■	■
Promote Economic Development	■	■	■	■	■	■	■
ACCESS 2050: Secondary Strategies							
Improve Access to Essential Services	■	■	■	■	■	■	■
Provide Accountable & Transparent Planning Process	■	■	■	□	□	□	■
Improve Freight Movement	■	■	■	■	■	■	■
Improve Public Health Related to Transportation	■	■	■	■	■	■	■
Conserve & Protect Natural Resources	■	■	■	■	■	□	■
Use Innovative Planning to Address Emerging Technologies and Trends	□	■	■	□	□	□	□
Legend: ■ **Directly Related** ■ Indirectly Related □ Not Mentioned ■ Contradicts *(none identified)*							

**Due to Comprehensive Master Plan updates currently underway, plan review focused on drafts provided during September 2020.*

Plan Reviewed	Transportation Highlights	Related Transportation Plans
Clark County Transform Clark County Preliminary Plan Framework Draft (2020)	✓ **Multimodal**: Promote expansion of multimodal transportation infrastructure; sidewalks, bike lanes, trails, and transit form a seamless, integrated network. ✓ **Air Quality**: Reduce transportation and development-related carbon emissions.	- Comprehensive Plan, Transportation Element (2019) - Parks, Trails and Open Space Report (2009)
City of Las Vegas 2050 Master Plan Draft (2020)	✓ **Bike and Pedestrian Infrastructure**: Connect and enhance accessible bike and pedestrian infrastructure. ✓ **Transit**: Make transit options more convenient and better integrated with vibrant neighborhood and employment centers. ✓ **Smart Transportation**: Strengthen smart transportation systems and infrastructure to foster economic development efforts.	- Master Plan 2020 (2000) - Vision 2045 Downtown Master Plan (2016) - Neighborhood Walkable Community Plans (2012-2014)
City of Henderson Henderson Strong Comprehensive Plan (2017)	✓ **Comprehensive Transportation Systems**: Support the RTC's efforts to plan and fund the expansion, operation, and maintenance of transit systems and routes. ✓ **TOD**: Integrate land use planning with future transportation improvements. ✓ **Accessible Transit Systems**: Improve transportation services and facilities for the underserved, people with disabilities, and seniors.	- Open Space and Trails Plan (2005) - Master Bicycle and Trail Plan (2014) - Complete Streets Evaluation Process (2014) - ADA Planning Study (2018)
City of North Las Vegas Comprehensive Master Plan (2006, 2020 Policy revision)	✓ **Multimodal**: Create an integrated multi-modal transportation system providing residents a variety options for daily travel, including transit, car, bike, and walking. ✓ **Transit Corridors**: Employ transit-oriented design in transit corridors.	- Downtown Master Plan (2009) - Citywide Pedestrian & Bicycle Plan (2019) - Deer Springs Livable Center (2020)
Boulder City Master Plan (2015)	✓ **Balanced Transportation System**: Provide safe and efficient facilities for pedestrians, bicycles, and autos in addition to regional transit connections. Address current and future mobility needs through land use decisions.	- River Mountains Loop Trail Study (2019)
Mesquite Master Plan, Transportation Element (2017)	✓ **Maintenance & Safety**: Maintain a transportation system that provides safe routes for people, goods, and services and is consistent with area character. ✓ **Biking**: Provide bikeways that are suitable, convenient, and efficient for bicycling.	- Master Plan, Parks, Trails and Open Space Element (2019)
Southern Nevada Regional Planning Coalition Southern Nevada Strong Regional Plan (2015)	✓ **Modern Transit System**: Develop a modern transit system integrated with vibrant neighborhood and employment centers, better connecting people to their destinations. ✓ **Active Transportation System**: Connect and enhance bike and pedestrian facilities throughout the region. ✓ **Streets for All**: Develop a safe, efficient road network that supports all modes.	- Regional Open Space Plan (2006) - Land Use, Transportation, and Air Quality Report (2006)

PRIMARY STRATEGY: *Improve Safety*

The ability to safely travel throughout the region is a top priority for Southern Nevadans. All users of the transportation system can be at risk, and the region will benefit from fewer traffic crashes, fatalities, and injuries. In 2015, the RTC adopted the Southern Nevada Transportation Safety Plan with the goal of zero fatalities. This goal is consistent with the national strategy of Toward Zero Deaths and supports the Nevada Strategic Highway Safety Plan (SHSP) goal of zero fatalities.

Safety has long been a focus of the transportation profession and this attention has reduced fatalities and injuries, yet transportation users continue to suffer fatalities, injuries, and other losses at unacceptable rates. Addressing transportation safety will not only benefit our health, but the community's quality of life, and economic competitiveness.

Access 2050 Safety Innovations		
Planning Factor	**Traditional Paradigm**	**New Considerations**
Overall Goal	Make **driving** safer	Make **travel** safer
How risks are measured	Travel volume-based crash rates	Per-capita crash rates
Modes considered	Focused on motor-vehicle travel; considers pedestrians, cyclists, and transit riders to be high-risk groups	Considers impacts on all modes and road users; recognizes that shifts from automobiles to alternate modes can help increase overall safety
Consideration of other impacts	Tends to consider traffic safety impacts in isolation of other community factors	Uses comprehensive analysis which recognizes indirect impacts and non-safety benefits
Types of projects	Engineering improvements focused on vehicle occupants and interactions with vulnerable users	Enhancements for all modes

Traditional approaches to transportation safety concentrate on engineering solutions that create an environment with less potential risk from vehicle crashes by removing obstacles and barriers from where vehicles travel. Those same improvements, however, can result in higher vehicle speeds that in turn may decrease the ability of a driver to regain control of a vehicle, and that substantially increases the risks for vulnerable users like pedestrians, cyclists, or transit users. Indeed, although motorists are the largest group of users injured in crashes, pedestrians and cyclists experience higher injury rates.

Recent engineering advancements in safety have included "Complete Streets" standards, road diets, mid-block crossings, and improved infrastructure for pedestrians, cyclists, and transit users which slow vehicle speeds and reduce risks to vulnerable users without dramatically impacting system efficiency.



Source: RTC. High-intensity Activated CrossWalK (HAWK) mid-block crossing.

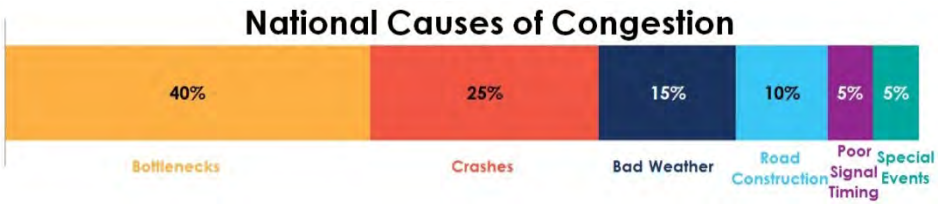
The RTC and has partnered to improve safety through the development and implementation of the SHSP. The SHSP identifies six critical emphasis areas: impaired driving, intersections, lane departures, motorcycles, occupant protection, and pedestrian safety to reduce injuries for all users. Safety improvements are implemented through crash data analysis and solutions in the form of engineering, enforcement, education, and emergency response.

Access 2050 Example Safety Projects	Estimated Cost
Clark County School District Safe Routes to School Program	$6.2 million
Clark County Beltway Trail Bridges East: Windmill, Eastern	$2 million
Regional Transit System Security Systems	$19 million
City of Las Vegas Pedestrian Safety Improvements	$6 million
I-15 northbound Emergency Truck Escape Ramp	$2 million

PRIMARY STRATEGY: *Manage Congestion*

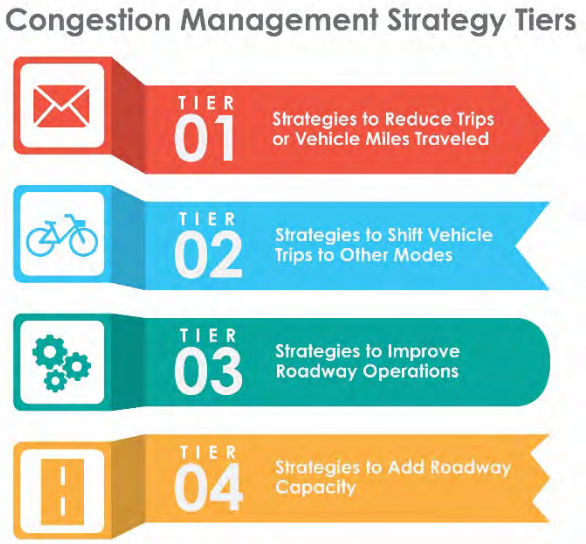
The ability to manage congestion will help sustain the Southern Nevada economy – and better position the region to maintain our status in the future as an attractive place to live and visit. Successful implementation of this strategy will ensure that residents will be able to travel and work efficiently and reliably using whichever mode of transportation they desire. This strategy focuses on reducing traffic congestion through traffic management and system operations, relieving traffic bottlenecks, and completing the transportation network.

One important element of Managing Congestion is improving system management and operations. The RTC funds and operates the Freeway and Arterial System of Transportation (FAST) program for Southern Nevada, which helps monitor and control traffic on major roads and highways. System management helps make the best use of existing facilities at lower short- and long-term costs than adding roadway capacity.



A major outcome of managing congestion is a reduction in vehicle delays, usage, and emissions that are detrimental to air quality and health. Congestion management needs are assessed through the RTC's federally-required Congestion Management Process (provided in Appendix G), which identifies the most effective tools available. Managing congestion may sometimes include adding new capacity to existing roads, but this should usually be a last resort because of the high costs and a large body of evidence that new capacity generates additional traffic that wipes out congestion-relief benefits of new capacity within 4-7 years. There are instances, however, where additional capacity or roadway redesign that relieves a particular recurring bottleneck can make a sustainable contribution to congestion management.

This congestion management effort will increase travel reliability by utilizing existing infrastructure as efficiently as possible with projects such as signal timing improvements, dynamic traffic alerts, smartphone transit rider assistance apps, providing information about and reducing delays related to roadway construction, and improved communication about pedestrian and bicycle travel options. Other strategies can include increasing opportunities for travelers to use transit, bicycles, or walking. Managing congestion can also reduce traffic crashes by enabling the optimal number of vehicles to travel reliably on Southern Nevada's roads, and communicating crash information to minimize secondary crashes and additional delays. Less congestion and more reliable travel will limit damage and degradation of existing infrastructure, extending its useful life.



Access 2050 Example Congestion Projects	Estimated Cost
RTC's Freeway and Arterial System of Transportation ("FAST")	$5.75 million/year
RTC Club Ride Program (Transportation Demand Management)	$1.3 million/year
North Las Vegas North 5th Street Signal Coordination	$2.8 million
Wagonwheel and I-11 Interchange Modifications	$75 million
I-15 South - Construct/Widen Pkg 2 (Sloan Rd. To Blue Diamond)	$167 million
City of Las Vegas Citywide ITS Master Plan Upgrades	$24 million
Rainbow Boulevard Widening	$6 million
Install new bridge over CC-215 at Peace Way	$22 million
I-15 Reconstruct Sloan/Via Inspirada Interchange	$101 million
Construct Sahara Interchange at I-515	$245 million

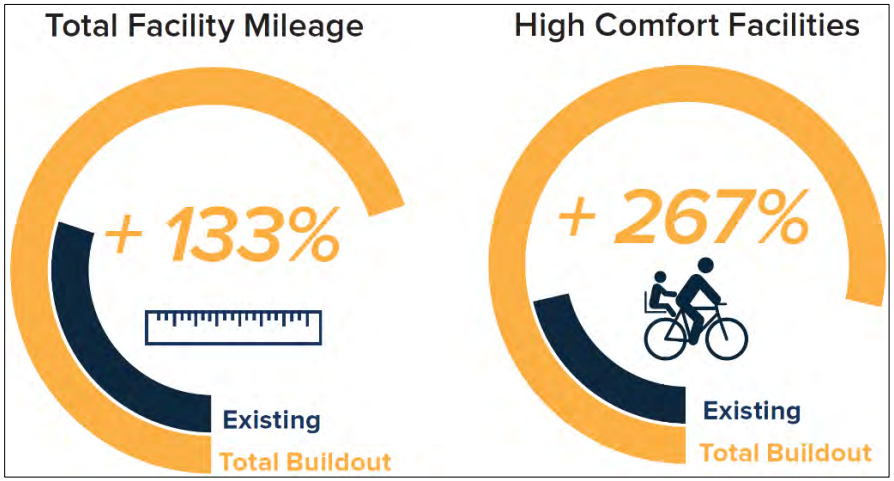
PRIMARY STRATEGY: *Enhance Multimodal Connectivity*

Providing multimodal transportation connections to basic needs and quality-of-life amenities for Southern Nevadans enhances their health and wellness, and makes the region more inviting and appealing for visitors and new commerce. A connected multimodal transportation system of highways, roads, buses, sidewalks, and bicycle facilities can increase access to jobs, housing, schools and amenities locally and regionally, and ensures that the transportation system allows people or goods to get where they need and want to go, how they need or want to go.

Future transit system enhancements will increase frequent service on busy routes, and expand the transit system to new areas (conditioned on funding availability). New service may take the form of extending current bus service, express/commuter routes, rideshare partnerships, or microtransit zones, all depending on underlying levels of demand for new mobility services. The RTC has done substantial planning and preparation to advance regional high capacity transit through development of the On Board Mobility Plan, and will continue to examine regional needs and develop standards for future implementation of premium services such as Bus Rapid Transit and Light Rail. Bicycle and Pedestrian needs have been examined in the RTC's Regional Bicycle and Pedestrian Plan, which identified future routes and facilities that serve all areas of the region and provide safe and high comfort alternatives to driving. Both the On Board Mobility Plan and the Regional Bicycle and Pedestrian Plan are incorporated into ACCESS 2050 as they represent the long-rage multimodal vision.

Access 2050 Multimodal Connectivity Programs	
Network Type	**Multimodal Connectivity Actions**
Roadways	Complete currently planned roadway system and emphasize roadway designs that accommodate all potential users and all modes. Avoid roadway designs and projects that limit connectivity of other modes.
Highways	Maintain current system and focus on adding connections to the roadway network that enhance accessibility and efficiency.
Pedestrian & Bicycle	Expand networks and overall connectivity in accordance with Regional Bicycle and Pedestrian Plan.
Transit	Expand service to new areas and increase service frequency on some routes; explore feasibility of high-capacity connections throughout Southern Nevada.
Modal Connections	Enhance overall connectivity by ensuring that transportation system users can move between modes safely without delays.

Comparison of Current and Proposed Bicycle Network



Source: RTC. Regional Bicycle and Pedestrian Plan, 2017.

Enhancing multimodal connectivity can involve increasing the extent of the network of streets and highways funded at the request of RTC's member jurisdictions, and new neighborhood roads are typically provided by private developers. A map of the future roadway network is provided in Appendix P.

Ensuring that transportation system users can move between modes safely and without significant delay is crucial for improving multimodal connectivity. Multimodal network expansion can reduce traffic crashes and improve incident response by providing travel alternatives when roads and highways are delayed or congested. A multimodal connected transportation system improves quality of life for Southern Nevadans, improves health outcomes, and enhances the region's attractiveness for economic development.

Access 2050 Example Multimodal Projects	Estimated Cost
Pioneer Trail Signage and Markers (City of Las Vegas)	$863 thousand
Vegas Valley Rim Trail Connections (Clark County)	$27 million
Spencer Greenway Trail (Clark County)	$38 million
Bruce Street Complete Streets Improvements Segment A	$6 million
Boulder Highway Transit (City of Henderson)	$45 million

PRIMARY STRATEGY: *Maintain Current Infrastructure*

Maintaining a safe and reliable transportation system helps ensure optimal system performance for people and goods. With insufficient resources available for transportation infrastructure in the growing region, Southern Nevada must maintain an acceptable state of repair for existing transportation infrastructure, and apply the best maintenance or replacement strategies for aging infrastructure and facilities.

Maintaining infrastructure in a timely manner with regular minor or preventative repairs saves substantial money compared to waiting until extensive reconstruction is required. This frees up funds for other transportation priorities and reduces travel delays and interruptions from more extensive long-term projects.

Maintenance improvements are often made as part of other projects on the same facility. The RTC works with local jurisdictions and stakeholders, such as utility providers and property developers, to coordinate road construction and reconstruction activities, so that the public can be informed about these projects, travel delays are minimized, and roadway and other facilities are maintained in a good state of repair. In addition to minimizing disruptions, coordinating activities between different parties also reduces construction costs and benefits Southern Nevada's economic appeal and quality of life.

Access 2050 Maintenance Programs	
Category	**Types of Maintenance Activities**
"Seeing Orange"	Coordinate road construction and repair projects to minimize delays and costs
Roadway Network	Reconstruction, rehabilitation, or repaving of roads, highways, and access facilities
Pedestrian & Bicycle Facilities	Upgrade to current design guidelines and ADA requirements
Transit Facilities and Vehicles	Improve bus stops and transit centers for continued use; Vehicle repair, replacement or modernization, and retirements
Future Autonomous Vehicle Infrastructure	Maximize pavement quality, make lanes narrower, and provide clear and obvious lane markings and navigation aids

The RTC's effort, called "Seeing Orange" is an ongoing priority of the RTC and will be supported as ACCESS 2050 is implemented.



Maintaining high quality and updated transportation facilities (roads, highways, sidewalks, bicycle facilities, transit facilities, and transit vehicles) ensures the basic safety needs of the traveling public. Deploying the most current maintenance practices and technology will minimize costs and inefficiencies. Transportation facilities in a state of good repair increase reliability and safety by, for example, presenting fewer maintenance irregularities that force drivers, pedestrians, or bicyclists to unexpectedly switch lanes to avoid potholes, cross busy roads in darkened conditions, or enter vehicle travel lanes because bike facilities are covered with gravel or glass.

One way to measure the impact on people and economic activity of a good state of repair for a transportation system is maintenance costs above and beyond normal wear-and-tear. Because Southern Nevada has a relatively new transportation system, roads and highways in the region are generally considered to be in a good state of repair, and vehicle maintenance costs for Southern Nevadans due to poor roads are lower than the national average. But transportation infrastructure maintenance is inevitable and inexorable. Addressing the region's maintenance needs will continue to help save residents unnecessary costs and enhance Southern Nevada's economic vitality.

Access 2050 Example Maintenance Projects	Estimated Cost
RTC Transit Bus Replacement Program	$147 million
I-515 Viaduct Rehabilitation	$30 million
City of Las Vegas Citywide Arterial/Collector Rehabilitation	$19 million
Jones Boulevard Reconstruction, Rehabilitation, Resurfacing	$12 million
Needles Hwy Reconstruction, Rehabilitation, Resurfacing	$36 million
Bonanza Road Undercrossing	$30 million

PRIMARY STRATEGY: *Promote Economic Development*

Investments to the transportation network have a direct positive impact on the Southern Nevada economy through the creation of jobs and taxable expenses during the project design, construction, and long-term maintenance and operation. However, transportation projects can also generate long-term positive economic growth through the types of activities they facilitate by increasing accessibility and mobility, and reducing transportation-related costs by increasing safety and reducing emissions. When people and goods move more efficiently, both individuals and businesses benefit by saving time and money that can then be put to better use; benefitting drivers and non-drivers.



Source: RTC. Illustration of a neighborhood anchored by Transit Oriented Development.

However, targeted investments can oftentimes have regional economic benefits beyond their mobility impacts. Quality public transit can shape land use and development patterns, generate jobs, and enable economic growth. Developing a High Capacity Transit (HCT) network as identified by the On Board Mobility Plan can have transformative impacts, changing the nature of activities in a neighborhood by impacting a broader effort to develop and revitalize an area. This can lead to larger total impacts on property values and land development. An integrated HCT network brings more travelers, jobs, and housing units, and concentrates them at transit stations. This produces enough new people to provide a "critical mass" of market support for added commercial activities through agglomeration.

This can be further leveraged by creating a regional Transit-Oriented Development (TOD) Joint Development agreement process with local agencies, jurisdictions, non-profits, developers and community leaders. This effort would encourage infill redevelopment and property rehabilitation, increase taxable revenue, meet the needs of a diversified economy, match land use and transportation plans with regional economic development plans, and help create mixed-income TOD that will preserve affordable housing while encouraging transit use.

One specific project that has the ability to grow the regional economy through increased tourist capacity is the XpressWest high-speed rail project. XpressWest is planning service connecting Southern California and Clark County along the I-15 corridor beginning as soon as 2024. It will use steel wheel on steel rail technology with electrical propulsion operating at speeds of up to 180 mph to make the trip from the Victor Valley in approximately 90 minutes. The tracks will largely be within I-15's right-of-way with no intermediate stops or at-grade crossings. XpressWest is planning daily service with initial service every 45 minutes and potentially increasing to service every 22 minutes as ridership and demand grows.

Selectively targeting a portion of transportation investments with the intent to help sustain and grow the regional economy improves quality of life for Southern Nevadans, and integrates land-use planning with transportation investments.

Access 2050 Example Economic Development Projects	Estimated Cost
Transit Oriented Development Joint Development (Projects TBD)	$52.5 million
Sheep Mountain Pkwy	$16.5 million
Frank Sinatra Drive (From St. Rose Pkwy to Silverado Ranch)	$5.6 million
Las Vegas Boulevard (From Jean to St. Rose Pkwy)	$35 million
XpressWest High-Speed Rail	$5 billion

SECONDARY STRATEGY: *Improve Access to Essential Services*

The Southern Nevada region prospers when all residents and visitors have access to the employment, housing, education, cultural, and recreational opportunities they need. Our region's transportation system is critical to enabling this movement and providing access to these basic needs and quality-of-life amenities that allow the region's residents to succeed and invites visitors to return.

Providing a transportation system that meets these needs has long been a core activity for the RTC and local governments in Southern Nevada. Even so, parts of the region have poor accessibility to job centers or key needs such as healthy food, schools, or medical and social services. Increasing access to these essential needs will improve quality-of-life for those residents and the region as a whole.

Improving access to essential services also serves to formalize that the RTC consider the impacts of transportation projects on disadvantaged Southern Nevadans and attempt to use transportation projects and programs to provide benefits to them. Providing this "Environmental Justice" is a federal requirement for planning agencies such as the RTC; in the past it has primarily meant ensuring that no harm is done to these populations and has been demonstrated weakly by mapping transportation project locations with where disadvantaged populations live. The terms "access" and "accessibility" also refer to improving conditions for people with disabilities, and this strategy includes addressing their concerns and needs. As ACCESS 2050 is implemented, the RTC will seek to identify gaps, barriers, and needs for disabled, low income and minority populations, so that transportation projects and programs can specifically benefit them.

In addition, because economic and land use development and transportation infrastructure have a symbiotic relationship, the RTC and Southern Nevada communities will expand work to coordinate transportation decisions with economic and community development decisions. With the RTC's role in leading implementation of the Southern Nevada Strong Regional Plan, coordinating these activities helps advance that effort. Transportation investments can alter patterns of development, attracting new construction or encouraging efficient infill for under-utilized land areas already surrounded by built-up areas.

SECONDARY STRATEGY: *Enhance Freight Movement*

Addressing freight mobility needs and enhancing Southern Nevada's attractiveness to a high-skill workforce will ensure that the region continues to remain an inviting place for businesses to thrive. Because of the large tourism industry, Southern Nevada relies on freight; the region also receives benefits from freight-related assets and infrastructure. Most freight-related planning will be based on the RTC's Southern Nevada Regional Goods Movement Master Plan (Appendix S) and an update to that plan currently underway. This update will additionally build upon the Nevada Freight Plan, which was completed and adopted by NDOT in 2016.

Safe freight movement is usually provided by design and construction standards that ensure roads and highways can handle freight vehicles. But accessibility for freight – the ability for freight vehicles and goods in general to reach the places they need – is not usually an obvious factor in transportation decision-making. Because freight plays a major role in sustaining the Southern Nevada economy, ensuring these traditionally under-addressed accessibility concerns are part of regional transportation and land use planning will help provide an efficiently-operating transportation system that benefits all users. This may become especially important to other users of the transportation system as the on-demand economy, e-commerce services and goods delivered directly to consumers may increase delivery truck use on roads and local streets. This trend has become even more pronounced during the COVID-19 pandemic as online shopping proliferated.

In addition to freight from trucks, Southern Nevada is also served by a major railroad that runs through the core of the region, providing freight connections to and from key markets. As manufacturing in Southern Nevada increases and economic diversification continues, ensuring that rail provides economically beneficial connections without overly interfering in mobility and accessibility of other non-freight modes will be a priority.

Differences between freight and traveler needs have historically presented challenges to planners and engineers, and could continue to make the best investments difficult to determine. The RTC will seek to balance freight movement and quality of life with transportation investments that consider impacts on both types of system users.

SECONDARY STRATEGY: *Provide an Accountable and Transparent Planning Process*

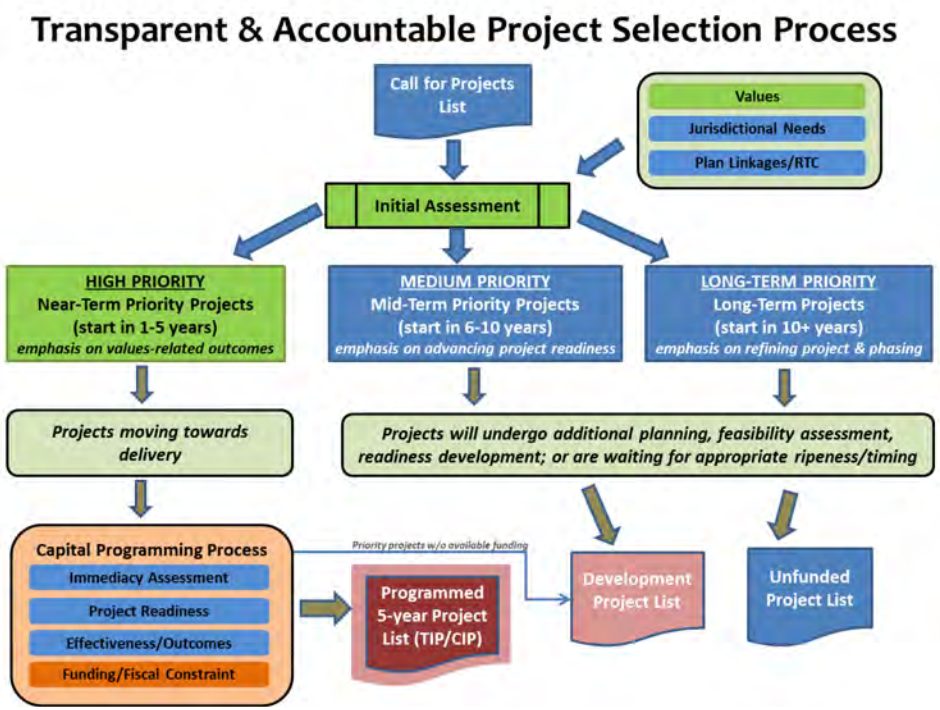
Southern Nevadans need to know that the resources available for transportation projects and programs are well-spent. A transparent planning and project selection process will help ensure that the goals and strategies of Access 2050 are followed, so that residents are provided with a transportation system that meets their needs.

The RTC and local planning and public works departments will coordinate project selection and planning activities so that projects can be selected based on what they are intended to accomplish and how that aligns with Southern Nevada's transportation vision, priorities, and needs. This process provides effective stewardship and efficient allocation of public funds. Project identification and selection follows an RTC-implemented process designed to meet the following goals:

- **Value-based:** Selected projects align with Southern Nevada's transportation priorities, identified through the Access 2050 Vision, Goals, and Strategies;
- **Transparent and Fair:** While processes are still under development, they are clearly described and unbiased, customized based on the goals and intent of the specific funding program, and applied consistently to all potential projects and all jurisdictions;
- **Efficient and Equitable distribution of funds:** Anticipated spending is distributed across the region based on multiple factors like public needs, population, social equity, tax base, etc.

The RTC will work closely with its member agencies to continue using a ***transparent and fair process*** for selecting transportation projects:

1. Jurisdictions provide descriptions and Access 2050-related information for all potential projects;
2. RTC assesses projects on technical basis, looking at relationship to strategies, previous planning efforts, etc.;
3. Jurisdictions provide additional prioritization information to RTC based on specific local needs;
4. RTC merges technical and jurisdiction's results to assign projects to categories that determine when projects would start:
    a. "High Priority" projects start in 1 to 5 years;
    b. "Medium Priority" projects start in 5 to 20 years or 5 to 10 years, depending on funding source; and
    c. "Unfunded" projects that need additional planning and development before funding can be assigned.



The five Access 2050 Primary Strategies closely link the regional transportation vision to projects that are included in the **"High Priority" Program list, also called the Transportation Improvement Program**. The High Priority Program staggers the region's transportation projects in a short-term 5-year window for construction. It is updated every two years, and the 2021 version contains about $8.6 billion in estimated expenditures. By incorporating Access 2050 strategies into this short-range programming, the RTC achieves a strong coordination between Southern Nevadans' vision for the future and investments being made today.

SECONDARY STRATEGY: *Improve Public Health Related to Transportation*

The region's transportation system and suburban development are predominantly auto-oriented. However, mixed-use development, higher residential density, and people-oriented street networks are associated with more daily activity and exercise, better air quality, fewer pedestrian and bicycle crashes, and less chronic disease. Considering health impacts and equity during transportation planning may result in more livable communities and improved health.

The RTC will have a deliberate focus on the transportation system's influence on the health-related impacts, costs, and benefits in the Southern Nevada Transportation Impacts on Health Study. This study, combined with the RTC's Regional Bicycle and Pedestrian Plan and Complete Streets Policy and Design Guidelines, can help identify where active transportation infrastructure is appropriate and how it should be designed.

In addition, the RTC will consider the public health impacts of transportation projects and programs, and eventually include those impacts directly in the project selection process. The RTC is also accountable for maintaining air quality standards in Southern Nevada by assessing the air quality impacts of transportation projects, and rejecting or adjusting projects that would result in worsening compliance with air quality standards. Because those standards are established in large part to maintain or improve public health, meeting those standards helps improve public health.

RTC will also identify gaps in access to needs that relate to public health. For example, the RTC regularly identifies food deserts, which are defined by the U.S. Department of Agriculture as areas with a high concentration of low income populations, devoid of full-service grocery stores, and having little access to transit, walking and bicycling facilities. Once identified, plans can be developed to eliminate food deserts and indirectly improve public health.

By achieving improved public health outcomes resulting from the RTC's transportation planning and projects, this strategy will improve Southern Nevadans' quality of life, reduce unnecessary consumption of resources, and enhance the region's economic competitiveness.

SECONDARY STRATEGY: *Conserve and Protect Natural Resources*

Significant impacts to natural resources are often a consequence of economic growth and increasing travel demand such as those experienced in our region. Identifying these potential impacts and supporting the conservation and enhancement of natural resources will promote a higher quality of life and help ensure long-term economic opportunity. Protecting natural resources helps residents to lead healthy lifestyles, and enjoy clean air and water by promoting opportunities for active transportation.

Natural resources in Southern Nevada include undeveloped land, which may eventually be developed, but that also provides areas for recreation, natural habitat for wildlife, and scenic vistas. The provision of roads is necessary to serve newly developed or developing areas, but is also capital cost intensive and increases long-term maintenance needs. Undeveloped infill areas provide opportunities to develop land that usually requires only minimal costs for new transportation infrastructure and its maintenance.

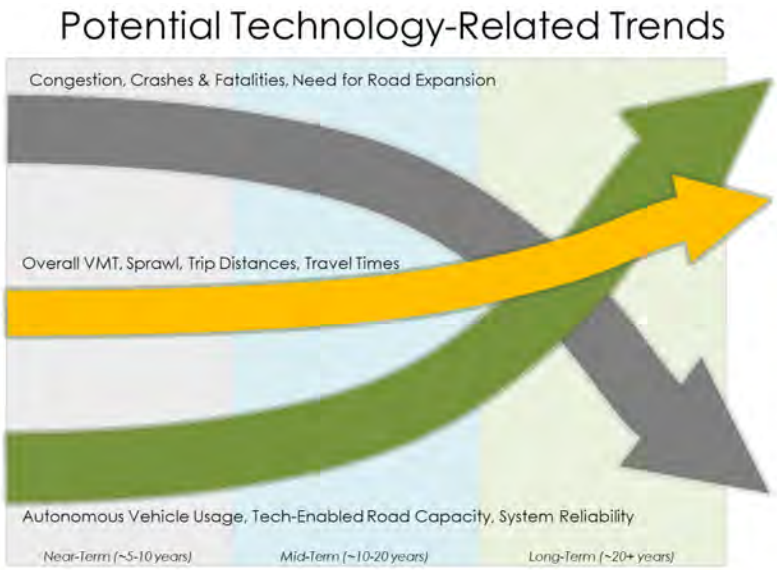


Source: RTC. I-11 Boulder City Bypass wildlife overcrossing.

As travel demand in Southern Nevada continues to grow with economic activity, the need to conserve and protect natural resources needs to be balanced with efforts to prepare and adapt for further economic expansion. With the regional framework described in the ACCESS 2050 Vision, the RTC will support efforts to achieve both outcomes in balance, and fully mitigate the negative impacts of transportation projects rather than focusing on whether to pursue one objective over another.

SECONDARY STRATEGY: *Use Innovative Planning to Address Emerging Technologies & Trends*

Emerging technologies and their growing use will disrupt traditional transportation planning practices. To respond proactively, the RTC will develop innovative planning approaches that change how priorities are identified and how decisions are made. These new planning methods – which may take years to identify – will allow the RTC to develop effective, predictive, and timely responses to these disruptions.



Potential impacts are numerous. Engineering research indicates that connected and autonomous vehicles could nearly double effective road capacity, virtually eliminating traffic congestion and challenging the need for more capacity. At a certain threshold across the entire fleet, self-driving cars are expected to substantially reduce overall transportation crashes and fatalities. Transportation Network Companies and autonomous vehicles could drive down public transit operating costs and lead to changes in how transit is provided. RTC analysis of available data already shows that TNC ridership at McCarran International Airport was over 8 million in 2019. New ways of travel and vehicle ownership could change land use patterns, transportation revenue, and public transit preferences. With the actual impacts still unknown, the appropriate actions by the RTC (*to avoid inefficient uses of resources for projects that may become unnecessary, avoid putting drivers, pedestrians, and bicyclists at risk, and accommodate these new trends and technologies*) are difficult to determine until these technologies are more extensively adopted. To make smart decisions, some emerging planning-related questions may become:

- What infrastructure changes may be needed?
- When (or if) it will be appropriate to start changing how or what types of infrastructure or capacity are provided?
- How will these trends influence how and how much people travel, and how freight and household goods move?

The RTC is initiating a study called Planning and Infrastructure Needs for Emerging Transportation Technologies that will help identify and develop these innovative planning methods to manage this transition. The study will look to maximize the positive benefits of emerging technologies for Southern Nevadans including an evaluation of road capacity needs, financial implications, and identify trigger points for longer-term actions.



Source: LVCVA. Construction of the Las Vegas Convention Center People Mover.

Currently under construction in Southern Nevada, the Las Vegas Convention and Visitors Authority is partnering with The Boring Company to operate an underground people mover. The system has the potential to expand throughout Southern Nevada, such as Downtown Las Vegas, Las Vegas Strip, McCarran International Airport and Allegiant Stadium. The RTC will monitor the benefits of this first project and work to integrate the impact of its operations into future planning recommendations.

Transportation System Current Indicators

ACCESS 2050 Transportation System Indicators				
Primary Strategy	**Indicator**	**Current Measure (Year)**	**Prior RTP Measure**	**Target (Year)**
Improve Safety	Fatality Rate (per 100m VMT)*	1.029 (2019)	1.45	1.00 (2021)
	Serious Injury Rate (per 100m VMT)*	4.24 (2019)	5.0	3.97 (2021)
	Number of Fatalities*	195 (2019)	N/A	190 (2021)
	Number of Serious Injuries*	815 (2019)	N/A	792 (2021)
	Number of Non-motorized Fatalities/ Serious Injuries*	66/171 (2019)	N/A	65/165 (2021)
Manage Congestion	Interstate Person-Miles Traveled That are Reliable (%)*	MPA 78.2 (2019)	N/A	Statewide 87.0 (2022)
	Non-interstate NHS Person-Miles Traveled That are Reliable (%)*	MPA 84.8 (2019)	N/A	Statewide 87.0 (2022)
	Annual Hours of Peak Hour Excessive Delay Per Capita*	UZA 7.8 (2019)	N/A	Statewide 10 (2022)
	Bus On-Time Performance (% meeting 5 minute standard)	85.7 (2019)	87.6	90
	Incident Clearance Time (% meeting 30/60/120 min. standards)	44.7 (2019)	N/A	
Enhance Multimodal Connectivity	Non-Single-Occupancy Urbanized Area Commute Share (%)*	21.2 (2018)	N/A	21.6 (2022)
	Annual Rides Taken using RTC Bike Share	31,203 (2019)	N/A	
	Directional Miles of Active Transportation Facilities	868 (2017)	N/A	
	Complete Streets Infrastructure	RTC will Develop		
Maintain Current Infrastructure	Regional Pavement/Bridge Condition Index	RTC will Develop		
	Household Income Spent on Transportation (%)	24 (2015)	N/A	
	Average Fleet Age in Years (Bus)	6.2 (2018)	7	
Promote Economic Development	Transportation-Related Share of Regional Economic Activity	RTC will Develop		
	Direct, Indirect, and Induced Jobs Created by Transportation Spending	RTC will Develop		
Secondary Strategy	**Indicator**	**Current Measure (YY)**	**Prior RTP Measure**	**Target (YY)**
Improve Access to Essential Services	Number of Jobs Accessible by Auto in 30 minutes	794,203 (2018)	N/A	
	Number of Jobs Reachable by Transit in 30 minutes	8,940 (2018)	N/A	
	Accessibility to Essential Services	RTC will Develop		
Provide Accountable & Transparent Planning Process	Performance Measures Attainment	RTC will Develop		
	Planning Process Measures	RTC will Develop		
	Project Delivery Time	RTC will Develop		
Improve Freight Movement	Interstate Truck Travel Time Reliability Index* (lower is better)	MPA 1.53 (2019)	N/A	Statewide 1.26 (2022)
	Truck Delay Costs when speeds < free-flow–20 mph ($ per VMT)	0.06 (2019)	N/A	
Improve Public Health Related to Transportation	Active Transportation Commute Share (%)	1.8 (2018)	2.1	
	Completed Bicycle Network that is High Comfort (%)	46 (2017)	N/A	
	Health Incidents Related to Air Quality	RTC will Develop		
Conserve & Protect Natural Resources	Air Quality Conformity Status (RTP 2021-2050)	Satisfied	Satisfied	Satisfied
	CMAQ 2/4-year Cumulative Total Emission Reduction (KG/Day)*	1,532 (2020)	N/A	2,292 (2022)
	Infill Development Ratio	RTC will Develop		
	People per Lane-Mile	313 (2020)	295	
Use Innovative Planning to Address Emerging Technologies & Trends	Technology Impact Tracking	RTC will Develop		
	TNC Drop-off and Pick-up Count at McCarran Int'l Airport	7,728,076 (2019)	N/A	
	Autonomous Vehicle Travel Share	RTC will Develop		

* Performance measure required by Map-21 surface transportation authorization.

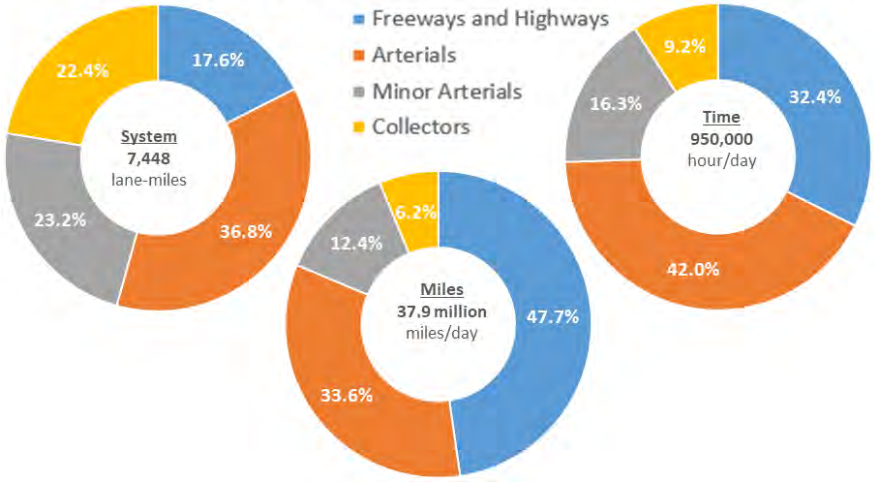
THE CURRENT TRANSPORTATION SYSTEM

The regional transportation system is composed of roadways, transit, pedestrian/bicycle facilities, and freight-related facilities – with multiple facility types in each group and numerous functions per type. This section will present only a brief overview of the current system in order to orient the reader and set the stage for the recommended improvements that follow. The description of each component is accompanied by relevant challenges ACCESS 2050 took in consideration.

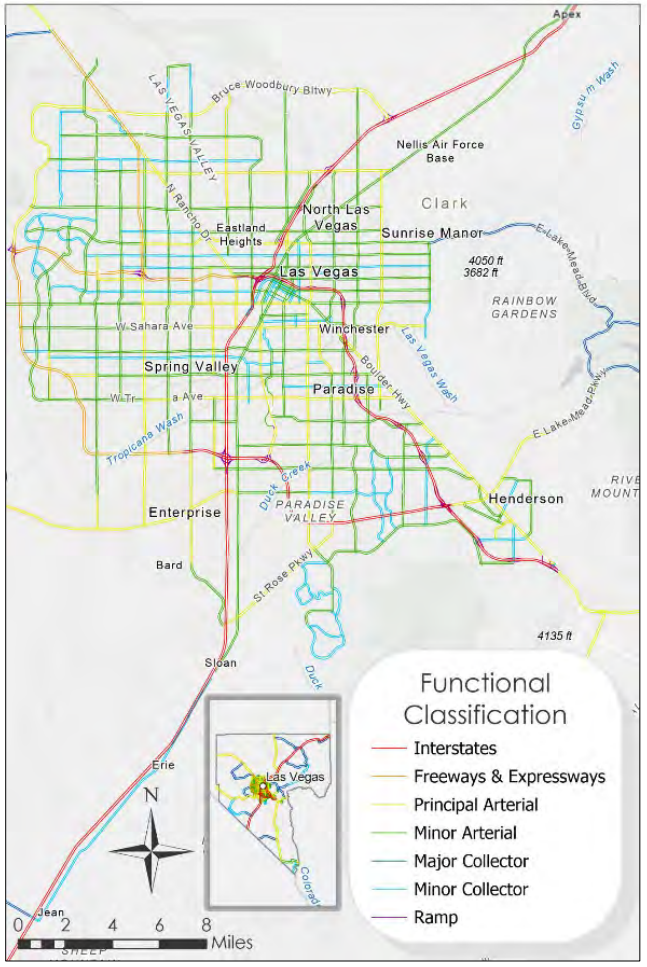
Regional Roadway System

The current regional transportation system includes more than seven thousand lane-miles of roadway, with nearly a million hours a day spent traveling and 37.9 million miles driven daily in 2020. The majority of the major roadway system is arterial streets – those bringing local traffic to more regional destinations or freeways. People spend more than 32% of their driving time and drive 47% of their miles on highways, including Interstates and other limited-access roads such as US-95 and Summerlin Parkway, which make up only around 17% of the roadway system. Conversely, local roads known as "collectors" comprise almost a quarter of the system, but serve only 9% of travel time and 6% of daily traffic.

Regional Roadway System and Travel Activity (Time and Miles)



Highways and Arterials in Southern Nevada



Source: RTC. Congestion Management Process, 2019.

To reduce traffic delays by promoting the use of mass transit and high occupancy vehicles, High Occupancy Vehicle (HOV) lanes – are restricted to vehicles with multiple occupants during peak travel times. In 2019, Project Neon provided the final link for implementing an expanded HOV network with over 20 miles of contiguous lanes.

Regional Roadway Challenges

Safety ranked as the second-highest priority in the Transportation Vision Survey (just behind well maintained roads), and is a grave concern for roadway travel in the region. Between 2013 and 2017 (the most recent data available), the region experienced a significant increase of 16% in transportation fatalities, including a 73% increase in pedestrian and bicyclist fatalities. Addressing these concerns is reflected not only in ACCESS 2050's goals and strategies, discussed earlier, but also in future projects identified in the Transportation Improvement Program and future RTP projects.

Congestion-related concerns ranked as the third priority in the Transportation Vision Survey. Recently, miles traveled on regional roadways have grown much faster than population growth and the growth of road lane mileage over the same time. This trend is forecasted to continue, as VMT is projected to grow more than 37% by 2050, with total population only growing by approximately 27% and major road lane mileage growing by about 16%.

Perhaps a stronger challenge for drivers than congestion is commute times and delays, which can be compounded by land use development patterns. Daily traveling times are projected to grow over the next 30 years from 31.9 minutes/day in 2020 to 36.2 minutes/day (13.5% increase) in 2050. These are both an increase from the 25.3 minutes/day traveled as recently as 2015.

In the 2019 Urban Mobility Report produced by the Texas A&M Transportation Institute, Southern Nevada ranked 34th in travel delay per commuter among the nation's large regions, 41st in excess commuter costs, and a high of 23rd in Travel Time Index (ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds). High-growth suburban areas are forecast to experience significant population, employment, and traffic increases, while the dominant form of transportation for households continues to be the automobile. The RTC addresses congestion by implementing a regional Congestion Management Process (CMP) that identifies areas with recurring travel delays and tries to solve them with a series of traffic operations and efficiency improvements before building new roadway capacity.

Regional Transit System

The Regional Transportation Commission operates public transit for Southern Nevada. The primary forms of service provided are residential bus routes, Strip & Downtown Routes, Express Routes, Silver Star Routes, game day/event express routes, and demand response paratransit.

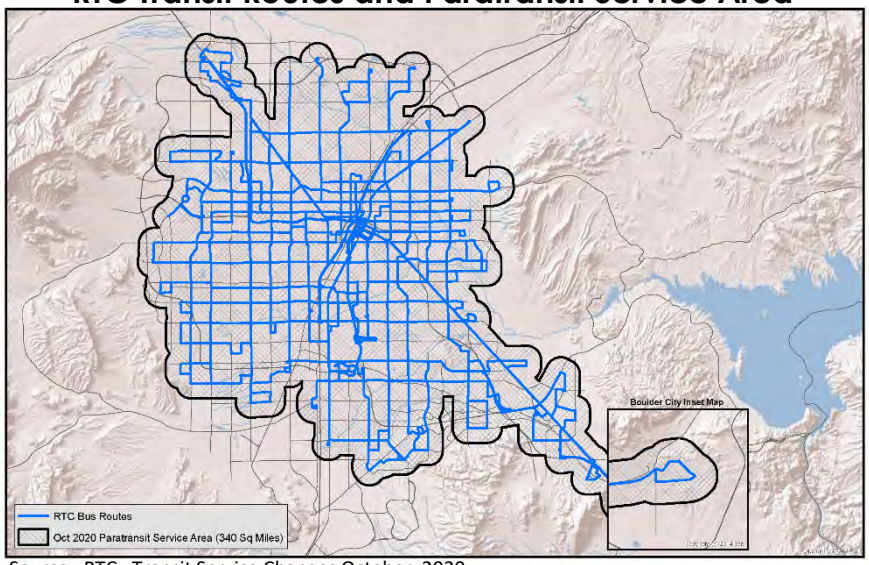
Southern Nevada Transit System Snapshot

Description	Route Miles	Annual Trips	Annual Passenger Miles
Bus Routes	71.2 miles	64.4 million	244.4 million
Demand Response/Paratransit	N/A	1.3 million	14.5 million
Total	**71.2 miles**	**65.7 million**	**258.9 million**

(Source: 2018 National Transit Database)

The RTC operates 31 residential bus routes that provide the majority of regional transit ridership, especially during the COVID-19 pandemic which dramatically reduced ridership in the tourist Resort Corridor. Residential bus service utilizes different sizes of vehicle (40-foot or 60-foot) depending on the route, and accesses HOV lanes/direct connection interchanges, and bus-

RTC Transit Routes and Paratransit Service Area



Source: RTC. Transit Service Changes October, 2020.

priority technology where available. The RTC has express routes serving Henderson, Boulder City, and the Veterans Medical Center.

A related RTC Transportation Demand Management program, Club Ride, provides employer-based incentives for transit use, carpooling, and walking or bicycling to work. Combined, these programs save regional congestion from an estimated 424,666 VMT in August 2020. In 2018, these alternatives resulted in 21.4% of commuters not driving to work alone in the region.

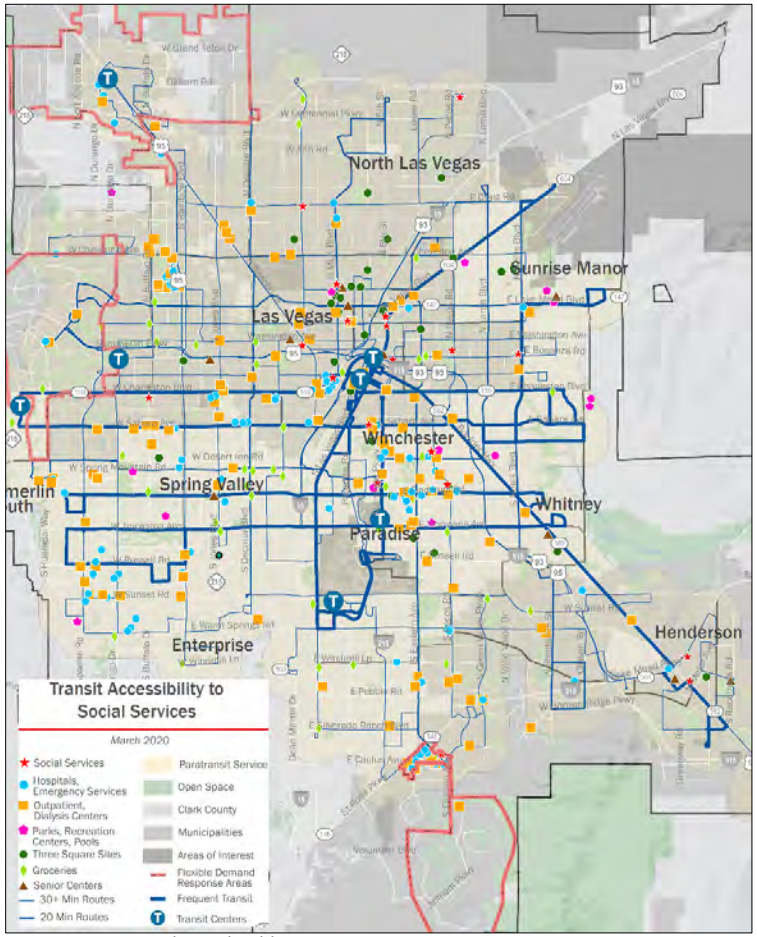
Regional Transit Challenges

Service area expansion, increased operating frequency, and sustaining high ridership are the prominent concerns among policy makers and RTC as the transit provider. Maintaining a cost-effective transit service that remains attractive to users is an important challenge for the region. Southern Nevada currently operates one of the most cost-effective transit systems in the country, with the fare box covering 48 percent of operating costs (before the COVID-19 pandemic). But, near-term challenges such as lower unemployment and sustaining an economic recovery, increased use of Transportation Network Companies (e.g., Uber and Lyft), and long-term challenges such as autonomous vehicles may change travel behavior.

Funding is a common challenge for transit operators that has become even more pronounced as fare box and sales tax revenues, both used to operate and maintain the transit system, have experienced a significant drop. Other than fare box revenue, the only dedicated local revenue source for transit is a one-quarter of 1 percent sales tax. This will likely continue to impact transit operations in Southern Nevada throughout the ACCESS 2050 timeframe. As Southern Nevada's population and tourism is forecast to grow as the economy recovers, the need for additional transit services of all kinds will be challenged by the lack of long-term dedicated local funding. Indeed, 84 percent of respondents in the Transportation Vison Survey supported more frequent transit and expanding it to new areas. However, while the On Board Mobility Plan represents the transportation vision for Southern Nevada, it is unfunded.

The recently adopted Southern Nevada Coordinated Public Transit-Human Services Transportation (Appendix M) identified gaps in that built environment does not easily support transit connectivity, inconsistent access to social services, and that would-be riders and existing riders are discouraged by the duration, frequency, safety, and reliability of the transit experience. The plan identified five goals to expand mobility options and resources: Increase awareness of transportation options, leverage emerging technologies, improve connections to transit facilities, and to expand regional collaboration among stakeholders. The RTC is currently convening stakeholder meetings and has organized focus groups to facilitate implementation of these goals, and to continue identifying partnership and funding opportunities.

Transit Accessibility to Social Services



Source: RTC. Coordinated Public Transit-Human Services Transportation, 2020.

Regional Bicycle and Pedestrian System

Bike and pedestrian facilities are an integral component of the regional transportation system and provide a multitude of benefits such as improved community public health, quality of life, access to transit and destinations (e.g. employment, school, healthcare, social activities, recreation), and safety. Southern Nevada currently has over 1,000 miles of bike facilities, including on-street bike lanes and off-street shared use paths. Major facilities include the River Mountains Loop Trail, the Las Vegas Wash Trail, the CC-215 Beltway Trail, and the planned Vegas Valley Rim Trail.

According to the 2019 U.S. Census American Community Survey, 2% of all trips to work included biking or walking. However, the opportunity for all residents to take better advantage of these travel modes increases as the active transportation network continues to be developed.

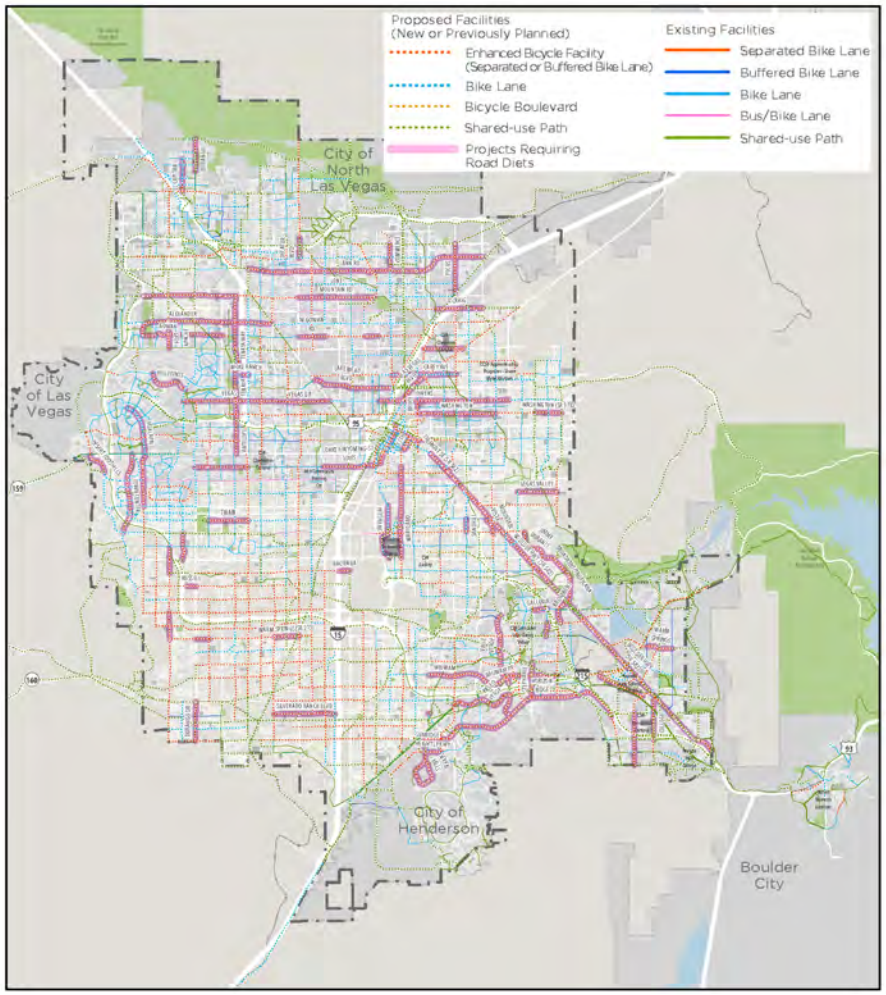
The 2017 Regional Bicycle and Pedestrian Plan sets out a vision for a "safe, connected, and convenient walking and bicycling system that serves as a viable transportation and recreation asset while advancing the region's economic, educational, health, and environmental goals." The plan also establishes goals to increase comfort and safety, access, education and encouragement, and health and equity. Additionally, recommended bicycle facilities and road diets, which are implemented through Regional Transportation Plan projects, are also identified.

Regional Bicycle and Pedestrian Challenges

Outside of urban downtowns and town centers, auto-oriented roadways and suburban land use patterns contribute to a challenging environment for pedestrians and cyclists. Sidewalks are often obstructed, end abruptly at the edge of undeveloped properties, lack shade and amenities, or do not meet universal design standards. Additionally, wide roadways, high speeds, and a lack of separation between modes contribute to low levels of biking and walking and safety conflicts between road users.

Bike/pedestrian facility funding is allocated through a set-aside amount or within larger roadway projects. Increasing the transparency of projects would help Southern Nevadans better understand how the RTC and partner agencies are working to build a more equitable transportation system.

Existing and Proposed Bicycle Facilities and Road Diets



Source: RTC. Regional Bicycle and Pedestrian Plan, 2017.

The Regional Bicycle and Pedestrian Plan identifies recommended road diets and a network of bicycle facilities including: protected bike lanes, unprotected bike lanes, bike boulevards, and shared use paths. After total build out, 46% of non-freeway, collector and above roadways will be comfortable enough for the typical adult or any child to ride a bike on (compared to 14-17% currently).

Regional Freight Movement System

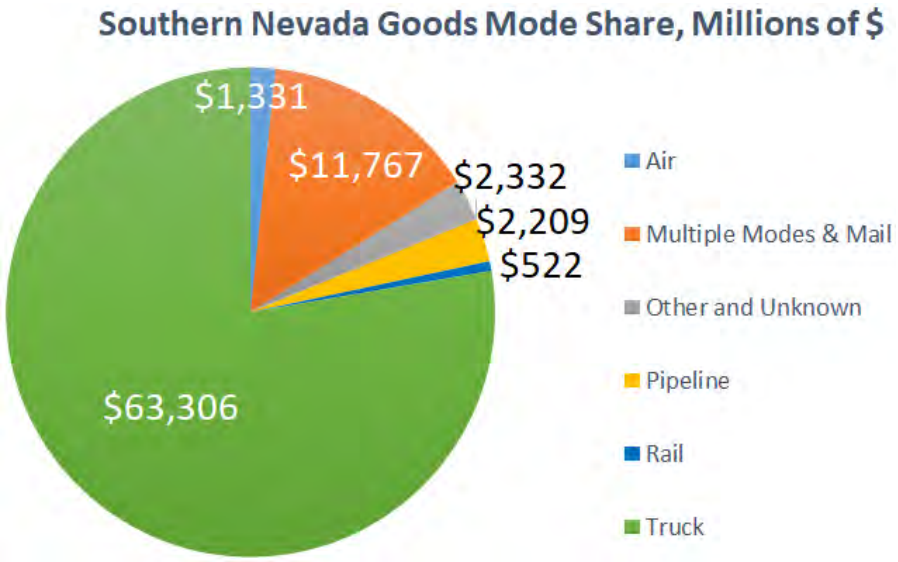
Another major function of the transportation system is to move goods and services for commercial purposes. The freight industry plays an important role in the economy of Southern Nevada, and is critical for most economic development activities. Trucks carry most goods to, from, and within Southern Nevada. Air cargo and rail carry fewer goods, but air cargo freight is proportionally higher value, while rail freight is proportionally lower value.

Freight trucks move 39 million tons of import and export goods annually in Southern Nevada, but trucks also distribute 40.5 million tons of goods within Southern Nevada. The region's roadway system provides facilities for this commercial activity. Most truck activity occurs on freeways, highways and arterials. The Interstate-15 corridor carries the most freight traffic, followed by I-515/US-93, CC-215/I-215, and US-95. Arterial traffic primarily provides connections to these more heavily traveled corridors. Improvements to these most freight intensive roadways and infrastructure have potential to benefit both commuters and trucking.

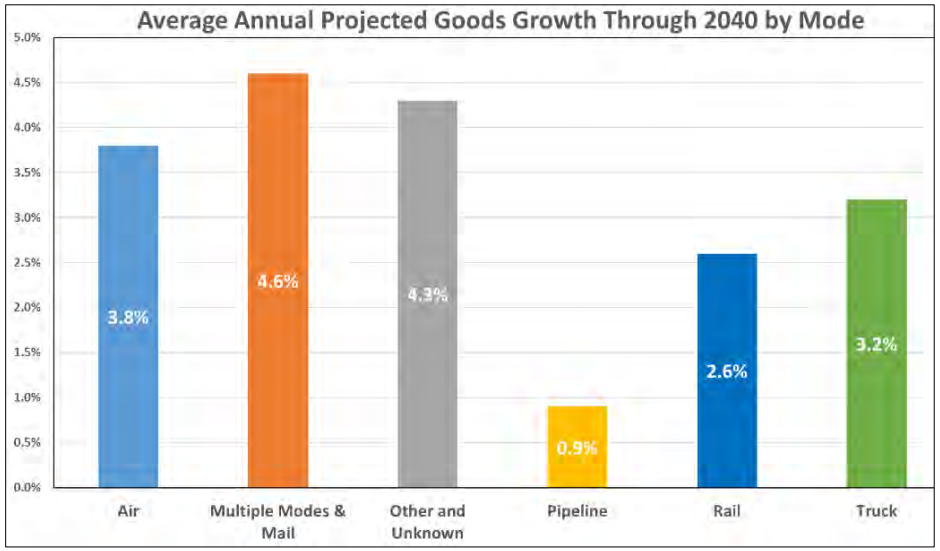
The main freight rail corridor in Southern Nevada is the Union Pacific Railroad (UPRR) that generally parallels I-15, and connects to Los Angeles-Long Beach and Salt Lake City. This route carries approximately 19 trains/day through the region, with 22 grade-separated crossings, three at-grade crossings, a rail yard, and an intermodal facility. Three branch/short lines connect to the UPRR in Southern Nevada.

McCarran Airport continues to expand air cargo, with 210,000 square feet of cargo and shipping facilities, serving about 100,000 tons of cargo per year. Several hundred trucks pick up or deliver goods to the Air Cargo Center at McCarran each day. This activity was in addition to the 42 million passengers McCarran serves annually.

Pipelines constitute another form of transportation of goods and carry about 5.3 million tons of petroleum, valued at about $2.4 billion annually, to holding tanks in the northwest part of the valley and at Apex Industrial Park. Tanker trucks then distribute petroleum to fueling stations throughout the region. Tanker trucks are on the road 24 hour/day because night shifts are more productive for local fuel station deliveries, and because traffic impacts can be minimized. A major natural gas pipeline is located along I-15, and is part of a system connecting southwest Wyoming to Southern California.



Source: FHWA. Freight Analysis Framework, 2013.



Source: FHWA. Freight Analysis Framework, 2013.

Regional Freight Movement Challenges

Increasing demand on the transportation freight network will contribute to increasing bottlenecks within the system. These bottlenecks are exacerbated by underlying traffic congestion currently experienced on Southern Nevada roadways. Sustaining access to transportation infrastructure and manufacturing sectors within and through Southern Nevada will be critical in ensuring economic competitiveness to attract new businesses, and enable the expansion of existing companies.

Similar to challenges confronting the roadway and transit systems, the increase of suburban employment centers will result in the rise of suburb-to-suburb commute patterns, compounding existing congestion, safety, and cost of delivery issues for freight providers. Various types of obstacles may constrain truck movements, including congestion, crash incidents, geometric concerns, and policy issues.

In 2015, the RTC completed the Southern Nevada Regional Goods Movement Master Plan (Appendix S). This plan provides a snapshot of Southern Nevada's freight transportation system, a forecast of future demand, freight-related performance measures, and recommendations to address regional freight deficiencies. The plan also provided detailed project-level obstacles locations, recommended infrastructure fixes, and performance measures that will allow the RTC to assess progress related to freight movement.

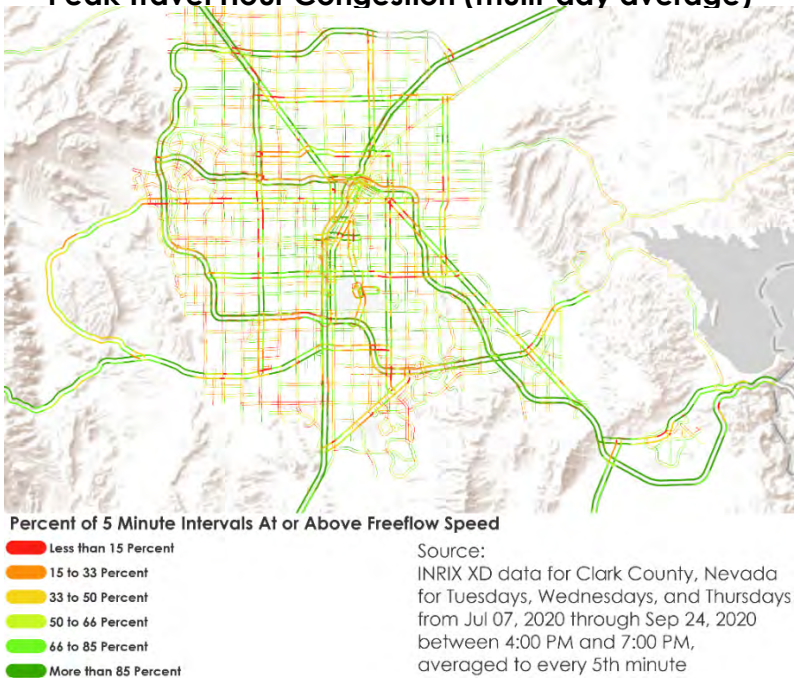
The RTC has recently initiated an update to this plan called the Southern Nevada Freight Plan that is anticipated to be complete in 2022. This plan will build on previously collected information and other studies to assess infrastructure capabilities to support and facilitate freight movement. It will leverage the recommendations and findings of the Nevada State Freight Plan, which laid a strategic framework for freight mobility and economic competitiveness for the State of Nevada. The RTC also recently completed freight-specific studies on various arterials in Southern Nevada, specifically Losee Road in the City of North Las Vegas and St. Rose Parkway in the City of Henderson. Projects identified in these studies are incorporated into Access 2050.

These efforts serve to fulfil federal requirements which require that planning processes provide for consideration of projects and strategies to increase freight mobility; and enhance the integration and connectivity of the transportation system, across and between modes, for freight.

A focus on addressing freight issues is a relatively new element of federal planning requirements, and effectively incorporating freight mobility with the other strategies of Access 2050 that are more concentrated on people-focused outcomes of safety, travel efficiency, equity, and health may be a challenge, although the RTC is committed to improving freight mobility and achieving the benefits that will come from better freight movement, including the key linkage between freight mobility and economic development.

These efforts will be facilitated by the FAST Act establishing both formula and discretionary grant programs to fund critical projects that will benefit freight movement, providing for the first time in history a dedicated source of federal funding for projects, including multimodal projects.

Peak Travel Hour Congestion (multi-day average)



Population and Jobs Forecast

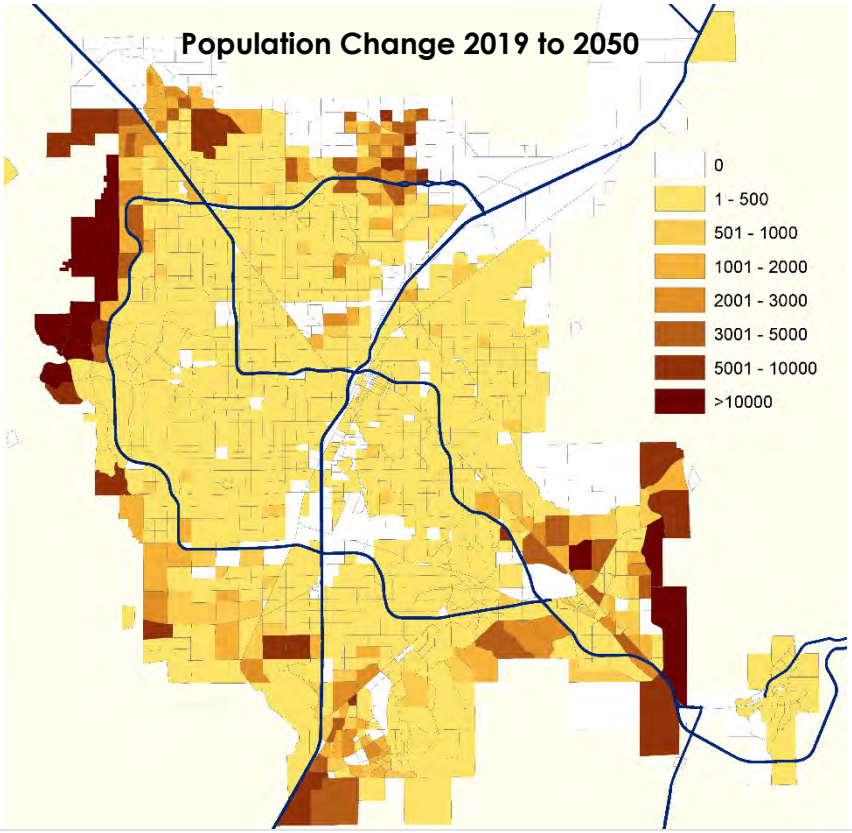
ACCESS 2050 updates regional planning assumptions regarding future population and jobs. This supplied the planning process with a fresh perspective on what to expect regarding future travel demand and service area location. The population and employment growth forecast for the Southern Nevada region is impressive. Population in households will grow from 2.3 million in 2020 to over 2.9 million by 2050, an increase of over 600,000 new-born, migrants and immigrants, or 27% population growth over the next 30 years. Employment will grow from over 1 million in 2020 to over 1.3 million by 2050, an increase of over 311,000 workers, or 30% total employment growth over the next 30 years.

This level of growth will generate challenges for local and state government planning, especially for transportation planning. One of the leading transportation challenges will be how to deal with population and employment decentralization (See maps on following page), as population growth occurs on the edges of the urbanized area and job growth is distributed across the region. Additional top anticipated transportation challenges are how to serve an aging population and how to minimize impacts of increasing school enrollment and associated drop-off/pick-up trips.

Access2050 Demographic Projections				
Measure	2020	2050	2020-2050	Change
Total Population	2,315,301	2,939,222	623,921	26.95%
Number of Households	834,838	1,060,731	225,893	27.06%
Total Jobs	1,048,792	1,360,643	311,851	29.73%
K-12 School Enrollment	361,227	449,694	88,467	24.49%

Source: RTC. Planning Variable Development and Methodology, July 2020.

Merely knowing the size of the population does not adequately address the various travel needs a region has. Technical analysis of the status and nature of the population today and in 2050 gives a more full impression of future travel demand and current transportation system performance. Furthermore, federal regulations require analysis to determine the fair treatment of all segments of the relevant population, regardless of nature or degree of diversity. The Regional Transportation Commission's planning area is 32% Hispanic, and is represented by many races. Approximately 13% of Southern Nevada's population lives at or below the poverty level, and 74% of adults over age 25 have less than a Bachelor's Degree-level education. Regionally, an average of 8% of households does not have a car, which is overwhelmingly the primary mode of transportation to work in the region. Approximately 35% of Southern Nevada's households do not speak English at home, and 23% of the region's population is born outside the United States. These statistics reveal a widely diverse population, all with distinct transportation needs according to their life-situation. This reality has been considered in the drafting and implementation of ACCESS 2050. The plan demonstrates compliance with regulations regarding Title VI and Environmental Justice based on the analysis completed in Appendix K.



Travel Forecast

Forecasting travel patterns in the future reveals the adequacy of planned investments in confronting current trends and future needs. It is calculated based on the expected changes in geographic location, size, and mobility of population and employment. Also, it takes into account the diversity presented in the previous section. For example, if all the region's zero-car households were forecasted to locate in one specific area, plans directing relevant services should be adapted accordingly.

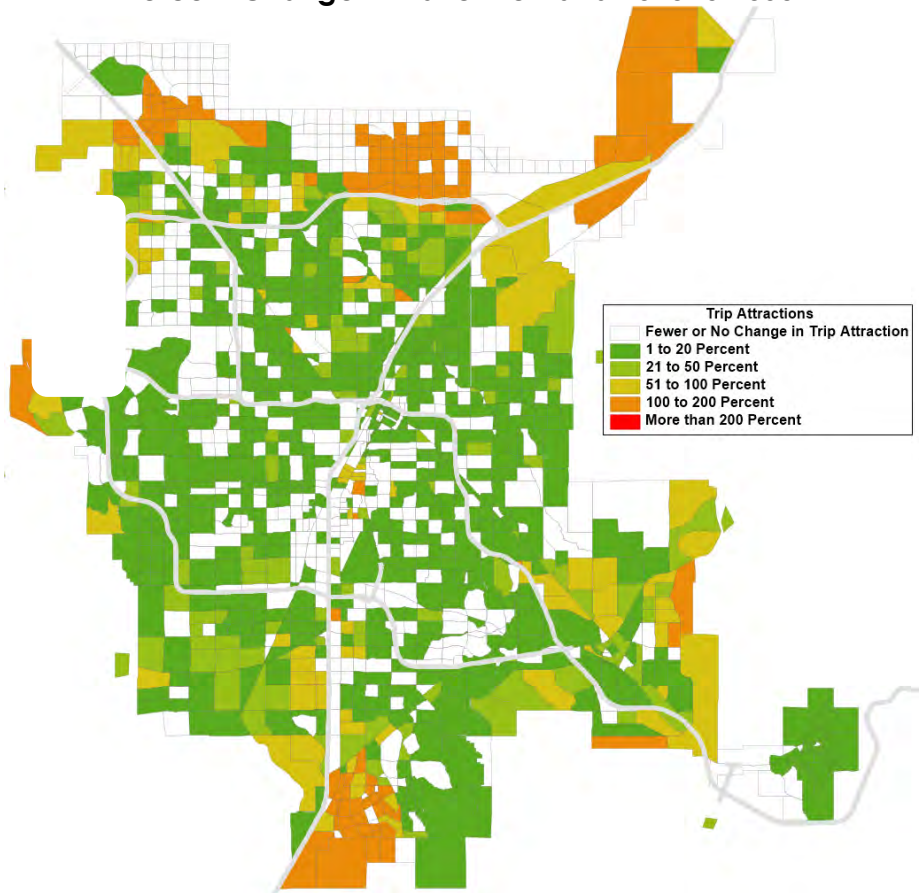
Access2050 Travel Forecast Summary				
Measure	2020	2050	2020-2050	Change
Daily Trips	10.3 Million	13.0 Million	2.7 Million	26.6%
Daily Vehicle Hours Traveled	1.2 Million	1.8 Million	543,000	44.1%
Daily Vehicle Miles Traveled	42.4 Million	58.2 Million	15.8 Million	37.3%
Daily Transit Trips	164,246	211,287	47,041	28.6%
Total Population	2,315,301	2,939,222	623,921	26.9%
Per-Capita Daily Travel Time	31.9 Min	36.2 Min	4.3 Min	13.5%
Per-Capita Daily VMT	18.3 Miles	19.8 Miles	1.5 Miles	8.1%

(Source: RTC Travel Demand Model, October 2020)

Most areas of Southern Nevada will experience increased travel over the next 30 years. Driven by growth of housing, jobs, shopping, and schools, driving time will increase from 1.2 million hours on average weekdays to 1.8 million, an increase of 44 percent. Vehicular travel will increase from 42.4 million vehicle miles of travel on an average weekday to 58.2 million, an increase of 37 percent. Travel patterns will also continue to change during the ACCESS 2050 planning period. As growth in suburban and rural areas continues, travel to, from or within the area outside the Beltway (CC-215/I-215) will represent about 30% of all new vehicle miles travel. The largest concentrated increase in travel, however, will be additional trips occurring to, from, or within the Urban Core surrounding the Resort Corridor area, which will experience a 66% increase new travel distances.

Although the Resort Core area constitutes the highest density of jobs in Southern Nevada, growth of employment outside of the Resort Core has led

Percent Change in Travel Demand 2020 to 2050

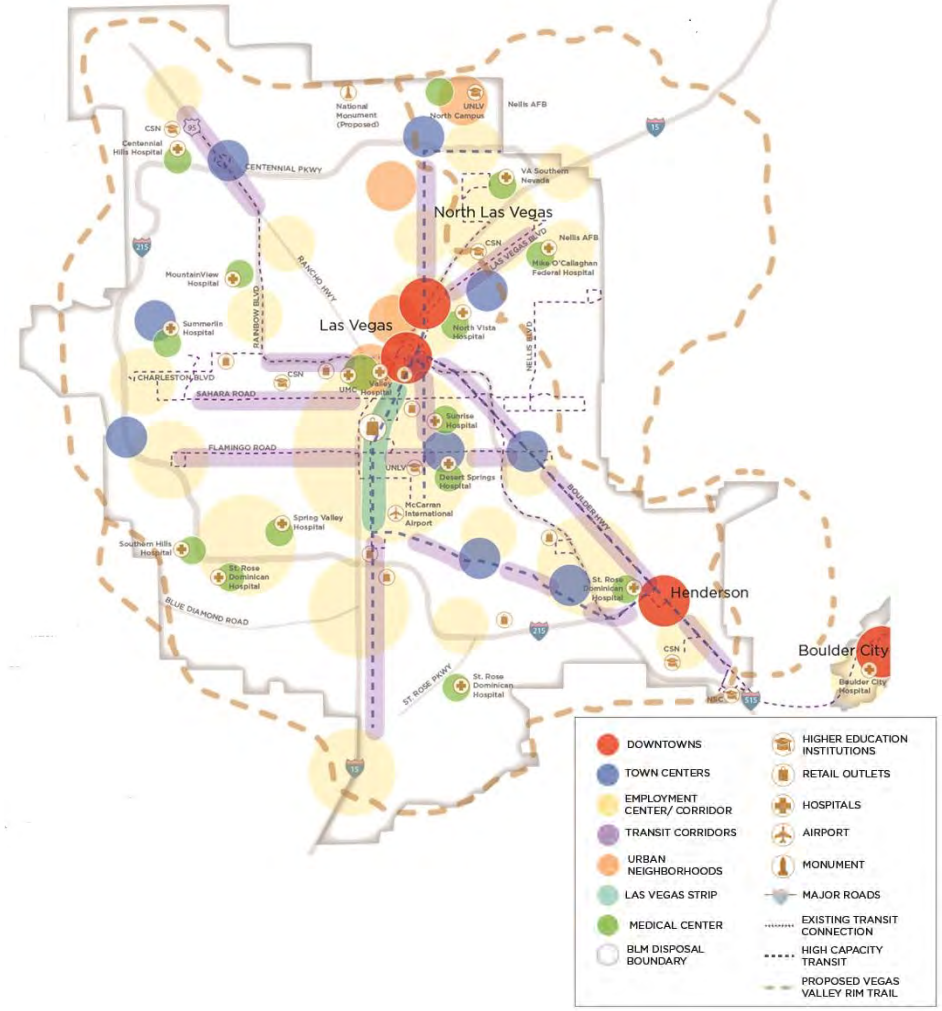


to additional commuting in traditionally non-peak directions on many of the regions highways and arterials. This trend is forecast to continue over the next 25 years, and will impact reverse direction peak travel volumes on most major corridors in the region. Although the development of employment centers in formerly suburban (or rural) areas leads to effective use of major road capacity by balancing trip directions, it presents new challenges for efficiently serving suburban destined commuters with competitive transit and other multimodal alternatives.

Supporting the Regional Plan

One significant influence in developing Access 2050 was the Southern Nevada Strong Regional Plan, which was adopted by the local governments in the urbanized area of Southern Nevada, and has been administered by the RTC since 2015.

Southern Nevada Strong Vision Map



The purpose of Southern Nevada Strong is to develop regional support for long-term economic success and stronger communities by integrating reliable transportation, quality housing for all income levels, and job opportunities throughout Southern Nevada. The SNS regional vision statement is – In 2035, the Southern Nevada region has a strong entrepreneurial spirit sustaining its high quality of life.

One priority of the SNS Regional Plan is to Improve Economic Competitiveness. This priority has a range of goals to diversify the regional economy by creating communities with a variety of housing, transportation and amenity options – meeting the demands of a talented workforce.

	RESPONSIBLE ORGANIZATION Lead (L) Support (S)	FISCAL IMPACT 0, +, ++, +++	TIMEFRAME Short term (0-2 years) Mid term (3-6 years) Long term (7+ years)
GOAL 1: MATCH LAND USE AND TRANSPORTATION PLANS WITH REGIONAL ECONOMIC DEVELOPMENT PLANS.			
Objective 1.1 **Invest in and maintain infrastructure that meets the needs of a diversified economy.**			
1.1.1 - In coordination with organizations such as the Las Vegas Global Economic Alliance (LVGEA), develop a regional approach to 1) assess the need for and implement infrastructure that can support a diversified economy and 2) recommend updates to land-use plans to match land use and transportation plans and policies.	LVGEA = L Local Governments = S RTC = S	0	Mid term
1.1.2 - Provide tools such as scenario planning analyses to local governments and the Regional Transportation Commission (RTC) to develop land-use strategies that implement the Plan at the local level.	SNS Project Team = L Local Governments = S RTC = S	+	Complete
1.1.3 - Coordinate the RTC's Regional Transportation Plan and local government master plan updates with the Comprehensive Economic Development Strategy (CEDS).	LVGEA = L Local Governments = S RTC = S	0	Short term

Source: RTC. Southern Nevada Strong Regional Plan, 2015.

Access 2050 directly supports this vision for a vibrant and unique region that is characterized by integrated transportation networks through strategies and projects that enhance multimodal connectivity and promote economic development.

Access 2050 Investment Program

While the regional vision represents an ideal level of investment, ACCESS 2050 applies today's fiscal reality. Federal law requires the planned transportation in the RTP be "fiscally constrained", or based on a reasonably foreseeable forecast of future revenues. Excise taxes on gasoline and diesel fuels are the basis of most federal and state transportation funding sources. Since these taxes are based on cents-per-gallon purchased, they depend on fuel consumption. Though changes in regional vehicle miles traveled will continue to play a role during the Plan period, increases in conventional fuel efficiency and the adoption of alternative fuel vehicles will reduce overall fuel consumption.

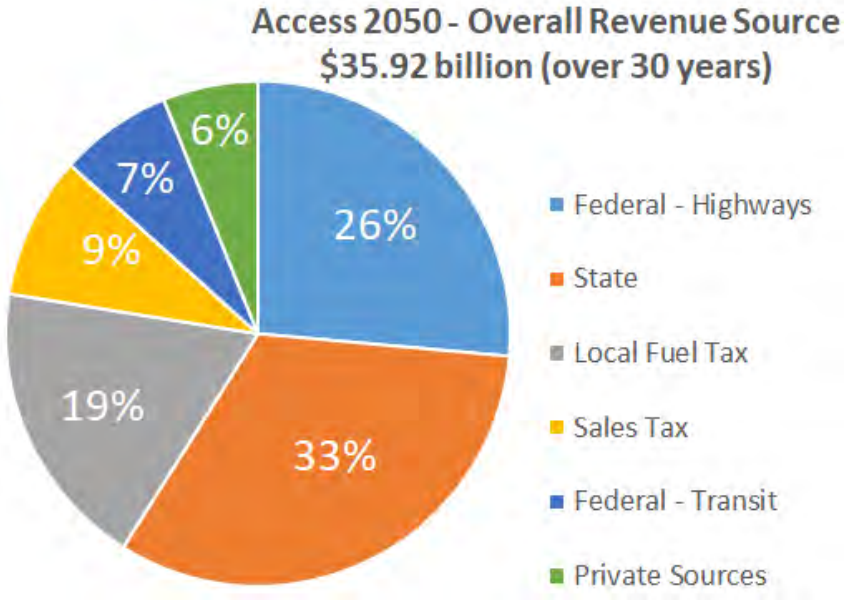
Most transportation revenue is generated based on the concept of "user fees," where taxes are collected from the users of the transportation system, roughly in proportion to how much they use the system. It is important to find new ways to make transportation funding more sustainable in the long-term, and efforts are underway to explore how our region can transition from our current system, based on fuel taxes, to a more direct system of user fees linked to how people travel. User fees can support our infrastructure needs and promote a more balanced transportation system by encouraging residents and visitors to consider their travel choices. User fees can be structured and implemented to advance environmental, economic and equity goals, including reducing congestion and vehicle miles traveled (VMT), while encouraging active transportation and transit ridership.

Reasonably Available Revenue

Reasonably available revenue is estimated by the US Department of Transportation, Nevada Department of Transportation, and annual financial reports from the RTC, as well as trends related to debt financing and regional revenues. The total estimated revenue over the course of the Access 2050 planning period is approximately $35.9 billion; a 30-year planning horizon.

Private sources include new neighborhood roads and off-site street improvements that are provided by private developers. Revenue from the XpressWest high-speed rail project is also included in private sources, as this project was approved for $200 million in private activity bonds from the Nevada State Board of Finance in 2020. This allocation will allow the company to sell up to four times the value of the award as tax-exempt bonds to private investors. This means that the project has the ability to raise an additional $800 million for private infrastructure investment in Southern Nevada.

Federal revenues are provided by the Highway Trust Fund, which is based primarily on the federal fuel tax of 18.4 cents per gallon of gasoline, and has not been adjusted since 1993. That tax is now worth just 10.2 cents after adjusting for inflation. In recent years the trust fund has needed significant transfers of general revenues to remain solvent. Since 2008, Congress has sustained highway spending by transferring over $140 billion of general revenues to the fund, including $70 billion in the current Fixing America's Surface Transportation Act. Federal Highway funds include state-programmed Federal funds.



State Highway Revenues refer to taxes assessed on the sale of gasoline at a fixed-rate of 18.455 cents on every gallon, and also associated vehicle fees and taxes. An analysis of revenue sources contained in the One Nevada Transportation Plan was performed, along with a conservative assumption that 44 percent of statewide revenue will be available for transportation

investments in Southern Nevada. This assumption is based on a review of NDOT projects programmed statewide in the 2019-2022 TIP.

Local fuel tax revenues in Southern Nevada, called the "Motor Vehicle Fuel Tax," (MVFT) have multiple components: a base amount of 15.35 cents per gallon, plus an amount indexed to inflation, which adds 14.8 cents per gallon as of July 2020. As Southern Nevada emerged from the recession of 2007-09, transportation infrastructure needs that were put on hold due to lack of funding demanded attention. To cover a growing gap in funding, in 2013 a funding program was initiated to tie MVFT to inflation for a three-year period to keep pace with material and labor costs. This resulted in a 10 cents per gallon increase through 2016.

During the November 2016 election, ballot Question 5 asked Clark County voters if they wanted to continue to tie fuel tax to the rate of inflation for an additional 10 years. Approved by a majority of voters, the program was extended through 2026. Annual increases are based on the 10-year rolling average of the Producer Price Index (PPI). Compared to the initial fuel tax indexing program that added an average of 3 cents per gallon annually, and reached the 10 cent per gallon cap, the extension has only averaged approximately 1 cent per gallon increases annually due to the lower observed PPI. Between 2017 and 2020, these annual increases have totaled 4.8 cents per gallon; resulting in the 14.8 cents per gallon total increase for the fuel revenue indexing program. Additionally, proceeds derived from the extension program are divided between the RTC, Clark County, and NDOT.

These taxes are dependent on fuel consumption and – with the exception of MVFT and State funds in Southern Nevada tied to the indexing program – have not been adjusted since 1991. Increases in vehicle fuel efficiency, a lower rate of VMT growth, and travel declines associated with the COVID-19 pandemic will impact revenues generated from this source during the planning horizon. The MVFT revenue forecast includes a reduction of over $41 million in fiscal year 2021 due to COVID-19 travel declines.

Corporate Average Fuel Economy (CAFE) standards regulate how far our vehicles must travel on a gallon of fuel. The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, issued in 2020 sets fuel economy standards that increase 1.5 percent in stringency each year from model years 2021 through 2026; a decrease from the previous standard that called for about 5 percent annual increases during the same time period.

The impact of this will continue a trend observed in the RTC's previous two Regional Transportation Plans in 2013 and 2017: The proportion of revenues derived from federal sources is down significantly, while the local fuel tax share has increased. In in the 2013-2035 RTP, only 20 percent of revenues were derived from local sources compared to the 28 percent currently forecast. Additionally, approximately 18% of State funding is directly tied to the local fuel tax indexing program. This trend is consistent with the overall funding outlook nationally for transportation – that without new revenue sources, federal and state revenues are projected to decrease in relative terms in the future.

Summary of Investment Strategies

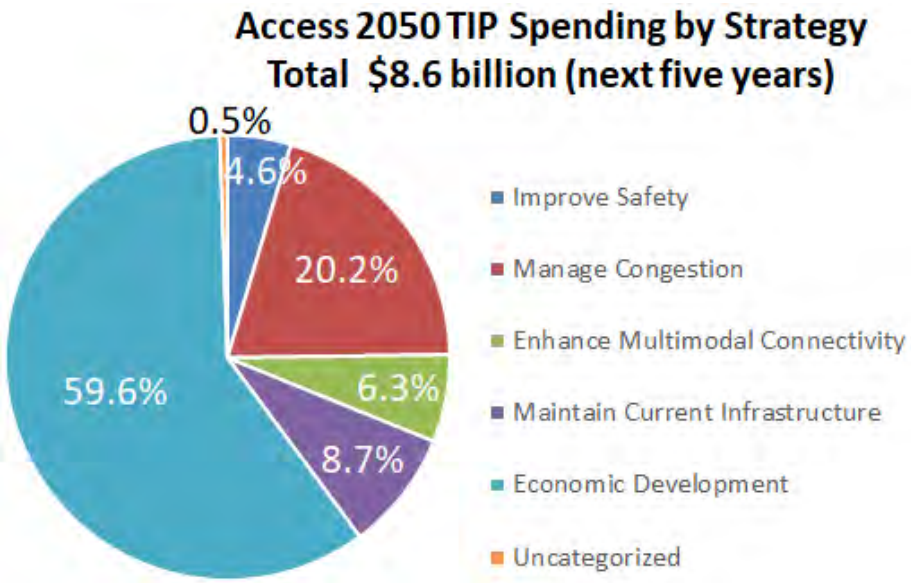
Access 2050 implements the five primary strategies (Improve Safety, Manage Congestion, Enhance Multimodal Connectivity, Maintain Current Infrastructure, and Promote Economic Development) by funding transportation projects that are intended to advance one or more of those strategies and achieve outcomes that improve conditions for Southern Nevadans, as expressed by the indicators described earlier and in Appendix N. In addition, investments are identified by how they address the overall Access 2050 Strategy and Accessibility Focus Areas. Remaining investments fit within the overall regional investment program, which may include projects from prior plans that remain funded in ACCESS 2050.

The primary strategy investment categories are listed first, followed by regional focus area investment programs. This presentation format allows Southern Nevadans to understand what the Access 2050 Investment Program is intended to accomplish, providing transparency and accountability.

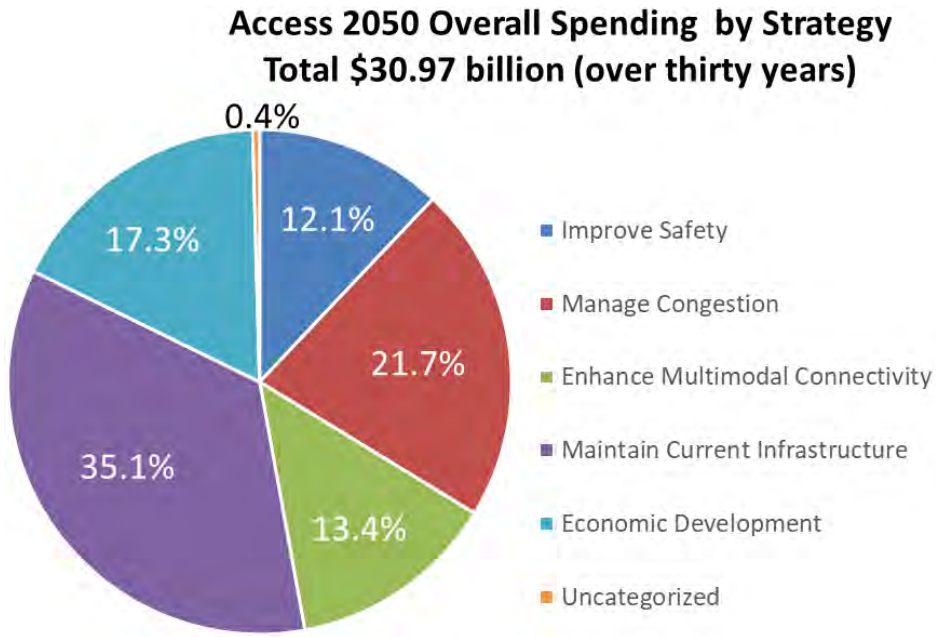
Because the goal of an outcome-based transportation plan, such as Access 2050, is to identify what the overall plan is intended to accomplish, rather than focus on specific project engineering decisions, this structure further allows project sponsors flexibility to adjust minor details of their project without compromising the representative integrity of ACCESS 2050. In many cases, especially for projects not planned for construction for 30 years, exact future conditions are not known, and it may be necessary to update certain aspects of the plan. By representing related investments as programs, and summarizing major investments by strategies and focus areas, the public can be aware of future changes, while local agencies can adapt to the unexpected; which will particularly important since this plan was finalized during the COVID-19 pandemic. The summarized costs shown have been estimated based on the ACCESS 2050 fiscal model, previous history, and total cost estimates submitted by project sponsors, with future year project costs adjusted for "year of expenditure".

Strategy-Based Investments

Access 2050's major investment approach is to select and fund projects that directly address one or more of the five primary strategies identified earlier.



The following chart shows how approximately $30 billion will be invested during the ACCESS 2050 30-year implementation period. Funding over the next five years – the Transportation Improvement Program – is shown separately, so that readers can see which strategies the RTC and local agencies are targeting for the most immediate planning period. It should be noted that the XpressWest high-speed rail project programmed for $5 billion in the Transportation Improvement Program and categorized as a project to Promote Economic Development exerts and outsized influence when analyzing project funding strategies for that time period.



Access 2050 Strategy and Accessibility Focus Area Investments

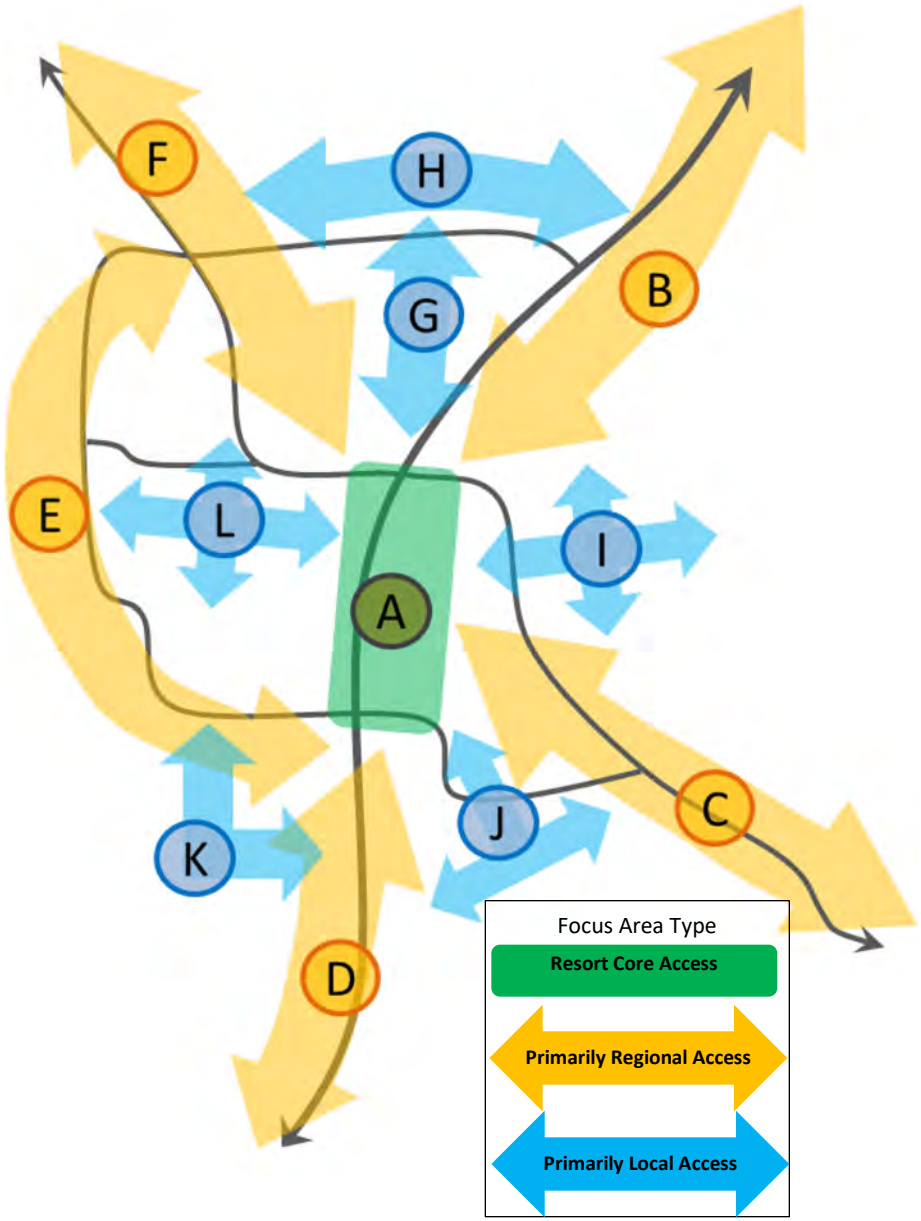
Access 2050 continues the process of categorizing projects by their respective Primary Strategy and Accessibility Focus Area; identified in the two tables below. Categorization of each project by their Access 2050 Primary Strategy helps provide an understanding of the basic purpose and need of each transportation investment. The Focus Area analysis helps provide an increased understanding of the accessibility benefits the investments create to help get people to the places they need or want to go (an Access 2050 Secondary Strategy) along or within those broad areas. These Focus Areas were developed based on existing local plans and from analysis of the Southern Nevada Strong Regional Plan. Appendix A provides project details for every project included in Access 2050, and identifies the Primary Strategy and Accessibility Focus Area addressed by each.

Label	Access 2050 Focus Area	Total
A	Access to/from/within core area	$3.4 billion
B	Northeast valley & UT access to core area	$348.5 million
C	Southeast valley & AZ access to core area	$601.4 million
D	Southern valley & CA access to core area	$5.2 billion
E	North-south access along western valley	$12.6 million
F	Northwest valley to core area	$536.0 million
G	North Las Vegas access to/from south & internal	$56.4 million
H	Northern valley east/west access	$40.7 million
I	Eastern valley access to/from core & internal	$282.2 million
J	West Henderson access to/from core & internal	$362.3 million
K	Access to/from southwest valley	$67.4 million
L	West side of valley east/west access & internal	$213.6 million
N/A	*Not Allocated to a Focus Area*	$18.2 billion
N/A	*Not Allocated – Debt Service*	$1.5 billion
	TOTAL	**$30.9 billion**

The primary rationale for the relatively large amount of revenue not allocated to a specific focus area is due to:

- Federally funded transit investments that benefit the entire region and are not specific to any one focus area;

Access 2050 Accessibility Focus Areas



- Local agency led projects that are at a regional scale and not specific to any one focus area: Safe Routes to Schools programs and infrastructure, pedestrian flashers at various locations, roundabouts at various locations, street sweepers, citywide Intelligent Transportation System (ITS) projects, electric vehicle programs, etc.;
- Future high-priority projects to be led by local agencies, but specific projects have not yet been identified or assigned to a focus area; and
- Bond repayments for a variety of projects that benefit the entire region but are not specific to any one focus area.

In comparison to the Accessibility Focus Areas, most Access 2050 projects are able to be categorized by Primary Strategy. While many projects are not specific to a location, they do have a primary purpose and need that the project intends to accomplish. The only projects that remain Uncategorized for a Primary Strategy are related to bond repayments for a variety of projects, and high-priority projects targeted for a specific area, but for which specific projects have not yet been identified to define a Primary Strategy.

The Strategy and Accessibility Focus Area analysis included projects that were previously included in an RTC plan or funded project list (the 2017 Regional Transportation Plan, the 2021-2024 Transportation Improvement Program, or the locally funded 2021 Capital Improvement Program) and new projects submitted to the RTC during development of Access 2050.

Analysis of the ACCESS 2050 Investment Program

Comparing the transportation impacts of implementing the ACCESS 2050 investment program to a future without the additional infrastructure Access 2050 would provide allows an initial assessment of the impacts of Access 2050 on key travel indicators. The Build vs No-Build table provides critical measures for this comparison. Overall, making the set of investments identified in Access 2050 leads to 5 fewer minutes each person spends driving or riding on a typical weekday, and 0.21 fewer miles driven each day than if the investments weren't made. *Another way of looking at this, average time spent driving will increase from 32 minutes per day in 2020 to 36 minutes in 2050 with Access 2050 investments, but would increase to 42 minutes without them.* This time savings provides Southern Nevadans with more time available for activities that can be more enjoyable or productive than driving or commuting. Similarly, driving fewer miles generates additional benefits for residents, including less money spent on fuel, vehicle operating costs, and maintenance, as well as reduced exposure to risks of traffic crashes.

Access2050 Build vs. No-Build Summary

	No-Build	Build	Difference	PCT
Per-Capita VHT/day (2050)	42.0 Min	36.4 Min	- 5.6 Min	-13.4%
Per-Capita VMT/day (2050)	20.1 Mile	19.9 Mile	- 0.21 Mile	-1.0%

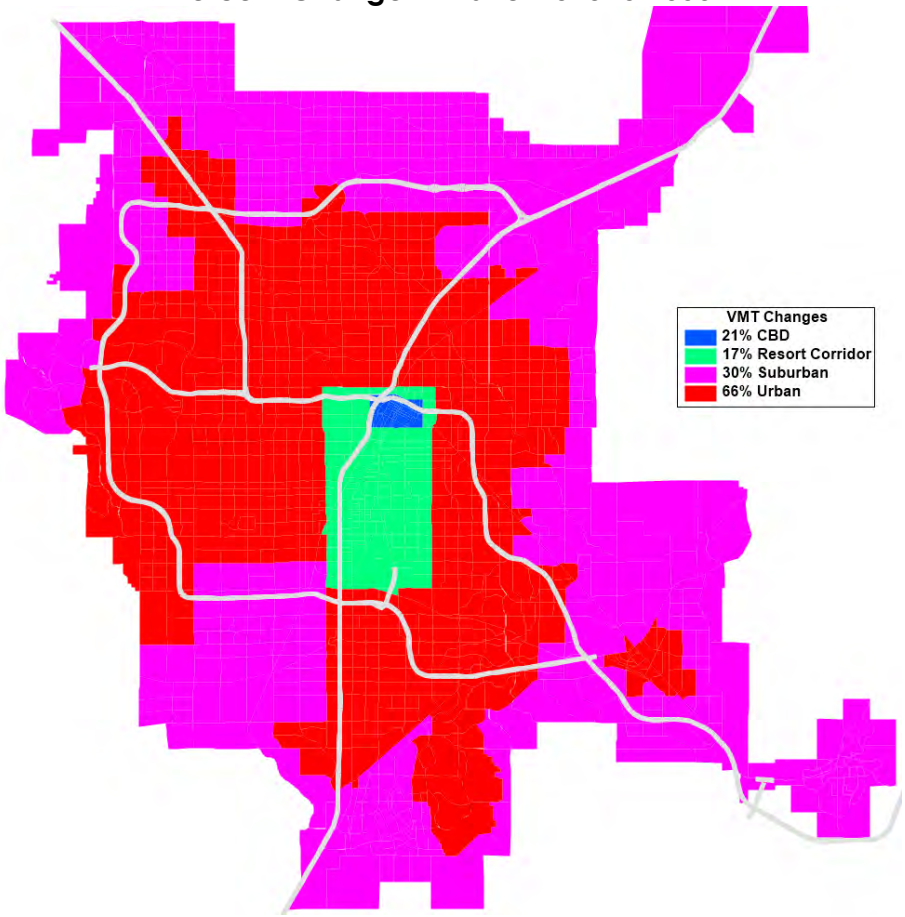
(Source: RTC Travel Demand Model, October 2020)

ACCESS 2050 Primary Strategies and Investment Levels

	Improve Safety	Manage Congestion	Enhance Multimodal Connectivity	Maintain Current Infrastructure	Promote Economic Development	Uncategorized	Total
High Priority Projects (1-5 years; Federal and Local Funds)	$388.9 million	$1.69 billion	$534 million	$733.9 million	$5.01 billion	$45.2 million *(+$171 million debt service)*	**$8.41 billion** *($8.6 billion w/debt service)*
Long-Term Projects (6-30 years, Federal and Local Funds)	$3.17 billion	$4.68 billion	$3.41 billion	$9.62 billion	$93.1 million	$86 million	**$21.08 billion**
TOTAL	**$3.56 billion**	**$6.38 billion**	**$3.95 billion**	**$10.35 billion**	**$5.11 billion**	**$131.29 million** *(+$1.5 billion debt service)*	**$29.49 billion** *($30.9 billion w/debt service)*

Overall, the RTC's analysis of future travel conditions projects a 13% increase in travel time and 8% increase in vehicle miles traveled between 2020 and 2050. These increases can be mapped across different geographical regions to provide a better picture of how Southern Nevada will change over the next 30 years. For this, Southern Nevada was divided into four geographic area types, which are presented on the following map. These zones comprise most of the region's travel activity, and capture travel statistics in a convenient way. The map's legend identifies the percent change in total travel (Vehicle Miles Traveled) in each of these area types.

Percent Change in Travel 2020 to 2050



Much of the growth in travel activity is forecast to occur further away from the historic regional core of the Resort Corridor area and downtown Las Vegas. This trend is supported by comparable data regarding the location of population growth and trip attractions to the year 2050. Analysis suggests much of the region's future growth will be concentrated outside the CC-215/I-215 Beltway, especially in relation to current population share.

The Access 2050 Investment Program will add approximately 1,100 new lane miles to the regional road system (highways, arterials, and collectors), an increase of 16%. At the same time, VMT per lane mile is projected to increase a total of 36%, meaning that roads will become more crowded, although with the targeting of improvements on the ACCESS 2050 strategies, roads should also function more efficiently with more alternative modes available.

Access 2050 Infrastructure Summary (lane-miles)

Lane-mile category	2020	2050	Change	PCT
Freeways and Highways	1,309 Miles	1,579 Miles	+267 Miles	21%
Arterials	4,470 Miles	5,485 Miles	+1,015 Miles	23%
Collectors	1,669 Miles	1,548 Miles	-121 Miles	-7%
Total	**7,448**	**8,612**	**1,164**	**16%**
Avg. daily VMT per lane-mile	5,732 VMT	6,800 VMT	+2,055 VMT	36%

Source: RTC Travel Demand Model, October 2020

The expected disparity between growth in travel activity and the amount of feasible road expansion, along with other reasonably-anticipated emerging technologies over the next 30 years may also play a role in negating the disparity between increasing travel activity and the need for additional capacity. Addressing this disparity, however, is at the core of the "Manage Congestion" ACCESS 2050 strategy and the Congestion Management Process, both of which the RTC and regional partners will work to implement over the next 30 years.

These challenges may lead to new solutions or ways of addressing the 5 primary strategies of Access 2050. For example, because high capacity transit has a significantly higher carrying capacity than highway lanes serving predominantly single occupant vehicles, it could help to alleviate future challenges. These shifts indicate a need for the RTC to continue evaluating the Access 2050 Plan and investments on a regular basis.

Environmental Justice Analysis

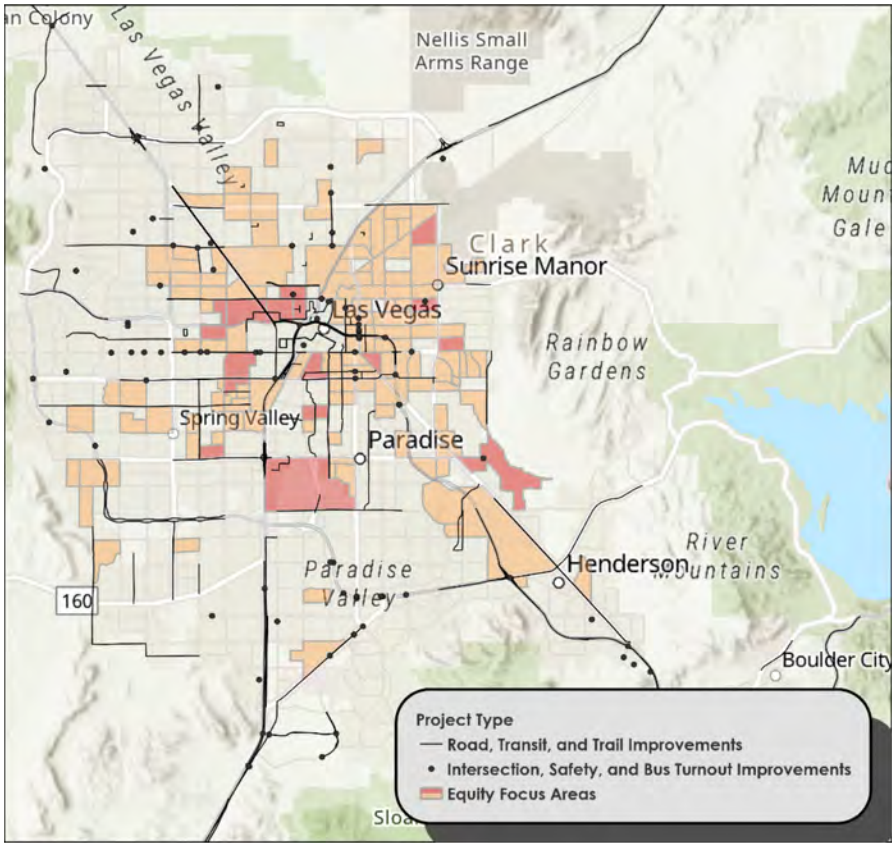
According to FHWA, "environmental justice principles and procedures improve all levels of transportation decision-making by enabling practitioners to make transportation decisions that meet the needs of all people." The MPO considers environmental justice and equity impacts in its transportation and regional plans and related outreach efforts and implements the following laws and regulations:

- **Title VI of the Civil Rights Act of 1964**, which prohibits discrimination on the basis of race, color, or national origin in programs receiving federal assistance;
- **Environmental Justice Executive Order 12898**, which aims to identify and address disproportionately high and adverse human health or environmental effects on minority populations and low-income populations; and
- **FHWA Title VI Program (23 CFR 200)**, which ensures that federal funding recipients comply with Title VI and related civil rights authorities. Additionally, FHWA is broader than Title VI and EJ requirements and protects populations based on race, color, national origin, sex, age, disability, low-income, and limited English proficiency.

Maps provided in *Appendix K: Environmental Justice Analysis* depict the geographic distribution of Regional Transportation Projects in relationship to:

1) **Title VI**: Census tracts that include an above average percentage of minority, senior, disabled, low-income, and limited English proficiency populations; and
2) **Equity Focus Areas**: Census tracts that have a low equity/high inequity composite score based on the factors shown above plus no vehicle households and youth.

Access 2050 Projects and Equity Focus Areas



Source: RTC. Access 2050 projects and equity focus areas.

In the map above, selected Regional Transportation Plan projects are shown in relationship with equity focus areas, which represent census tracts with a higher identified need and typically represent low-income, minority neighborhoods who rely more heavily on bicycling, walking, or transit as their primary form of transportation.

Air Quality Conformity Determination

Southern Nevada has historically been designated "nonattainment" for federal Carbon Monoxide (CO), Particulate matter 10 microns or smaller (PM10), and Ozone (defined for the two precursors of Ozone, Volatile Organic Compounds (VOC) and the Oxides of Nitrogen (NOx)) standards under the Clean Air Act. As a consequence, the State must develop a plan which demonstrates how these emissions will be reduced to achieve federal air quality standards. This plan is known as the State Implementation Plan, or "SIP." Transportation conformity is the process that links the SIP with ACCESS 2050 and the RTC's transportation planning and project funding.

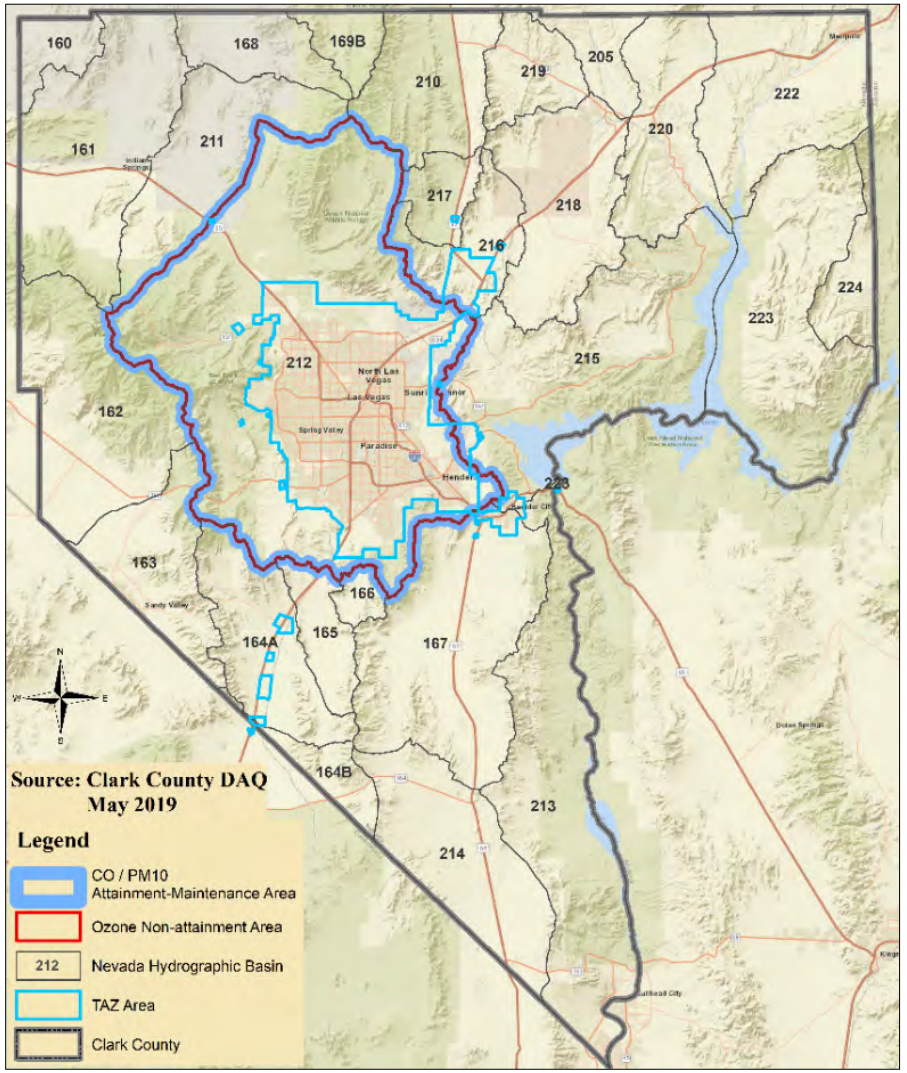
The conformity status of these emissions in Southern Nevada may be adjusted over time, and the current status of their respective SIPs and Maintenance Plans is summarized below:

CO – Southern Nevada is currently in attainment, with the area sharing the same geography as Hydrographic Basin 212, which coincides with the Las Vegas Valley. A SIP Maintenance Plan with updated emission budgets and a formal request for re-designation to attainment were submitted by the Clark County Department of Environment and Sustainability to EPA in 2008, and were approved on September 27, 2010.

PM10 – Southern Nevada is currently in attainment, with the area sharing the same geography as Hydrographic Basin 212. In 2010, EPA made a determination that the area is in attainment with National Ambient Air Quality Standards (NAAQS), and re-designated the area to attainment upon approval of the Clark County PM10 Maintenance Plan on Oct 3, 2014.

Ozone – Southern Nevada is currently in non-attainment, and in a re-designation status. The area shares the same geography as Hydrographic Basin 212. In 2018, EPA made non-attainment designations for the 2015 ozone NAAQS for many areas around the United States, including Southern Nevada. In July, 2019 the EPA approved the Clark County 2018 Ozone Maintenance Plan conditional on commitments from the Clark County Department of Environment and Sustainability and the Nevada Division of Environmental Protection (NDEP) to submit a SIP revision within one year of final conditional approval. On September 3, 2020 a revised SIP was submitted to NDEP for review and submission to the EPA. As of August 3, 2019, Southern Nevada must have an RTP and TIP in place that demonstrates conformity to the 2015 ozone NAAQS.

Air Quality Attainment and Non-Attainment Areas



Source: Clark County Department of Environment and Sustainability.

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

Access2050 Air Quality Conformity Results				
Year	CO Budget	CO *(modeled)*	PM10 Budget	PM10 *(modeled)*
2020	704	**212** ✓	141.41	**46.24** ✓
2023	--	--	141.41	**50.76** ✓
2030	704	**130** ✓	141.41	**61.32** ✓
2040	704	**95** ✓	141.41	**59.54** ✓
2050	704	**96** ✓	141.41	**63.53** ✓

Source: RTC. Travel Demand Model Methodology and Air Quality Conformity.

Access2050 Air Quality Conformity Results				
Year	NOX Budget	NOX *(modeled)*	VOC Budget	VOC *(modeled)*
2020	90.92	**37.69** ✓	53.94	**24.67** ✓
2022	86.74	**30.92** ✓	52.96	**21.23** ✓
2030	86.74	**18.01** ✓	52.96	**15.08** ✓
2040	86.74	**12.83** ✓	52.96	**11.52** ✓
2050	86.74	**12.75** ✓	52.96	**11.38** ✓

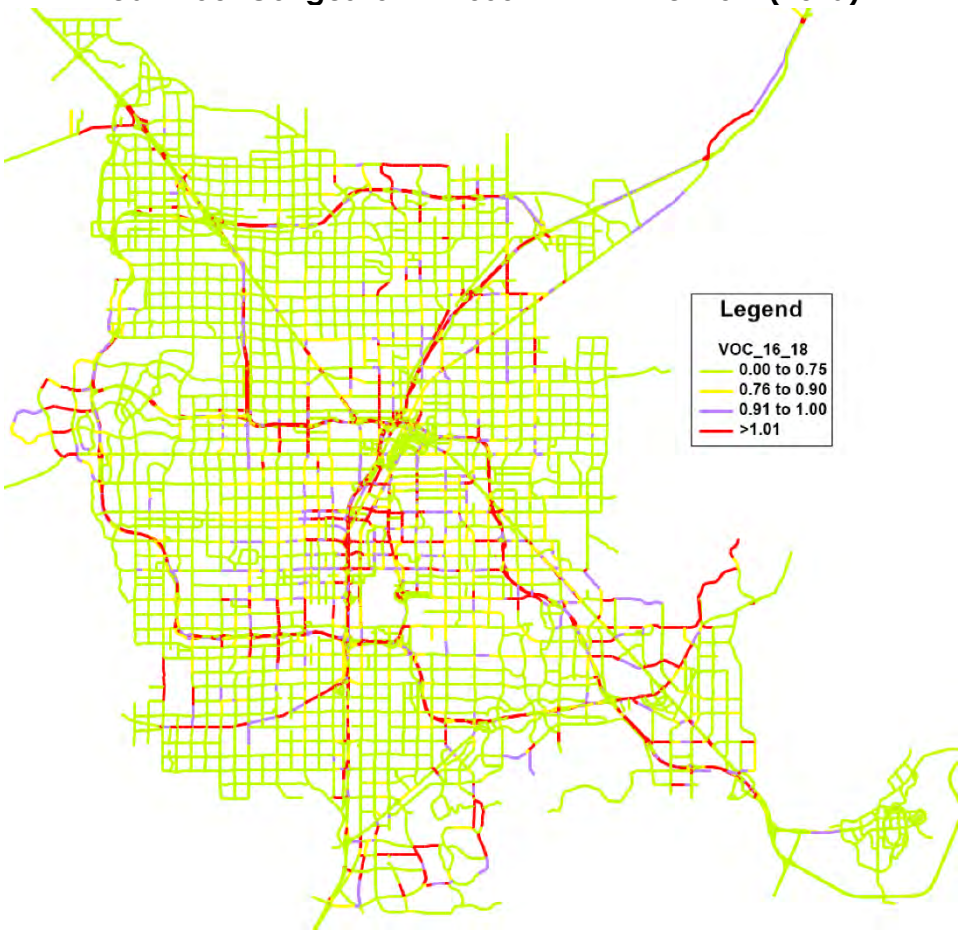
Source: RTC. Travel Demand Model Methodology and Air Quality Conformity.

A conformity determination demonstrates that implementation of ACCESS 2050 will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the federal standard interim goals.

For each horizon year calculation is required, the forecast measures for both CO, PM10, and O3 fall below the budgets set for the region. Both CO, PM10, and Ozone are known to be detrimental to general air quality and the health of the environment and Southern Nevada residents and visitors.

ACCESS 2050 has demonstrated conformity with the guidelines and limitations, as shown in the tables below. See Appendix E for more detail.

Peak Hour Congestion in 2050 with RTP Network (Build)



Source: RTC. Travel Demand Model Methodology and Air Quality Conformity.

Transportation Control Measures

A second component of conformity determination is an assessment of the progress in implementing Transportation Control Measures (TCMs). TCMs are intended to reduce emissions or concentrations of pollutants from transportation sources by reducing vehicle use or otherwise reducing vehicle emissions. These specific measures are identified and described in the State Implementation Plans for each pollutant. The emission benefits from the TCMs may be subtracted from the modeled vehicle emissions to produce a forecast of net mobile source emissions, however these benefits are not claimed for this Access 2050 air quality conformity determination.

As required by 23 CFR, Part 450.324, n(3), in non-attainment areas, the Transportation Improvement Program (2021-2025) must describe the progress in implementing any required TCMs, including any reasons for significant delays in the planned implementation and strategies for ensuring their advancement at the earliest possible time. TCMs are their current status is described in Appendix E - Travel Demand Model Methodology and Air Quality Conformity Analysis.

As part of this air quality conformity determination, the RTC certifies that TCMs identified in the SIPs are either programmed, or are being implemented on schedule, and that no Federal funds are being diverted from these projects in such a way as to delay their timely implementation.

Fiscal Constraint Analysis

Fiscal constraint analysis is performed as part of the regional planning process to exercise prudence in planning for the transportation future of Southern Nevada. Revenues for future investment are not limitless, and proper governance requires a conservative fiscal approach when considering which improvements are necessary, and in what timeframe. Federal regulations establish this principle into an enforceable requirement of every update of the RTC's Regional Transportation Plan.

Practically, the analysis to demonstrate fiscal constraint limits the total investment by Access 2050 to reasonably expected revenues from a combination of sources. The RTC estimated revenues and expenditures through the year 2050, including federal, state, local, and private revenue.

Access 2050 Fiscal Constraint Summary (2021-2050)

Revenue Source	Anticipated Revenue
Federal – Highways*	$9.5 billion
Federal - Transit	$2.6 billion
State	$11.7 billion
Local Fuel Tax	$6.6 billion
Local Sales	$3.3 billion
Private Sources	$2.2 billion
TOTAL	**$35.9 billion**

** Federal Highway funds include state-programmed Federal funds*

Expenditure Category	Funding Level
Increase Safety	$3.5 billion
Manage Congestion	$6.4 billion
Multimodal Connectivity	$4.0 billion
Maintain Infrastructure	$10.3 billion
Economic Development	$5.1 billion
Uncategorized**	$0.1 billion
Debt Service	*$1.5 billion*
TOTAL	**$30.9 billion**

*** Uncategorized includes mostly bond repayments for a variety of projects and future local agency high-priority projects.*

As shown in the table above, ***Access 2050 expenditures are less than anticipated revenue over the life of the plan to 2050***. The fiscal constraint analysis for the Transportation Improvement Program (2021-2025) is included in Appendix B. Estimates of reasonably available revenue for investment include Federal Highway Trust Fund revenues (including discretionary grant funds that are reasonably anticipated to be available), State-administered funds, locally-collected sales tax, locally-collected Motor Vehicle Fuel Tax (MVFT), which includes annual fuel tax indexing increases through 2026, and private sources related to new neighborhood roads and off-site street improvements that are provided by private developers and revenue related to the private XpressWest high-speed rail project.

Future year project costs are expressed in "year of expenditure". Based on the 10-year rolling average of the Producer Price Index for the material and supply inputs to highway and street construction, a 2.09% inflation rate was used for all costs beyond FY 2021. Since projects outside of the TIP period are not given a specific year for construction, a midpoint year was established to estimate inflation. Future years beyond FY 2025 were grouped into 5-year bands, and costs were assumed to occur in the midpoint year for inflation

purposes. For example, a project scheduled between FY 2031-2035 would assume a midpoint year of FY 2033 for the year of expenditure.

See Appendix F, "Fiscal Plan and Funding Assumptions," for more detail.

Future Vision and Unfunded Projects

While the extension of local Fuel Revenue Indexing that Southern Nevada voters approved on November 8, 2016 funded a large portion of identified unfunded needs, not all potential projects identified by stakeholders through the Access 2050 planning process are included. Many of the improvements with the most potential to change "transportation" and substantially affect performance measures as we know it today are outside the reach of available investment dollars – making them "unfunded" with respect to this plan.

These unfunded projects or programs come from studies and plans completed by the RTC, as well as local governments, and state and local transportation agencies. It also includes projects that were removed from previous plans due to fiscal constraint.

Examples of Access 2050 unfunded projects that support the long-term transportation future for Southern Nevada include:

- The On Board Mobility, which lays out a roadmap to modernize and transform the way people travel in Southern Nevada. The Plan is built around a proposed High Capacity Transit (HCT) network that will link residential areas with employment, education facilities, medical services, and major recreational destinations. On Board also recommends projects and programs that support HCT investments, including an expansion of local bus service with increased service frequency, hours of operations, and new transit service delivery models that bring flexible demand-responsive services to lower-density areas. In addition, On Board expands regional mobility through investments in regional streets, neighborhoods, and activity centers, making it safer and easier to walk and bike in Southern Nevada. The investments will be supported by changes in Southern Nevada's land use policies and development practices to increase transit-oriented design on HCT corridors and stations, plus creation of "complete streets" so that roadways continue to meet the needs of people who drive while, at the same time, providing a safer, more hospitable environment for bikers and walkers;
- Significant investment in major travel corridors serving both residents, visitors, and freight such as those identified in the NDOT Southern Nevada Traffic Study (2018), Southern Nevada HOV Plan (2018 Addendum), and the completion of the Interstate-11 route through or around Southern Nevada and connecting to the Northwest;
- Transportation improvements identified in local agency master plans including system-to-system interchanges, HOV access points, and new freeway network improvements and interchanges. The City of Las Vegas has specifically identified future projects in their updated 2050 Master Plan including: Summerlin Parkway improvements, Summerlin Parkway/CC-215 interchange, and a new Bonanza Road "Grand Paseo" complete street.
- A robust, interconnected pedestrian/bicycle network identified in the Regional Bicycle and Pedestrian Plan, which if fully funded would result in 73% of the total 2,023 miles of bicycle facilities will be high comfort facilities, compared to about 46% currently. After total build out, 46% of non-freeway, collector and above roadways will be comfortable enough for the typical adult or any child to ride a bike on (compared to 14-17% currently).

Future updates to ACCESS 2050 will need to consider how to advance the regional system closer to this vision.

Future & Ongoing ACCESS 2050 Planning Process

Access 2050 represents a change for how the RTC conducts and presents planning activities. Although regional transportation plans such as Access 2050 are required to receive updates every four years, the RTC will treat it like a living document so that it is regularly updated as new studies or plans are completed. This will maximize the benefits to Southern Nevadans of the transparent and accountable planning process established by the RTC.

The latest version of Access 2050 will always reflect the latest recommendations, related plans, current project details, and planned investments for advancing the vision and goals for Southern Nevada's transportation system. The Access 2050 document will be updated at least

annually, as the previous Access 2040 RTP was, with Air Quality updates whenever changes to the projects included trigger new air quality conformity analyses.

Appendix T contains the current Unified Planning Work Program (UPWP), which identifies the planning activities to be performed with federal, state and local transportation funds in Southern Nevada through June 2021. The following Studies or Plans, currently included in the UPWP, are anticipated to be amended into future Access 2050 updates or revisions:

- Land Use and Transportation Scenario Planning;
- Southern Nevada Freight Plan Update;
- City of North Las Vegas Comprehensive Master Transportation Study;
- Regional Bicycle and Pedestrian Plan Update;
- Regional Walkability Plan;
- Transportation Impacts on Health Study;
- Planning and Infrastructure Needs for Emerging Transportation Technologies;
- Regional Transit Oriented Development Implementation Study;
- Southern Nevada Strong Regional Plan Updates; and
- Other UPWP studies that will help further implement Access 2050.



RTC



access 2050

Enhancing Mobility for Southern Nevada Residents

RTC

REGIONAL TRANSPORTATION PLAN
for
SOUTHERN NEVADA
2021 - 2050

Regional Transportation Plan

- Updated every 4 years
- Forecasts the long-term transportation needs
- Identifies transportation projects

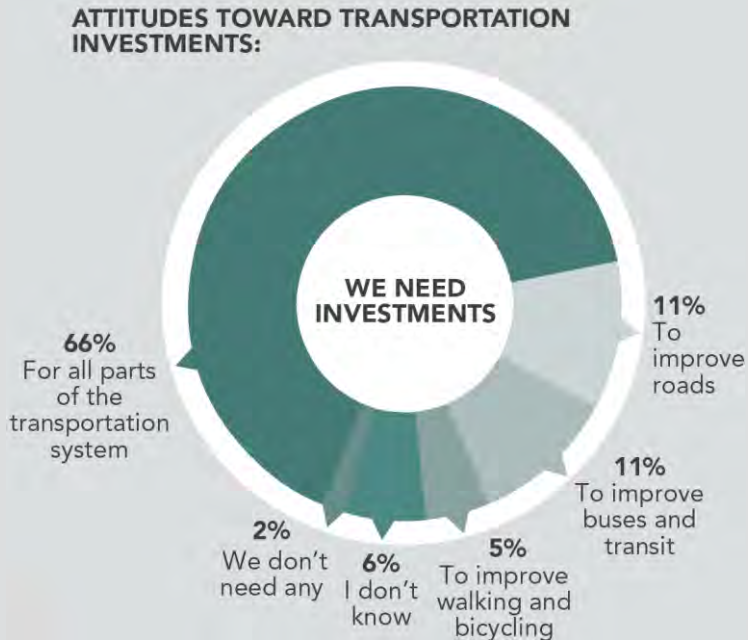
Process Background



Transportation Vision Survey

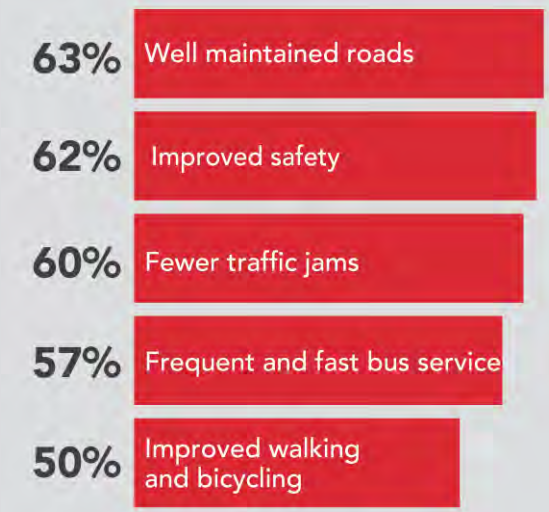
Vision Survey gathered over 12,200 responses, making the survey one of the largest reviews ever conducted of Southern Nevadans' attitudes about transportation.

SURVEY RESPONDENTS TRAVEL MODES



TRANSPORTATION IMPROVEMENTS

Which transportation improvements are the most important?



Strategies

PRIMARY STRATEGIES

- Improve Safety
- Manage Congestion
- Enhance Multimodal Connectivity
- Maintain Current Infrastructure
- Promote Economic Development

SECONDARY STRATEGIES

- Improve Access to Essential Services
- Provide Accountable & Transparent Planning Process
- Improve Freight Movement
- Improve Public Health Related to Transportation
- Conserve & Protect Natural Resources
- Use Innovative Planning to Address Emerging Technologies & Trends

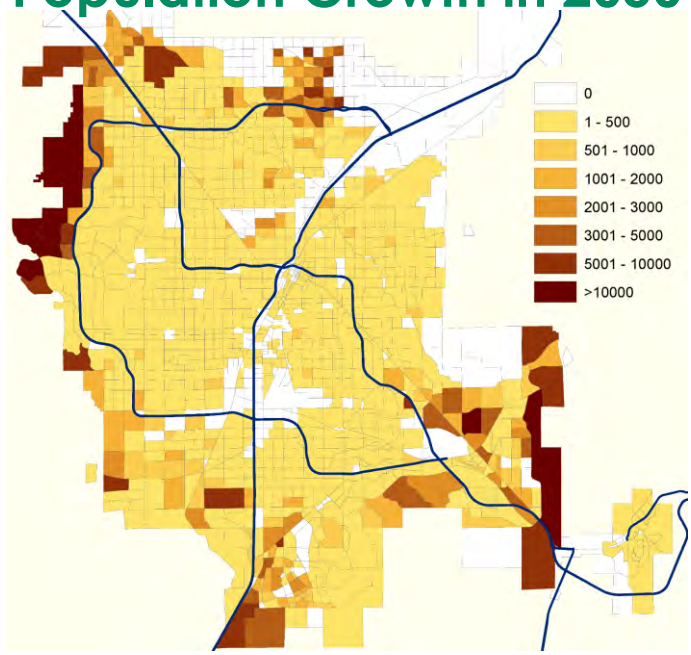
Reinforcing Existing Local Plans

ACCESS 2050 Goals and Strategies Compared to Local Agency Comprehensive Plans

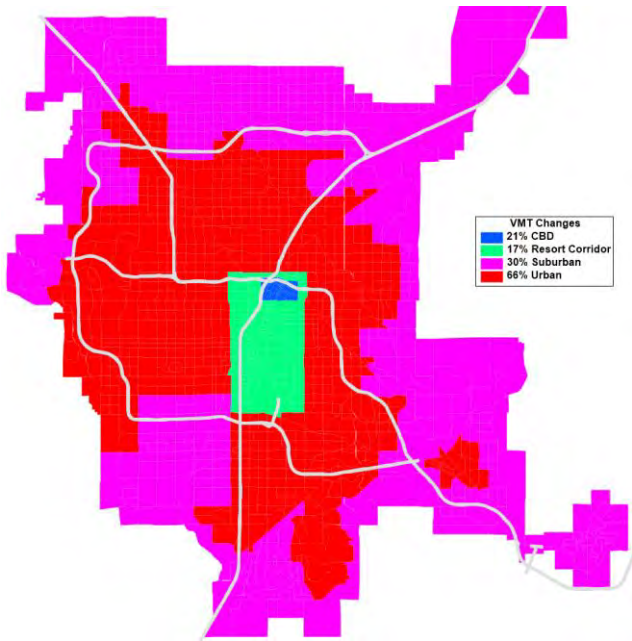
ACCESS 2050 Goals	Clark County*	Las Vegas*	Henderson	North Las Vegas	Boulder City	Mesquite	Southern Nevada Strong
ACCESS 2050: Primary Strategies							
Improve Safety	■	■	■	■	■	■	■
Manage Congestion	▪	■	■	■	■	■	▪
Expand Multimodal Network	■	■	■	■	■	■	■
Maintain Current Infrastructure	▪	■	■	■	■	■	■
Promote Economic Development	■	■	■	■	■	■	■
ACCESS 2050: Secondary Strategies							
Improve Access to Essential Services	■	■	■	■	▪	▪	■
Provide Accountable & Transparent Planning Process	■	▪	■	□	□	□	▪
Improve Freight Movement	▪	■	▪	■	■	▪	▪
Improve Public Health Related to Transportation	▪	■	■	▪	▪	▪	■
Conserve & Protect Natural Resources	■	■	■	▪	▪	□	▪
Use Innovative Planning to Address Emerging Technologies and Trends	□	■	▪	□	□	□	□

Legend: ■ **Directly Related** ▪ Indirectly Related □ Not Mentioned ■ Contradicts *(none identified)*

Population Growth in 2050



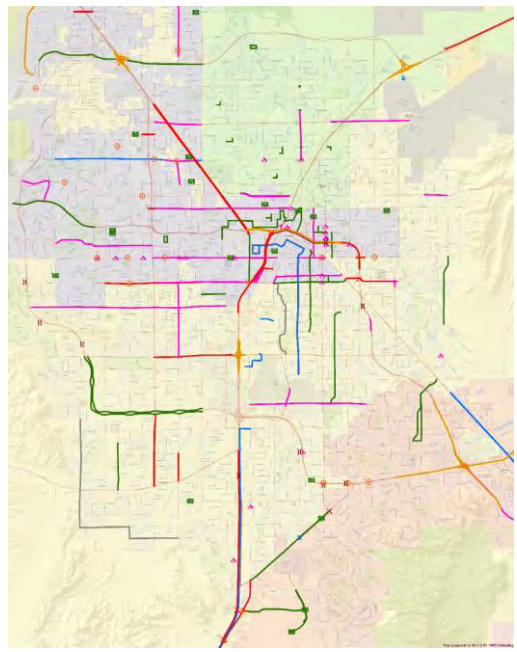
Travel Growth in 2050



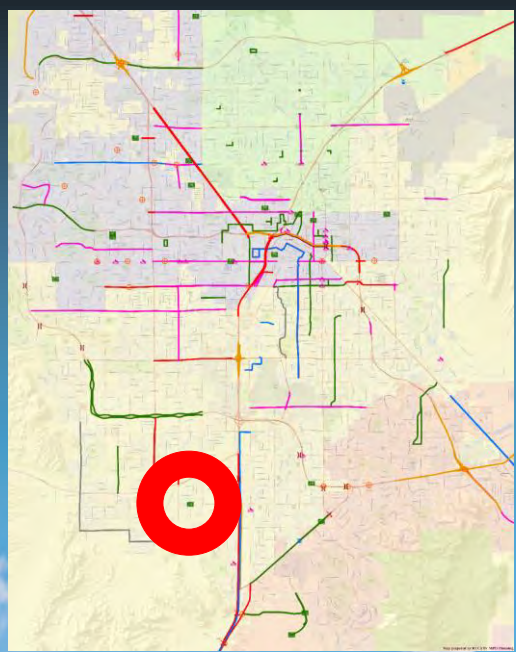
Access 2050 Projects

Over 200 Projects Included in the Plan

188 Projects Able to be Mapped



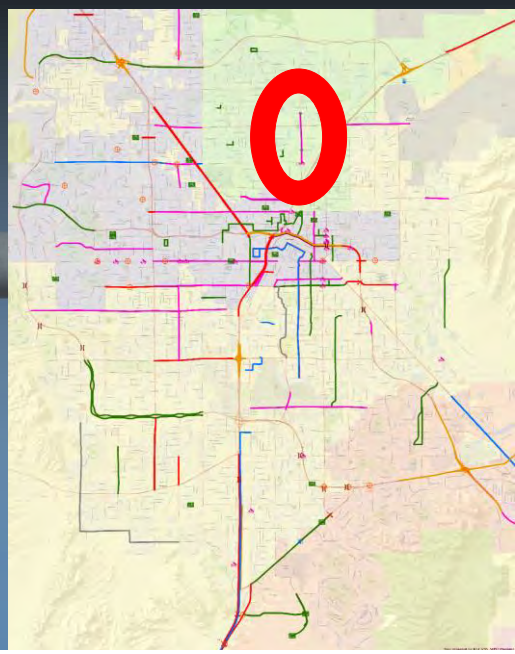
Access 2050 Projects



Example Safety Project

Clark County
School Zone
Flashers for Ries
Elementary School

Access 2050 Projects



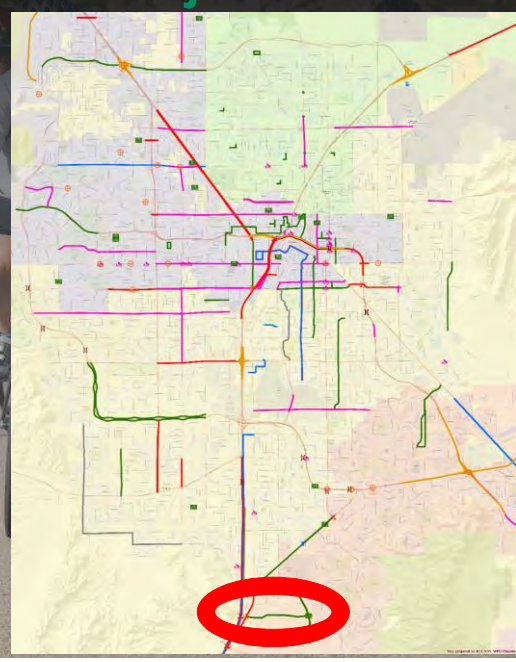
Example Congestion Project

North Las Vegas
North 5th St. Signalization Project and Cheyenne Intersection Improvements

Access 2050 Projects

Example Multimodal Project

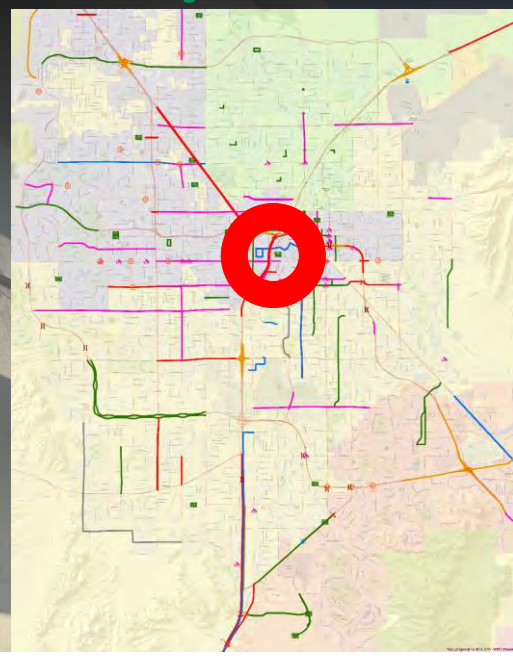
Henderson
Via Nobila Trail Construction



Access 2050 Projects

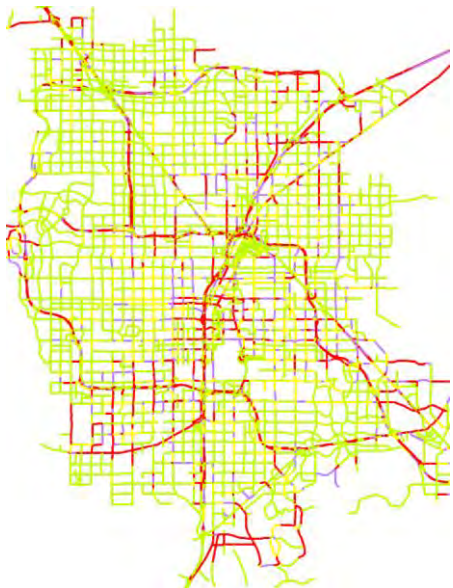
Example Maintenance Project

Las Vegas
Charleston
Boulevard
Underpass
Reconstruction



Congestion in 2050

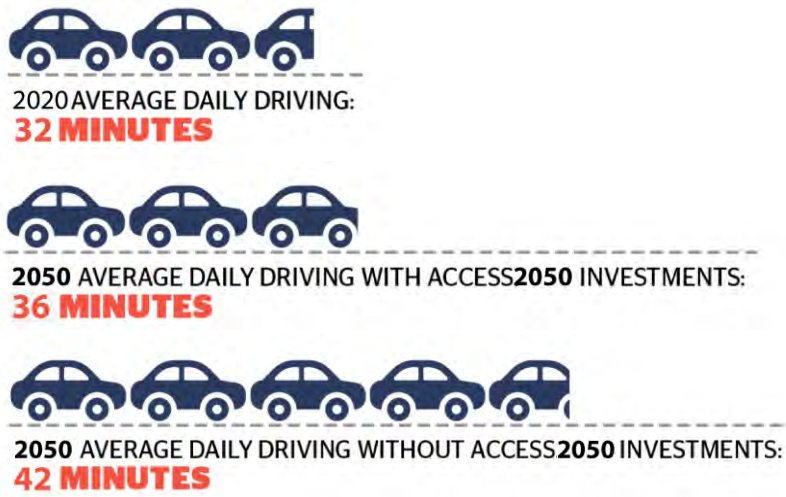
No Build



Build



Drive Time



Key Outcomes

Air Quality Conformity Determination

	Access2050 Results			
Pollutant	**2020**	**2030**	**2040**	**2050**
Carbon Monoxide (CO)	Passed	Passed	Passed	Passed
Particulate Matter (PM10)	Passed	Passed	Passed	Passed
Nitrous Oxide (Nox; Ozone Precursor)	Passed	Passed	Passed	Passed
Volatile Organic Compounds (VOC; Ozone Precusor)	Passed	Passed	Passed	Passed

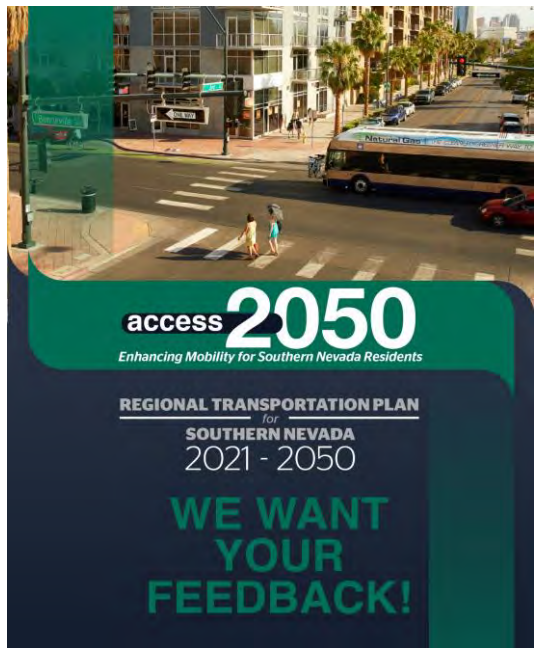
Access 2050 Summary



Access 2050 Project Survey

30-day comment period
Oct. 26 – Nov. 25

rtcsnv.com/access2050





RTC

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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [X]	Transit [ ]	Administration and Finance [ ]

SUBJECT: FY 2020-2021 UNIFIED PLANNING WORK PROGRAM AMENDMENT III

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE EXECUTIVE ADVISORY COMMITTEE APPROVE THE FISCAL YEARS 2020-2021 UNIFIED PLANNING WORK PROGRAM – AMENDMENT III (FOR POSSIBLE ACTION)

GOAL: ENHANCE MOBILITY BY IMPROVING TRANSPORTATION CHOICES AND FACILITATING MULTI-MODAL CONNECTIVITY

FISCAL IMPACT:
None

BACKGROUND:
The Unified Planning Work Program (UPWP) is prepared bi-annually by the Regional Transportation Commission of Southern Nevada (RTC) Metropolitan Planning Organization. It identifies upcoming work tasks in seven different categories – Planning Administration, Coordination, Outreach; Data Collection; Long-Range Transportation Planning; Multimodal Transportation Studies; Intelligent Transportation Studies; Regional Policy Plan Administration; and Regional Planning and Research.

The programming period for this amendment of the UPWP will cover Fiscal Year (FY) 2021. RTC staff anticipates submitting Amendment III to both the Nevada Department of Transportation and the Federal Highway Administration for approval after consideration by the RTC Board of Commissioners on January 14, 2021.

The UPWP is typically amended to reflect project funding changes and emerging planning needs. The purpose of this amendment is to add one new grant funded project, update project funding estimates, and accurately carry forward project balances from FY 2020 to FY 2021.

The agenda backup includes the Fiscal Years 2020-2021 Unified Planning Work Program – Amendment III.

Staff recommends approval.

Respectfully submitted,

DocuSigned by:
Craig Raborn
ECE9C927A27D4FF...

CRAIG RABORN
Director of Metropolitan Planning Organization

ak

EAC Item #26
December 17, 2020
Non-Consent



UNIFIED PLANNING WORK PROGRAM

FY 2020 and 2021

Amendment 3

RTC

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

UNIFIED PLANNING WORK PROGRAM
FISCAL YEARS 2020-2021
AMENDMENT THREE

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 January 14, 2021

Approved by Federal Highway Administration & Federal Transit Administration on
Date To Be Determined, 2021.

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

p. 702-676-1500
f. 702-676-1518
www.rtcsnv.com

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January 14, 2021

Kristina Swallow, P.E., ENV SP, F.ASCE
Director
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

Attention: Kevin Verre

Dear Kevin,

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2020-2021 AMENDMENT THREE.

The amended Unified Planning Work Program (UPWP) for Fiscal Years 2020-2021 was approved by the Regional Transportation Commission of Southern Nevada on January 14, 2021.

An electronic copy of the amended UPWP for Fiscal Years 2020-2021 is included in this transmittal for your review and approval.

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

Please feel free to contact me at (702) 676-1715 if you have any questions or comments. Thank you for your consideration.

Sincerely,

CRAIG RABORN
DIRECTOR, METROPOLITAN PLANNING ORGANIZATION

Attachment

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Place Approval Letter from

US Department of Transportation, Federal Highway Administration, Nevada Division

Re: Approval of the Regional Transportation Commission of Southern Nevada FY 2020-2021 Unified Planning Work Program – Amendment Three Approval

Signed by FHWA

Planning and Research Program Manager

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Fiscal Years 2020 and 2021 Unified Planning Work Program – Amendment Three
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PREFACE

The Fiscal Years 2020-2021 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, "SFY") beginning July 1, 2019 and ending June 30, 2021 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 time line; and the corresponding products expected with completion for each of the planning activities identified in the SFY 2020-2021 UPWP.

The UPWP for Fiscal Years 2020-2021 was prepared in April, 2019; adopted by the Board of the Regional Transportation Commission of Southern Nevada in May, 2019; and approved by the Federal Highway Administration and Federal Transit Administration in June, 2019. Amendment One to the Fiscal Years 2020-2021 UPWP was adopted by the Board on December 12, 2019.

UPWP Amendments 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.

1: 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 SFY 2020 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 Plan (TIP).

The 2020-2021 UPWP covers the two-year period from July 1, 2019 through June 30, 2021.

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 Regional Transportation Plan (RTP), the Transportation Improvement Program (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 SFY 2020-2021 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 2021 population estimates cited below are from the "Nevada County Population Projections – 2017 to 2037", which are prepared by the Nevada State Demographer[1].

The state demographer projected a 2021 population of 2,369,947 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:

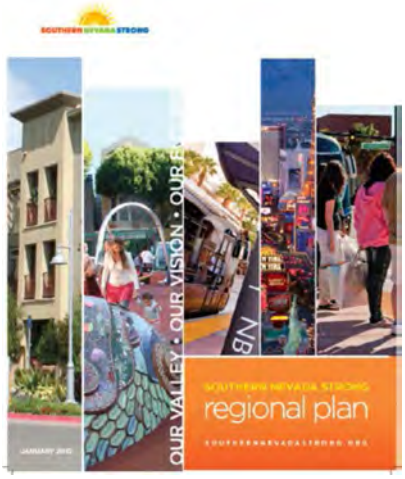
- The City of Las Vegas (pop 644,113)
- City of Henderson (pop 310,244)
- The City of North Las Vegas (pop 248,701)

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 (BLM) 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 951,066. Communities outside the Las Vegas Valley urban area include the cities of Boulder City (population 15,887), which adjoins the Las Vegas Valley to the southeast; and the City of Mesquite (population 22,557), 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 10,017. 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 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 (HUD) awarded a $3.5 million grant to the Southern Nevada Regional Planning Coalition to develop a comprehensive region-wide sustainable community 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 will also include application of the concepts developed by Southern Nevada Strong to four opportunity sites: Maryland Parkway; Boulder Highway; Downtown North Las Vegas; and the Las Vegas Medical District. The overall goal of the plan will be 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.

Development of the Southern Nevada Strong Regional Plan was led by the City of Henderson and the implementation phase is being led by the RTC. Projects which implement one of the strategies identified in the Southern Nevada Strong Regional Plan are identified in the UPWP with the following SNS logo.

SOUTHERNNEVADASTRONG
OUR VALLEY. OUR VISION. OUR FUTURE.

Air Quality

Air quality is monitored by the Clark County Department of Air Quality and Environmental Management (DAQEM). The RTC does conduct studies that ultimately have a positive impact on air quality in the region through providing reduced congestion, and multi-modal options for users of the transportation system. In the FY19 UPWP these projects include:

- 202-3710 Bicycle and Pedestrian Planning
- 202-9035 On-Board Mobility Plan
- 301-9120 Complete Streets Implementation Study

Further detail 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:

- Larry Brown (Chair) - Clark County
- Debra March (Vice Chair) – City of Henderson
- Carolyn Goodman – City of Las Vegas
- James Gibson – Clark County
- Isaac Barron – City of North Las Vegas
- George Gault – City of Mesquite Councilman
- Stavros Anthony – City of Las Vegas
- Kiernan McManus – City of Boulder City
- Kristina Swallow – Director of the Nevada Department of Transportation (NDOT) – ex-officio

2: The FAST ACT

The Fixing America's Surface Transportation Act, or "FAST Act," was signed into law on December 4th, 2015, making it the first long-term surface transportation funding program to be enacted in more than 10 years. The Bill will enable states and local governments to move forward with their critical transportation projects with the added confidence and reliability of a federally funded source. Although the act largely maintains previous program structures and funding shares between highways and transit, there were several significant changes made as part of the new FAST Act, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.



SOURCE:
https://www.transportation.gov/fastact

Below are several summary points regarding key provisions within the FAST Act.

Project Delivery

The FAST Act adopted a number of administration proposals to further speed the permitting processes, (i.e., reducing the bureaucratic red tape) while still protecting environmental and historic treasures, including codifying the online system to track projects and interagency coordination processes.

Freight

The FAST Act establishes both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements, providing for the first time in USDOT history a dedicated source of federal funding for federal projects, including multimodal projects.

Transit

The bus discretionary grant program is reinstated, along with the strengthening of the "Buy America" requirements that promote domestic manufacturing and purchasing.

Other provisionary sections include Transportation Infrastructure Finance and Innovation Act (TIFIA), Safety, Innovative Financing and "Ladders of Opportunity."

Community Connections

A connected community is one that is safe, accessible, affordable, convenient, and that features reliable multimodal mobility options. It is accessible to all transportation users and connected to other communities through sustainable and resilient transportation networks and systems in a state of good repair. Connected communities come in all varieties of sizes, contexts, and locations (i.e. large urban, small urban, suburban, and rural).

From a programmatic perspective, Community Connections is about using transportation innovations, partnerships, and technologies to bring communities together and to connect people to services and opportunities. In the transportation project context, a Community Connection is an individual facility, asset, or service that connects people to services and opportunities.

In combining the program and project-level approaches, Community Connections projects are those that:

• Engage communities more effectively.
• Improve multimodal access.
• Revitalize communities or enhance economic competitiveness.
• Deliver successful outcomes.

Several ongoing studies identified in this document also pertain to providing transportation choices to Southern Nevada residents. These studies address ladders of opportunity by identifying improved connections between homes, work, school, and other important destinations. In particular the following studies address transportation choice:

- 101-3500-20 Environmental Justice/ Title VI/Ladders of Opportunity;
- 202-3710-20 Bicycle and pedestrian planning;
- 202-9035-20 On Board Mobility Plan;
- 301-9120-20 Complete Streets Implementation Study.
- 301-9225-20 Bruce Street Green and Complete Street
- 301-9230-20 City of North Las Vegas Citywide Pedestrian and Bicycle Plan
- 301-9235-20 Pedestrian Comfort Study and Demonstration Projects

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.

3: Fiscal Year 2019 and 2020 UPWP Major Accomplishments

The planning department helped complete the Resort Corridor Feasibility study, a detailed analysis of transit options to better connect McCarran International Airport, the Strip and downtown Las Vegas. The findings of this will be incorporated into On-Board, the community's future mobility plan.

On-Board is an effort with our local agency partners which involved planning exercises and gathered public feedback via community conversations and presentations, including a vision and values survey that collected 22,000 responses and touched more than 80,000 people.

The planning department engaged with agency partners to reimagine Boulder Highway to analyze and propose potential improvements to a corridor that experiences 10 percent of pedestrian fatalities in the entire state of Nevada. Feedback from the public was gathered through listening tours and surveys with the study to be finalized in mid-2019.

RTC convened a regional smart communities group with local municipalities, public agencies and private companies to implement a cohesive vision to build a smart community in Southern Nevada. We gathered more than 200 community and business stakeholders at a transit-oriented development symposium featuring former U.S. Secretary of Transportation Anthony Foxx.

We led a local contingent of elected officials and community and business leaders on a field trip to Salt Lake City, Utah to tour its light rail system and learn how transit-oriented development helped its economic and regional development.

Northeast Valley Transportation Network Study

The Northeast region of the Las Vegas Valley is comprised of large warehouse and industrial park facilities and is projected to have a significant number of additional warehouse and industrial park facilities in the near future. In addition to the warehouse and industrial park facilities, Nellis Air Force Base (AFB) is projected to have a large growth in the number of employees traveling to and from the AFB on a daily basis.

Therefore, the Northeast Valley Transportation Network Study was developed by the Regional Transportation Commission (RTC) of Southern Nevada to evaluate the current conditions of the transportation network and model what the network will look like when the planned developments are completed. The purpose of the study was to prepare for the large growth anticipated in the northeast portion of the Las Vegas Valley by recommending steps to mitigate traffic congestion, as well as look at alternative modes of transportation to help move people.

The future traffic projections for the study area were continually analyzed and discussed with the Technical Advisory Committee (TAC) to determine the future traffic needs. Additionally, developers and the RTC's Regional Transportation Model were utilized to analyze the study area and high growth potential areas including Nellis AFB (tremendous growth potential), Speedway Industrial (distribution potential), and Apex Industrial (light manufacturing potential).

The projected volumes were analyzed to determine the existing and future needs through improvements in the intersection configurations, improvements in the arterials within the study area, and the optimization of signals (or need for signals) at the 23 analyzed intersections.

Boulder Highway Multimodal Transportation Investment Study –

The Regional Transportation Commission of Southern Nevada (RTC) has been working with residents, business owners and community leaders to reimagine the transportation possibilities the 15-mile segment of Boulder Highway between Wagonwheel Drive and Charleston Boulevard.

When originally constructed in 1931, the area around Boulder Highway was largely rural. However, today, within a half-mile of Boulder Highway, there are: 18,918 Houses, Apartments & Condos, 977 Commercial Lots, 10,000 Daily Transit Riders, 36,000 Average Daily Vehicles.

The increase in growth has resulted in an increase in vehicular, bicycle and pedestrian traffic and one-tenth of all pedestrian deaths in the state of Nevada have occurred on Boulder Highway.

The study focused on overall right-of-way management and allocation based on the needs of all users. Special consideration has been given to technology solutions specifically suited to the corridor. The study has identified overall transportation system and safety improvements including but not limited to: Intelligent Transportation Systems (ITS) applications; access management; transit improvements; pedestrian and bicycle facility improvements; the number of potential travel lanes; intersection modifications and potential for signal timing coordination; along with cost estimates.

The study also has evaluated the impact on traffic operations along Boulder Highway resulting from possible major developments on adjoining land.

Pedestrian Comfort Study –

The Pedestrian Comfort Study and Demonstration Project is identifying innovative strategies to address the challenges of the pedestrian environment in the Las Vegas Valley. The study is assessing public perceptions of pedestrian safety and comfort through a bilingual survey and focus groups as well as reviewing previous studies.

Case studies have been documented to show successful, innovative approaches to improving the pedestrian experience. The consultant will design, implement, and evaluate temporary, low-cost demonstration projects to understand their potential success.

A toolbox of treatments to increase comfort and safety has been identified as well as strategies to encourage people to walk. The study is progressing towards the creation of a final report documenting innovative strategies, field tested demonstration projects at six sites throughout the Las Vegas Valley, case studies, and design concepts all tailored to the local environment and supported by local jurisdictions and implementing agencies.

RTCSNV Regional Transportation Plan Amendment, January, 2019.

This amendment added projects requested by the Nevada Department of Transportation listed below. The RTC has determined that the addition of these projects to the RTP do not adversely impact air quality.

- New project: US-95 Ramps (northwest)
- New project: I-515 Auxiliary Lanes and SR-159 Charleston Boulevard Improvements
- New project: I-515/ US-95 Reduce and Restripe Lanes
- New project: I-15 Tropicana Interchange
- New project: I-11/I-215/I-515/SR-564 Henderson Bowl
- Remove project: I-15 Hacienda HOV Ramp

The amendment also extended funding for the Clark County School District's Safe Routes to School (SRTS) program through fiscal year 2020.

4: Fiscal Years 2020-2021 UPWP Development Approach

The UPWP is developed in consultation with state and local entities according to federal guidelines. The UPWP budget for SFY 2020-2021 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 FAST Act encourages metropolitan areas to improve regional mobility through the provision of safe, efficient, and convenient transportation systems. The preceding federal legislation (MAP-21) also requires 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 (NEPA). 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 key objective of this UPWP will be the development and adoption of a new Regional Transportation Plan, which must be adopted by February 2021. This upcoming RTP will guide the development of Southern Nevada's transportation system through the year 2050. The RTP will include 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.

5: Planning Funds and SFY 2020-2021 UPWP Budget

There are two primary sources of federal funding available to support the MPO transportation planning functions. The Federal Highway Administration (FHWA) administers funds under the Metropolitan Planning Area Program ('PL'), while the Federal Transit Administration (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 RTC of Southern Nevada entered into a memorandum of understanding (MOU) to participate in the U.S. Department of Transportation Consolidated Planning Grant program (CPG). Under the CPG Agreement, 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.

SFY 2020-2021 funding

The funding expected to be available for the SFY 2020-2021 UPWP is based on three elements:

First, the amount expected to be expended through the end of June, 2019 and hence the balance of the funds that will be carried forward to FY 2020.
Second, the CPG funding for FFY 2020 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, nonfederal sources. The result is set out in the following table:

Table 5-1: FY 2020 and FY 2021 Projections

	Federal FY 2020 Distribution for RTC of Southern Nevada			
		FY 2020 Allocations and Awards	Federal Allocation (95%)	Local Match (5%)
	2021 FHWA Metropolitan Planning (PL) Funds	$2,319,056	$2,203,103	$115,953
+	2021 FTA 5303 Statewide and Metropolitan Planning Fund	$1,057,506	$1,004,630	$52,875
-	FY 2019 Carryover	$3,602,905	$3,422,760	$180.145
=	**FY 2020 Updated Funding Amount**	**$6,979,466**	$ 6,630,493	$348,973

	Federal FY 2021 Distribution for RTC of Southern Nevada			
		FY 2021 Allocations and Awards	Federal Allocation (95%)	Local Match (5%)
	2021 FHWA Metropolitan Planning (PL) Funds	$2,319,056	$2,203,103	$115,953
+	2021 FTA 5303 Statewide and Metropolitan Planning Fund	$1,057,506	$1,004,630	$52,875
+	FY 2020 UPWP Funding Amount	$6,979,466	$ 6,630,493	$348,973
-	Total FY 2020 UPWP Expenditures	$2,537,928	$2,411,031	$126,896
=	**FY 2021 Updated Funding Amount**	**$7,818,100**	$7,427,195	$390,905

Funding Availability

The period covered by the SFY 2020-2021 UPWP corresponds with the RTC and State Fiscal Year (SFY) spanning two fiscal state fiscal years starting July 1, 2019 and ending June 30, 2021. Federal CPG funds are apportioned and distributed for the Federal Fiscal Year (Federal FY) that starts 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 fiscal year. Likewise, the UPWP always needs to show sufficient balance at the end of the UPWP period to cover expenditures until the start of the next federal Fiscal Year the following October.

Fiscal Years 2020 and 2021 UPWP Task budgets

Initiated with the SFY 2015 UPWP, the RTC streamlined the budget process in groups of activities to be performed under the UPWP into five 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 SFY 2020-2021 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 in Chapter 6, as in previous UPWP documents. Budgetary information by Sub-Task is presented for information and to assist RTC with monitoring progress.

In Amendment Two of the Fiscal Year 2020-2021 Unified Planning Work Program, there were funding adjustments involving 18 different existing or new studies. These adjustments are not due to errors having been made in the original document, but rather reflect changes due to emerging planning issues, and the rescheduling or reallocating of funds designated for UPWP projects.

A summary of the changes included in the FY 2020-2021 UPWP Amendment Two are as follows:

Table 5-2
Funding via Consolidated Planning Grant (PL) and Local Match – Fiscal Year 2021 UPWP Amendment 1, 2 and 3

	UPWP Task Funding in FY 2021 Amendment One	**UPWP Task Funding in FY 2021 Amendment Two**	**UPWP Task Funding in FY 2021 Amendment Three**
Task 101 - Planning Administration	$1,005,000	$1,145,000	$1,145,000
Task 201 - Data Collection	$ 810,000	$ 957,500	$1,756,091
Task 202 - Long Range Transportation Planning	$ 455,000	$ 455,000	$ 455,000
Task 301 - Multimodal Transportation Studies	$1,642,500	$1,642,500	$4,124,019
Task 302 - Intelligent Transportation System Studies	$ 0	$ 0	$ 0
Task 501 – Regional Policy Plan Administration	$ 0	$ 201,695	$ 201,695
Task 601 – Regional Planning and Research	$ 0	$ 118,235	$ 135,623
Total	$3,912,500	$4,519,930	$7,817,428
Net Change – FY 2020-2021 UPWP Amendment Two to FY 2020-2021 Amendment Three			$3,297,498

UPWP Sub-Tasks with Funding Changes in Amendment III -

		Unified Planning Work Program Amendment One, Project List for FY 2021		Unified Planning Work Program Amendment Two, Project List for FY 2021		Unified Planning Work Program Amendment Three, Project List for FY 2021	
UPWP Task #	UPWP Task Name	Professional Services Contract	UPWP Staff Time	Professional Services Contract	UPWP Staff Time	Professional Services Contract	UPWP Staff Time
201-2230-21	Travel Demand Model Enhancements & Validation	$0	$0	$0	$0	$47,091	$0
201-3980-21	Bicycle and Pedestrian Planning	$100,000	$0	$100,000	$0	$100,000	$10,000
201-4015-21	Technical Support for RTP/TIP and Conformity Determination	$0	$0	$0	$0	$150,000	$10,000
201-4020-21	Visitor and Freight Model Components Update	$0	$0	$0	$0	$300,000	$30,000
201-9225-21	Integrating Exploratory Modeling and Simulation Analysis into Regional Transportation Planning	$0	$20,000	$0	$20,000	$220,600 **	$20,000
201-9230-21	Southern Nevada Freight Plan Update	$0	$20,000	$0	$20,000	$200,000	$20,000
201-9235-21	Congestion Management Process	$0	$0	$0	$0	$0	$30,000
301-3915-21	Northwest Las Vegas Traffic Study	$0	$0	$0	$0	$200,000	$7,500
301-3930-21	Transit Center Study	$0	$0	$0	$0	$300,000	$7,500

		Unified Planning Work Program Amendment One, Project List for FY 2021		Unified Planning Work Program Amendment Two, Project List for FY 2021		Unified Planning Work Program Amendment Three, Project List for FY 2021	
UPWP Task #	UPWP Task Name	Professional Services Contract	UPWP Staff Time	Professional Services Contract	UPWP Staff Time	Professional Services Contract	UPWP Staff Time
301-3935-21	Traffic Signal Communication Gap Analysis	$0	$0	$0	$0	$200,000	$7,500
301-3940-21	City of North Las Vegas Comprehensive Master Transportation Study	$0	$0	$0	$0	$250,000	$7,500
301-3950-21	Livable Centers Study Program – Project Three	$0	$0	$0	$0	$250,000	$5,000
301-3965-21	Maryland Parkway – Transit Oriented Development in Clark County	$0	$0	$0	$0	$139,632	$15,000
301-3970-21	Applied Behavioral Economics – Research Study	$0	$0	$0	$0	$125,000	$15,000
301-3975-21	Applied Behavioral Economics – Testing & Implementation	$200,000	$15,000	$200,000	$15,000	$89,000	$15,000
301-3980-21	Regional Bicycle and Pedestrian Plan	$ 100,000	$10,000	$100,000	$10,000	$200,000	$10,000
301-3985-21	Regional Walkability Plan	$0	$0	$0	$0	$250,000	$10,000
301-9115-21	Planning and Infrastructure Needs for Emerging Transportation	$0	$0	$0	$0	$150,000	$30,000
301-9270-21	Livable Centers Study Program – Project Two	$0	$0	$0	$0	$250,000	$5,000
301-9275-21	Stadium District Transportation Plan	$0	$0	$0	$0	$50,623	$7,264
301-9285-21	Transit Oriented Development Implementation Study	$0	$0	$0	$0	$200,000	$5,000
301-9290-21	HOPE Grant Study	$0	$0	$0	$0	$0	$5,000
601-1030-21	Inventory of Regional Sustainability Planning Tools and Techniques	$0	$0	$0	$0	$0	$17,388
Sum of New Funding in Amendment III						**$3,451,346**	**$289,652**

Table 5-4: Fiscal Year 2020-2021 Unified Planning Work Program Amendment 3 Budget -

UPWP Task	Task Name	SFY 2020 Professional Services Contracts	SFY 2020 RTC Staff Costs	SFY 2020 Total Professional Services and RTC Staff Costs	SFY 2020 Consolidated Planning Grant (95%)	SFY 2020 Local Match (5%)	SFY 2020 Anticipated External Funding Grants	SFY 2021 Professional Services Contracts	SFY 2021 RTC Staff Costs	SFY 2021 Total Professional Services and RTC Staff Costs	SFY 2021 Consolidated Planning Grant (95%)	SFY 2021 Local Match (5%)	SFY 2021 Anticipated External Funding Grants
Task 101	**Planning Administration, Coordination and Outreach**												
101-1500-21	General Outreach	$135,000	$5,000	$140,000	$133,000	$7,000	$0	$75,000	$5,000	$80,000	$76,000	$4,000	$0
101-2300-21	Stakeholder Coordination	$0	$75,000	$75,000	$71,250	$3,750	$0	$0	$75,000	$75,000	$71,250	$3,750	$0
101-2310-21	Planning Administration	$70,000	$500,000	$570,000	$541,500	$28,500	$0	$140,000	$500,000	$640,000	$608,000	$32,000	$0
101-3100-21	Unified Planning Work Program	$0	$40,000	$40,000	$38,000	$2,000	$0	$0	$40,000	$40,000	$38,000	$2,000	$0
101-3200-21	Transportation Improvement Program	$0	$65,000	$65,000	$61,750	$3,250	$0	$0	$65,000	$65,000	$61,750	$3,250	$0
101-3500-21	Environmental Justice/Title VI/Ladders of Opportunity	$0	$10,000	$10,000	$9,500	$500	$0	$0	$10,000	$10,000	$9,500	$500	$0
101-3600-21	Misc. (INRIX, ArcGIS, Transcad)	$0	$75,000	$75,000	$71,250	$3,750	$0	$0	$75,000	$75,000	$71,250	$3,750	$0
101-9200-21	Southern Nevada Strong Transportation Implementation	$0	$50,000	$50,000	$47,500	$2,500	$0	$0	$50,000	$50,000	$47,500	$2,500	$0
101-9205-21	Transit Oriented Development	$0	$110,000	$110,000	$104,500	$5,500	$0	$0	$110,000	$110,000	$104,500	$5,500	$0
	Task 101 Total	$205,000	$930,000	$1,135,000	$1,078,250	$56,750	$0	$215,000	$930,000	$1,145,000	$1,087,750	$57,250	$0

Task 201	Data Collection												
UPWP Task	**Task Name**	**SFY 2020 Professional Services Contracts**	**SFY 2020 RTC Staff Costs**	**SFY 2020 Total Professional Services and RTC Staff Costs**	**SFY 2020 Consolidated Planning Grant (95%)**	**SFY 2020 Local Match (5%)**	**SFY 2020 Anticipated External Funding Grants**	**SFY 2021 Professional Services Contracts**	**SFY 2021 RTC Staff Costs**	**SFY 2021 Total Professional Services and RTC Staff Costs**	**SFY 2021 Consolidated Planning Grant (95%)**	**SFY 2021 Local Match (5%)**	**SFY 2021 Anticipated External Funding Grants**
201-2116-21	Travel Demand Model	$0	$420,000	$420,000	$399,000	$21,000	$0	$0	$420,000	$420,000	$399,000	$21,000	$0
201-2206-21	Annual Population Forecast	$12,000	$3,000	$15,000	$14,250	$750	$0	$13,500	$3,000	$16,000	$14,250	$750	$0
201-2230-21	Travel Demand Model Enhancements & Validation	$150,000	$0	$150,000	$142,500	$7,500	$0	$47,091	$0	$47,091	$44,736	$2,355	$0
201-3980-21	Regional Bicycle and Pedestrian Counts–Phase III	$0	$0	$0	$0	$0	$0	$100,000	$10,000	$110,000	$104,500	$5,500	$0
201-4000-21	Transportation Networking Company Data Analysis Methodology	$0	$0	$0	$0	$0	$0	$200,000	$30,000	$230,000	$218,500	$11,500	$0
201-4015-21	Technical Support for RTP/TIP and Conformity Determination	$0	$0	$0	$152,000	$8,000	$0	$150,000	$10,000	$160,000	$152,000	$8,000	$0
201-4020-21	Visitor & Freight Model Components Update	$0	$0	$0	$313,500	$16,500	$0	$300,000	$30,000	$330,000	$313,500	$0	$16,500
201-9215-21	Land Use and Transportation Scenario Planning	$70,000	$7,500	$77,500	$73,625	$3,875	$0	$140,000	$7,500	147,500	$140,125	$7,375	$0

UPWP Task	Task Name	SFY 2020 Professional Services Contracts	SFY 2020 RTC Staff Costs	SFY 2020 Total Professional Services and RTC Staff Costs	SFY 2020 Consolidated Planning Grant (95%)	SFY 2020 Local Match (5%)	SFY 2020 Anticipated External Funding Grants	SFY 2021 Professional Services Contracts	SFY 2021 RTC Staff Costs	SFY 2021 Total Professional Services and RTC Staff Costs	SFY 2021 Consolidated Planning Grant (95%)	SFY 2021 Local Match (5%)	SFY 2021 Anticipated External Funding Grants
201-9220-21	GIS Analysis & Visualization	$0	$25,000	$25,000	$23,750	$1,250	$0	$0	$25,000	$25,000	$23,750	$1,250	$0
201-9225-21	Integrating Exploratory Modeling and Simulation Modeling into Regional Transportation Planning **	$0	$0	$0	$0	$0	$0	$0	$20,000	$20,000	$19,000	$1,000	$0
201-9230-21	Southern Nevada Freight Plan Update	$0	$0	$0	$0	$0	$0	$200,000	$20,000	$220,000	$200,000	$20,000	$0
201-9235-21	Congestion Management Process	$0	$0	$0	$0	$0	$0	$0	$30,000	$30,000	$28,500	$1,500	$0
Task 201 Total		$232,000	$455,000	$687,500	$653,125	$34,375	$0	$1,150,591	$605,500	$1,756,091	$1,668,286	$87,805	$0

**** - Project is $240,600 in total cost. $220,600 is for professional services contract which is being paid for 80% by a federal grant – ($176,480) and 20% by a local match ($44,120).**
What is represented here in this table is the RTC Staff Cost amount of $20,000 for FY 2021, which will be paid for with 95% federal CPG and 5% local funds.

Task 202	Long Range Transportation Planning												
UPWP Task	**Task Name**	**SFY 2020 Professional Services Contracts**	**SFY 2020 RTC Staff Costs**	**SFY 2020 Total Professional Services and RTC Staff Costs**	**SFY 2020 Consolidated Planning Grant (95%)**	**SFY 2020 Local Match (5%)**	**SFY 2020 Anticipated External Funding Grants**	**SFY 2021 Professional Services Contracts**	**SFY 2021 RTC Staff Costs**	**SFY 2021 Total Professional Services and RTC Staff Costs**	**SFY 2021 Consolidated Planning Grant (95%)**	**SFY 2021 Local Match (5%)**	**SFY 2021 Anticipated External Funding Grants**
202-3325-21	Performance Based Planning	$0	$100,000	$100,000	$95,000	$5,000	$0	$0	$100,000	$100,000	$95,000	$5,000	$0
202-3710-21	Bicycle and Pedestrian Planning	$0	$50,000	$50,000	$47,500	$2,500	$0	$0	$50,000	$50,000	$47,500	$2,500	$0
202-3715-21	Transportation Safety Planning	$0	$30,000	$30,000	$28,500	$1,500	$0	$0	$30,000	$30,000	$28,500	$1,500	$0
202-9005-21	Regional Transportation Plan & Visioning	$135,000	$15,000	$150,000	$142,500	$7,500	$0	$185,000	$15,000	$200,000	$190,000	$10,000	$0
202-9035-21	On Board Mobility Plan	$0	$100,000	$100,000	$95,000	$5,000	$0	$0	$75,000	$75,000	$71,250	$3,750	$0
202-9040-21	Coordinated Human Service Transportation Plan Development	$89,923	$15,000	$104,923	$99,677	$5,246	$0	$0	$0	$0	$0	$0	$0
Task 202 Total		$224,923	$310,000	$534,923	$508,177	$26,746	$0	$185,000	$270,000	$455,000	$432,250	$22,750	$0

Task 301	Multimodal Transportation Studies												
UPWP Task	**Task Name**	**SFY 2020 Professional Services Contracts**	**SFY 2020 RTC Staff Costs**	**SFY 2020 Total Professional Services and RTC Staff Costs**	**SFY 2020 Consolidated Planning Grant (95%)**	**SFY 2020 Local Match (5%)**	**SFY 2020 Anticipated Funding Grants**	**SFY 2021 Professional Services Contracts**	**SFY 2021 RTC Staff Costs**	**SFY 2021 Total Professional Services and RTC Staff Costs**	**SFY 2021 Consolidated Planning Grant (95%)**	**SFY 2021 Local Match (5%)**	**SFY 2021 Anticipated External Funding Grants**
301-3905-21	High Speed Rail Station Connection to Downtown LV	$0	$0	$0	$0	$0	$0	$200,000	$7,500	$207,500	$197,125	$10,375	$0
301-3910-21	Regional Commuter Center Study	$0	$0	$0	$0	$0	$0	$75,000	$0	$75,000	$71,250	$3,750	$0
301-3915-21	Northwest Las Vegas Traffic Study	$200,000	$7,500	$207,500	$197,125	$10,375	$0	$200,000	$7,500	$207,500	$197,125	$10,375	$0
301-3920-21	Cycle Track Feasibility and Route Identification Study	$0	$0	$0	$0	$0	$0	$100,000	$7,500	$107,500	$102,125	$5,375	$0
301-3925-21	Henderson Sustainable Mobility Plan	$0	$0	$0	$0	$0	$0	$300,000	$7,500	$307,500	$292,125	$15,375	$0
301-3930-21	Transit Center Study	$300,000	$7,500	$307,500	$292,125	$15,375	$0	$300,000	$7,500	$307,500	$292,125	$15,375	$0
301-3935-21	Traffic Signal Communication System Gap Analysis	$200,000	$7,500	$207,500	$197,125	$10,375	$0	$200,000	$7,500	$207,500	$197,125	$10,375	$0
301-3940-21	City of North Las Vegas Comprehensive Master Transportation Study	$250,000	$7,500	$257,500	$244,625	$12,875	$0	$250,000	$7,500	$257,500	$244,625	$12,875	$0
301-3945-21	Connecting Neighborhoods Lake Mead Boulevard Corridor Study	$0	$0	$0	$0	$0	$0	$150,000	$7,500	$157,500	$149,625	$7,875	$0
301-3950-21	Livable Centers Study - Project Three	$250,000	$5,000	$255,000	$242,250	$12,750	$0	$250,000	$5,000	$255,000	$242,250	$12,750	$0

UPWP Task	Task Name	SFY 2020 Professional Services Contracts	SFY 2020 RTC Staff Costs	SFY 2020 Total Professional Services and RTC Staff Costs	SFY 2020 Consolidated Planning Grant (95%)	SFY 2020 Local Match (5%)	SFY 2020 Anticipated Funding Grants	SFY 2021 Professional Services Contracts	SFY 2021 RTC Staff Costs	SFY 2021 Total Professional Services and RTC Staff Costs	SFY 2021 Consolidated Planning Grant (95%)	SFY 2021 Local Match (5%)	SFY 2021 Anticipated External Funding Grants
301-3960-21	Maryland Parkway Corridor Transit Oriented Development Plan – City of Las Vegas *+	$200,000	$0	$200,000	$0	$50,000	$150,000	$200,000	$0	$200,000	$0	$50,000	$150,000
301-3965-21	Maryland Parkway Corridor Transit Oriented Development Plan - Clark County	$0	$10,000	$260,000	$247,000	$13,000	$0	$139,632	$15,000	$154,632	$146,900	$7,000	$0
301-3970-21	Applied Behavioral Economics - Research Study	$0	$15,000	$140,000	$133,000	$7,000	$0	$125,000	$15,000	$140,000	$133,000	$7,000	$0
301-3975-21	Applied Behavioral Economics – Testing and Implementation	$0	$0	$0	$0	$0	$0	$89,000	$15,000	$104,000	$98,800	$5,200	$0
301-3980-21	Regional Bicycle and Pedestrian Plan Update	$0	$0	$0	$0	$0	$0	$100,000	$10,000	$110,000	$104,500	$5,500	$0
301-3985-21	Regional Walkability Plan	$250,000	$10,000	$260,000	$247,000	$13,000	$0	$250,000	$10,000	$260,000	$247,000	$13,000	$0
301-3990-21	Regional Transportation System Health Impact Assessment Standards and Cost Benefit Analysis	$0	$0	$0	$0	$0	$0	$200,000	$7,500	$207,500	$197,125	$10,375	$0
301-3995-21	Livable Centers Study – Project Four	$0	$0	$0	$0	$0	$0	$250,000	$5,000	$255,000	$242,250	$12,750	$0

UPWP Task	Task Name	SFY 2020 Professional Services Contracts	SFY 2020 RTC Staff Costs	SFY 2020 Total Professional Services and RTC Staff Costs	SFY 2020 Consolidated Planning Grant (95%)	SFY 2020 Local Match (5%)	SFY 2020 Anticipated Funding Grants	SFY 2021 Professional Services Contracts	SFY 2021 RTC Staff Costs	SFY 2021 Total Professional Services and RTC Staff Costs	SFY 2021 Consolidated Planning Grant (95%)	SFY 2021 Local Match (5%)	SFY 2021 Anticipated External Funding Grants
301-9115-21	Planning and Infrastructure Needs for Emerging Transportation Technologies	$150,000	$30,000	$180,000	$171,000	$9,000	$0	$150,000	$30,000	$180,000	$171,000	$0	$9,000
301-9125-21	Boulder Highway Multimodal Study **	$0	$0	$20,000	$9,500	$500	$10,000	$0	$0	$0	$0	$0	$0
301-9225-21	Bruce Street Green and Complete Street	$0	$1,000	$54,156	$51,448	$2,708	$0	$0	$0	$0	$0	$0	$0
301-9230-21	Citywide Pedestrian and Bicycle Plan	$0	$1,000	$4,007	$3,807	$200	$0	$0	$0	$0	$0	$0	$0
301-9235-21	Pedestrian Comfort Study & Demonstration Project	$0	$1,481	$1,481	$1,407	$74	$0	$0	$0	$0	$0	$0	$0
301-9240-21	River Mountain Loop Trail Access Improvements	$0	$1,572	$1,572	$1,493	$79	$0	$0	$0	$0	$0	$0	$0
301-9245-21	School Trip Generation and Siting Study	$0	$2,500	$62,500	$59,375	$3,125	$0	$0	$0	$0	$0	$0	$0
301-9250-21	Livable Centers Study – Project One	$0	$0	$10,000	$9,500	$500	$0	$0	$0	$0	$0	$0	$0
301-9270-21	Livable Centers Study – Project Two	$0	$5,000	$250,000	$242,500	$12,750	$0	$250,000	$5,000	$255,000	$242,250	$12,750	$0

UPWP Task	Task Name	SFY 2020 Professional Services Contracts	SFY 2020 RTC Staff Costs	SFY 2020 Total Professional Services and RTC Staff Costs	SFY 2020 Consolidated Planning Grant (95%)	SFY 2020 Local Match (5%)	SFY 2020 Anticipated Funding Grants	SFY 2021 Professional Services Contracts	SFY 2021 RTC Staff Costs	SFY 2021 Total Professional Services and RTC Staff Costs	SFY 2021 Consolidated Planning Grant (95%)	SFY 2021 Local Match (5%)	SFY 2021 Anticipated External Funding Grants
301-9275-21	Stadium District Transportation Plan	$0	$10,000	$158,615	$150,684	$7,931	$0	$50,623	$7,264	$57,887	$0	$0	$0
301-9285-21	Transit Oriented Development Implementation Study	$200,000	$5,000	$205,000	$194,750	$10,250	$0	$200,000	$5,000	$205,000	$0	$0	$0
301-9290-21 ***	HOPE Grant	$0	$0	$0	$0	$0	$0	$0	$5,000	$5,000	$4,750	$250	$0
Task 301 Total		$1,800,000	$137,553	$2,842,331	$2,690,714	$141,617	$10,000	$3,929,255	$194,764	$4,124,019	$3,917,818	$206,201	$0

***+ - Maryland Parkway Corridor TOD Study will receive FTA Planning Grant for $300,000 total in lieu of CPG funding. The local match for this study that is required is $100,000; $50,000 to be paid by City Of Las Vegas and $50,000 from RTC of Southern Nevada.**
**** - Boulder Highway Multimodal Study will be funded for $10,000 from SFY 2020 PL Money and matching amount for $10,000 from State Planning and Research (SPR) funds.**
***** - HOPE Grant consists of $125,000 grant from FTA and $13,890 local match for professional services contract of $138,890. The $5,000 in RTC staff time is the only amount covered by CPG funding.**

Task 302	Intelligent Transportation System Planning												
UPWP Task	**Task Name**	**SFY 2020 Professional Services Contracts**	**SFY 2020 RTC Staff Costs**	**SFY 2020 Total Professional Services and RTC Staff Costs**	**SFY 2020 Consolidated Planning Grant**	**SFY 2020 Local Match**	**SFY 2020 Anticipated Funding Grants**	**SFY 2021 Professional Services Contracts**	**SFY 2021 RTC Staff Costs**	**SFY 2021 Total Professional Services and RTC Staff Costs**	**SFY 2021 Consolidated Planning Grant (95%)**	**SFY 2021 Local Match (5%)**	**SFY 2021 Anticipated External Funding Grants**
	No Studies for FY 2020-FY 2021 In This Category	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Task 302 Total		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Task 501	Regional Policy Plan Administration												
UPWP Task	**Task Name**	**SFY 2020 Professional Services Contracts**	**SFY 2020 RTC Staff Costs**	**SFY 2020 Total Professional Services and RTC Staff Costs**	**SFY 2020 Consolidated Planning Grant**	**SFY 2020 Local Match**	**SFY 2020 Anticipated Funding Grants**	**SFY 2021 Professional Services Contracts**	**SFY 2021 RTC Staff Costs**	**SFY 2021 Total Professional Services and RTC Staff Costs**	**SFY 2021 Consolidated Planning Grant**	**SFY 2021 Local Match**	**SFY 2021 Anticipated External Funding Grants**
501-1000-21	Regional Plan Core Administration	$0	$13,910	$13,910	$2,782	$11,128	$0	$0	$27,820	$27,820	$5,564	$22,256	$0
501-1010-21	Regional Plan Updates	$0	$34,775	$34,775	$17,388	$17,388	$0	$0	$69,550	$69,550	$34,775	$34,775	$0
501-1050-21	Indicator Tracking and Mapping	$0	$17,388	$17,388	$8,694	$8,694	$0	$0	$34,775	$34,775	$17,388	$17,388	$0
501-1100-21	Community Planning Academy	$0	$6,955	$6,955	$6,607	$348	$0	$0	$20,865	$20,865	$19,822	$1,043	$0
501-1150-21	Outreach and Communications	$0	$17,388	$17,388	$0	$17,388	$0	$0	$34,775	$34,775	$0	$34,775	$0
501-1160-21	Annual Southern Nevada Strong Implementation Report	$0	$3,478	$3,478	$696	$2,782	$0	$0	$13,910	$13,910	$2,782	$11,128	$0
Task 501 Total		$0	$93,894	$93,894	$36,166	$57,728	$0	$0	$201,695	$201,695	$80,330	$121,365	$0

Task 601 -	Regional Planning and Research												
UPWP Task	**Task Name**	**SFY 2020 Professional Services Contracts**	**SFY 2020 RTC Staff Costs**	**SFY 2020 Total Professional Services and RTC Staff Costs**	**SFY 2020 Consolidated Planning Grant**	**SFY 2020 Local Match**	**SFY 2020 Anticipated Funding Grants**	**SFY 2021 Professional Services Contracts**	**SFY 2021 RTC Staff Costs**	**SFY 2021 Total Professional Services and RTC Staff Costs**	**SFY 2021 Consolidated Planning Grant**	**SFY 2021 Local Match**	**SFY 2021 Anticipated External Funding Grants**
601-1010-21	Future Housing Inventory and Needs Analysis	$0	$52,163	$52,163	$49,555	$2,608	$0	$0	$69,550	$69,550	$66,073	$3,478	$0
601-1020-21	Extreme Heat Events Coordinated Response Study	$0	$69,550	$69,550	$66,073	$3,478	$0	$0	$13,910	$13,910	$13,215	$696	$0
601-1030-21	Inventory of Regional Sustainability Planning Tools and Techniques	$0	$17,388	$17,388	$16,519	$869	$0	$0	$17,388	$17,388	$16,519	$869	$0
601-1040-21	Tree Canopy Social Equity Impacts Research Project	$0	$34,775	$34,775	$17,388	$17,388	$0	$0	$34,775	$34,775	$17,388	$17,388	$0
Task 601 Total		$0	$173,875	$173,875	$149,534	$24,343	$0	$0	$135,623	$135,623	$113,195	$21,561	$0
TOTAL FOR UPWP AMENDMENT 3		$1,723,846	$2,180,823	$6,197,524	$5,809,465	$378,059	$10,000	$5,479,846	$2,337,582	$7,817,428	$7,299,628	$517,800	$0

Total of Projects Funded in FY 2021: $7,817,428 ; **Anticipated FY 2021 Funding:** $7,818,100 ; **Balance:** $672

Task 101 – Planning Administration, Coordination and Outreach

This task covers the core planning activities of the Metropolitan Planning Organization. These include: The annual development and maintenance of the Unified Planning Work Program (UPWP); The maintenance of the Transportation Improvement Program (TIP) The maintenance of 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. Any consultant support related to these core activities is covered under other tasks, so the only costs identified are those associated with RTC staff time and related in-house expenditures.

Specific Sub-Tasks are:

101-1500, General Outreach
101-2300, Stakeholder Coordination
101-2310, Planning Administration
101-3100, Unified Planning Work Program
101-3200, Transportation Improvement Program
101-3500, Environmental Justice and Title VI
101-3600, Miscellaneous Supporting Activities
101-9200, Southern Nevada Strong – Transportation Implementation
101-9205, Transit Oriented Development

Task 101, 2020-2021 Budget
The following costs are included under Task 101:

	FY 2020	FY 2021
RTC Staff Costs	$ 930,000	$ 930,000
Professional Services Costs	$ 205,000	$ 215,000
Combined Costs	$ 1,135,000	$ 1,145,000
The source of funds for Task 101 is		
Consolidated Planning Grant	$ 1,078,250	$ 1,087,750
Local Funds	$ 56,750	$ 57,250

Sub-Task 101-1500-21 - 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 and 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 maintaining 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 is included in this task. Surveys may be reoccurring 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), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP) projects and studies, and the 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 include: conducting public meetings, participating in “pop-up meetings”, having a presence at community events, publishing documents, developing press releases, and addressing and tracking public comments.
• General outreach is led by the RTC’s Department of Government Affairs, Media, and Marketing.

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

Budget:

Sub-Task 101-1500-21	FY 2020	FY 2021
Total Project Cost	$ 140,000	$ 80,000
Professional Services Contract	$ 135,000	$ 75,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 5,000	$ 5,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 133,000	$ 76,000
Local Match (5%)	$ 7,000	$ 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 101-2300-21 - Stakeholder Coordination

Purpose:
Stakeholder 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 also 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 State Highway Safety Plan (SHSP) and Southern Nevada Transportation Study (SNTS), participation in meetings, workshops, and coordination with NDOT in development of the Southern Nevada Regional ITS Architecture, participation in activities of the Southern Nevada Regional Planning Coalition (SNRPC), 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 Metropolitan Planning Organization, Government Affairs, Media and Marketing, and Executive Management.

Participating Agencies:
• Regional Transportation Commission of Southern Nevada (Lead Agency), Nevada Department of Transportation, Southern Nevada Regional Planning Coalition (SNRPC)

Budget:

Sub-Task 101-2300-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 75,000	$ 75,000
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 75,000	$ 75,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 71,250	$ 71,250
Local Match (5%)	$ 3,750	$ 3,750

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

Sub-Task 101-2310-21 - 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 Transportation Access Advisory Committee, Executive Advisory Committee, 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, air fare, 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 membership in professional planning organizations. The Unified Planning Work Program (UPWP) describes the range of work activities for which consultant support may be required.

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; e.g. Association of Metropolitan Planning Organizations, National Association of Regional Councils, etc. is a function of this task.
• Administration of professional services contracts as outlined in the Fiscal Years 2020 and 2021 UPWP.
• Examples of professional planning services to be performed by consultant support may include, but will not be limited to the following: lead project and contract management, provide technical assistance to local agencies, support scenario planning analysis, perform financial analysis, participate in performance-based planning and programming, perform environmental justice analyses, support air quality conformity analysis, asses emerging technologies such as autonomous vehicles and electric vehicles, support development of transportation planning surveys, provide public involvement and stakeholder coordination support, analyze regional economic and demographic trends, and design and/or recommend database management systems used to store, classify and edit 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, City of Boulder City, City of Mesquite, Clark County Department of Air Quality, Nevada Department of Transportation, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Budget:

Sub-Task 101-2310-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 570,000	$ 640,000
Professional Services Contract	$ 70,000	$ 140,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 500,000	$ 500,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 541,500	$ 608,000
Local Match (5%)	$ 28,500	$ 32,000

Schedule and Deliverables: Planning Administration is an ongoing activity.

Sub-Task 101-3100-21-
Unified Planning Work Program

Purpose: The Unified Planning Work Program (UPWP) includes coordination of transportation planning activities in the Southern Nevada region during the fiscal year.

Previous Work:
• The UPWP is updated annually and previous work includes the development, administration, and amending of the document.

Methodology:
• RTC staff will, though stakeholder communication and the oversight of RTC committees develop, administer, amend, and implement the UPWP as required. The Metropolitan Planning Organization (MPO) is responsible for this task.

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

Budget:

Sub-Task 101-3100-21	**FY 2020**	**FY 2021**
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:
• The development of the Fiscal Years 2020 and 2021 UPWP and amendments/modifications to the Fiscal Year 2019 UPWP.
• The Fiscal Years 2020 and 2021 UPWP will be completed by May, 2019 while amendments and work related to the UPWP are on-going.

Sub-Task 101-3200-21 -
Transportation Improvement Program

Purpose: Activities included under this Sub-Task include administration and maintenance of the current FY 2017-2020 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 SFY 2017-20 TIP was approved by the RTC of Southern Nevada Board of Commissioners on February 9, 2017.

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 (TCM) 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.
• 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 STIP.
• 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 (STIP) by NDOT, to ensure subsequent integration of changes to the Clark County TIP into the STIP.
• Participate in the development of eSTIP.

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

Budget:

Sub-Task 101-3200-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 65,000	$ 65,000
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 65,000	$ 65,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 61,750	$ 61,750
Local Match (5%)	$ 3,250	$ 3,250

Schedule and Deliverables:

- Process amendments & administrative modifications to the FY 2017-20 TIP
- Fiscal Year 2017-20 TIP update.
- The TIP is an on-going activity.

Sub-Task 101-3500-21 -
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 Metropolitan Planning Organization (MPO) is responsible for this task.

Participating Agencies:
• Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, Clark County Department of Air Quality, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada (Lead Agency), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Budget:

Sub-Task 101-3500-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 10,000	$ 10,000
Professional Services Contract	$ 0	$ 0
RTC Staff Costs	$ 10,000	$ 10,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 9,500	$ 9,500
Local Match (5%)	$ 500	$ 500

Schedule and Deliverables:
• Environmental Justice, Title VI, and Ladders of Opportunity are on-going activities.

Sub-Task 101-3600-21 - Miscellaneous

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 including but 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, and timekeeping software to track RTC staff hours and UPWP tasks.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 101-3600-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 75,000	$ 75,000
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 75,000	$ 75,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 71,250	$ 71,250
Local Match (5%)	$ 3,750	$ 3,750

Schedule and Deliverables:

- Miscellaneous supports on-going activities.

Sub-Task 101-9200-21 -
Southern Nevada Strong – Transportation Implementation



Purpose:

The RTC is the administrating agency to the Southern Nevada Strong (SNS) Regional Plan. A major component of the Plan is the Implementation Matrix which includes a vision to increase transportation choice. There are over 50 strategies to implement through 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.

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 like but not limited to:

- 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 membership in professional planning organizations.
- The Metropolitan Planning Organization (MPO) / SNS staff is responsible for this task.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 101-9200-21	FY 2020	FY 2021
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:
Southern Nevada Strong Transportation Implementation is an on-going activity.

Sub-Task 101-9205-21 -
Southern Nevada Strong – Transit Oriented Development

Purpose:
The Southern Nevada Strong Regional 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 Southern Nevada Strong.

Previous Work:
The projects and studies that have been previously completed and that identify transit-oriented development (TOD) as a strategy that improve economic competitiveness, invest in complete communities and increase transportation choice for Southern Nevada are Southern Nevada Strong, Access 2040 Regional Transportation Plan

Methodology:
The project will facilitate partners to implement Southern Nevada Strong goals and strategies in TOD which includes:
• Helping partners match land use and transportation plans with regional economic development plans,
• Assisting partners in fostering development of the healthcare and education sectors, locally serving 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 101-9205-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 110,000	$ 110,000
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 110,000	$ 110,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 104,500	$ 104,500
Local Match (5%)	$ 5,500	$ 5,500

Schedule and Deliverables:
Transit Oriented Development is an on-going activity.

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 consultancies. The costs of professional services contracts are included under Task 201. Task 201 includes the RTC Staff Costs 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
201-2206, Annual Population Forecast
201-2230, Travel Demand Model Enhancements and Validation Work Program
201-3980, Regional Bicycle and Pedestrian Counts, Phase III
201-4000, Transportation Networking Company (TNC) Data Analysis
201-4015, Technical Support for RTP/TIP and Conformity Determination
201-4020, Visitor & Freight Model Components Update
201-9215, Land Use and Transportation Scenario Planning
201-9220, GIS Analysis and Visualization
201-9225, Integrating Exploratory Modeling and Simulation Analysis into Regional Transportation Planning
201-9230, Southern Nevada Freight Plan Update

Task 201, Fiscal Years 2020 and 2021 Budget
The following costs are included under Task 201:

	FY 2020	FY 2021
Total for Task 201	$ 1,417,500	$ 1,756,091
Professional Services Contract	$ 882,000	$ 1,150,591
RTC Staff Costs	$ 535,000	$ 605,500
The source of funds for Task 201 is:		
Consolidated Planning Grant (95%)	$ 1,346,625	$ 1,668,286
Local Match (5%)	$ 70,875	$ 87,805

Sub-Task 201-2116-21 - 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 Plan (TIP).

Previous Work:
• RTC 2009 model update;
• FY 2013-2035 Regional Transportation Plan (RTP) modeling results, including modifications and amendments;
• FY 2013-2016 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 2017-2040 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.
• Develop tools to transform data and networks from the Trans CAD model to VISSIM.
• 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 to support RTP amendments or model data needs of UPWP studies.
• VISSIM modeling results for corridors and/or intersections.
• Tests of air quality emissions projections using4 'MOVES'.
• Report detailing modeling results.
• Modeling work is an on-going activity.

Budget:

Sub-Task 201-2116-21	FY 2020	FY 2021
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:

- Population Forecasts: Long-Term Projections for Clark County, Nevada.
- Completion Date: June, 2020

Sub-Task 201-2206-21 -
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 jurisdictions, 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, City of 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 201-2206-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 15,000	$ 16,500
Professional Services Contract	$ 12,000	$ 13,500
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 3,000	$ 3,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 14,250	$ 15,675
Local Match (5%)	$ 750	$ 825

Schedule and Deliverables:
• Population Forecasts: Long-Term Projections for Clark County, Nevada.
• Completion Date: June, 2021

Sub-Task 201-2230-21 -
Travel Demand Model Enhancements and Validation Work Program-
(Subtask: Conformity Modeling and Process Support Service)

Purpose:
To be in compliance with interim guidance on conformity requirements released on April 23 2018 by the United States Department of Transportation (USDOT), Federal Highway Administration and Federal Transit Administration concerning 82 metropolitan areas (including the Las Vegas Region) with regards to ozone budgets. The U.S. Court of Appeals for the D.C. Circuit recently issued a decision *in South Coast Air Quality Management District v. EPA*, (No. 15-1115), which struck down portions of the 2008 Ozone National Ambient Air Quality Standards State Implementation Plan procedures

According to the Interim Guidance, RTC of Southern Nevada's new regional transportation plan (RTP), transportation improvement program (TIP) and TIP updates and amendments include projects that are not exempt from transportation conformity and may not proceed until transportation conformity with the 1997 ozone NAAQS is determined. The difficult situation is that the RTC of Southern Nevada does not have adequate ozone budget to meet the conformity standard. RTC is working with the agencies responsible for developing emission budgets, the United States Environmental Protection Agency (EPA) and the USDOT for budget and emission modeling issues.

Now it is uncertain what the final guidance on this matter will be from the USDOT. While the EPA, USDOT and the Association of Metropolitan Planning Organizations (AMPO) are waiting for the Court decision regarding to rehearing the case. It is anticipated some professional service support on having adequate ozone budgets, emission modeling and conformity process will be needed once the final guidance is out and we need to move our RTP/TIP amendment in a quick manner.

Previous Work:
Conformity Determination modeling and work in house to support all RTP/TIP updates and amendments in the past ten years.

Methodology:
Environmental professional service support on adequate ozone budgets, emission model, conformity process and final documentation of the conformity determination.

Participating Agencies:
RTC of Southern Nevada

Budget:

Sub-Task 201-2230-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 150,000	$ 47,091
SFY 2020 Professional Services Contract	$ 150,000	$ 47,091
RTC Staff Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 142,500	$ 44,736
Local Match (5%)	$ 7,500	$ 2,355

Schedule and Deliverables:
Completion by December 31, 2020.

201-3980-21 –
Regional Bicycle and Pedestrian Counts, Phase III

Purpose: The purpose of this sub-task is to conduct bicycle and pedestrian counts to be able to identify existing demand and determine specific tangible benefits of proposed improvements when applying for project funding. The data collected in this study will help quantify bicycle and pedestrian demand trends over time.

Previous Studies: The original count program collected data at 24 locations, additionally the Southern Nevada Health District (SNHD) has collected trail usage data and prepared reports for five discrete trail sections. Data was collected using infrared sensors and validated with manual counts.

Methodology: Collect bicycle and pedestrian counts at the same 24 count locations from the original study – and add new data collection locations. Counts will be performed during the scheduled K-12 school year. All counts at each location will be performed for 12 continuous hours (7:00 am – 7:00 pm) during one weekday (Tuesday – Thursday) and one Saturday.

Specific tasks to be performed by a consultant team and managed by RTC staff include:

- Collecting counts using either of the following methods:
  - Manual counts; or
  - Video technology.
- Ensuring collection methodology and data gathered is consistent with the original count program and National Bicycle and Pedestrian Documentation Project (NBPD) methodologies;
- Identifying preferred count locations for new sites. Consideration for new sites should include:
  - Existing and proposed bicycle/pedestrian facilities (including off-street multiuse paths);
  - Transit access; and
  - Stakeholder recommendations, including the SNHD, the Clark County School District, the Regional Open Space and Trails Work Group, and the Pedestrian Safety Task Force.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Local jurisdictions

Budget:

Sub-Task 201-3980-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 0**	**$ 110,000**
SFY 2020 Professional Services Contract	$ 0	$ 100,000
SFY 2020 RTC Staff Costs	$ 0	$ 10,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 104,500
Local Match (5%)	$ 0	$ 5,500

Schedule and Deliverables:

Data and analysis to be provided to the RTC should include:
- Data sheets in Excel format
- Develop and apply sidewalk factors as they relate to the percentage of bicyclists riding on the sidewalk
- Analyze and segregate bicycle volume variations by the type of bicycle facility present on the roadway
- A summary report that includes methodology, maps, and trends
- Completion Date: June 2021

Sub-Task 201-4000-21 -
Transportation Networking Company Data Analysis Methodology

Purpose: This study would consist of hiring a consultant to obtain data on transportation network companies (TNC) such as Uber and Lyft. This data would consist of travel patterns and volumes of trips. The purpose of this effort would be to measure the percentage of vehicle passenger trips borne by transportation network companies. Knowing this information will allow for incorporation of transportation network companies as an element in the RTC traffic model, whereas it is not presently supported.

Previous Studies: None

Methodology:

This study would consist of hiring a consultant to obtain data on transportation network companies (TNC) such as Uber and Lyft. Ideally this project may obtain data combining all TNC data instead of data from single operating company. The data would consist of travel patterns and volumes of trips of all TNCs. This study would measure the percentage of vehicle passenger trips borne by transportation network companies. Knowing this information will allow for incorporation of transportation network companies as an element in the RTC traffic model, whereas it is not presently supported. Detailed methodology and tasks are to be determined and will be included in the Request for Proposals (RFP).

Participating Agencies:

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

Budget:

Sub-Task 201-4000-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 0**	**$230,000**
SFY 2020 Professional Services Contract	$ 0	$200,000
SFY 2020 RTC Staff Costs	$ 0	$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 218,500
Local Match (5%)	$ 0	$ 11,500

Schedule and Deliverables:

Start: July, 2020
End: June, 2021
Duration: Approximately 1 year

Sub-Task 201-4015-21 -
Technical Support for RTP/TIP and Conformity Determination

Purpose:
Obtain professional support for the RTP Development/Amendment and Air Quality Determination when there are urgent needs for RTP Amendment or Air Emission Model update requited by the EPA.

Previous Studies:

RTC 2014 Travel Demand Model
2014 Las Vegas Visitor Survey
RTCSNV ABM Pilot Project – Development 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 United States Environmental Protection Agency (EPA). Detailed methodology and tasks are to be determined and included in the Request for Proposals (RFP).

Participating Agencies:

- RTC of Southern Nevada

Budget:

Sub-Task 201-4015-20	**FY 2020**	**FY 2021**
Total Project Cost	**$160,000**	**$ 160,000**
SFY 2020 Professional Services Contract	$150,000	$ 150,000
SFY 2020 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:

Start: July, 2019
End: June, 2021
Duration: Approximately 2 year

Sub-Task 201-4020-21 -
Visitor & Freight Model Components Update

Purpose:

The RTC will be updating two of the components of the Travel Demand Model - the visitor model and the freight model. This study will combine the efforts of two prior UPWP studies – the Visitor Population Synthesizer and Freight Model update.

1. Develop a visitor population synthesizer model to improve and enhance the visitor model component in the RTC Travel Demand Model. Visitor model component in RTCSNV's travel demand model will be re-examined in this project. The update will incorporate RTCSNV's newly developed population synthesizer to synthesize visitor groups as households. The project will also include visitor trip generation, distribution, and mode choice sub component updates using RTC's 2014 visitor survey.
2. The Freight model component will be reviewed in this project. It will result in the update of the existing truck model.
3. Re-Calibration of the model will be performed due to the changes made.

Previous Studies:

RTC 2014 Travel Demand Model
2014 Las Vegas Visitor Survey
RTCSNV ABM Pilot Project – Development population Synthesizer
RTC 2014 Travel Demand Model
Southern Nevada Regional Goods Movement Master Plan
Las Vegas Regional Freight Data Collection Study

Methodology:
This is the second phase of the synthesizer development focusing on visitor population to Las Vegas. The first phase was a development of a population synthesizer, which was completed during FY 2018. The existing visitor model in the RTC Travel Demand Model and 2014 Las Vegas Visitor Survey data will be evaluated by this project. The developed Visitor Synthesizer model will be implemented into the Regional Travel Demand Model the model calibration will be conducted.

The freight model component in RTCSNV's travel demand model will be updated in this project. The update will utilize either the Freight Analysis Framework 4 (FAF4) or other freight movement database such as Streetlight data to create a freight model. Truck trip generation rates by industry will be reviewed and updated. The model will be integrated to RTCSNV's travel demand model. The model will include long-haul truck and commodity movements, single unit truck mid-range commodity movements, and commercial vehicle (short distance trips).

Detailed methodology and tasks are to be determined and included in the Request for Proposals (RFP).

Participating Agencies:

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

Budget:

Sub-Task 201-4020-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 330,000**	**$ 330,000**
Professional Services Contract	$ 300,000	$ 300,000
RTC Staff Time	$ 30,000	$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 313,500	$ 313,500
Local Match (5%)	$ 16,500	$ 16,500

Schedule and Deliverables:

Start: January, 2020
End: January, 2022
Duration: Approximately 2 years

Sub-Task 201-9215-21-
Land Use and Transportation Scenario Planning

Purpose:
Consultant support to perform land use and transportation scenario planning. UrbanSim is an example software platform that may be utilized to perform this analysis. UrbanSim is a simulation platform for supporting planning and analysis of urban development, incorporating the interactions between land use, transportation, the economy, and the environment.

The use of an integrated modeling platform, and performing scenario planning, will fill an important role in the planning process to develop and maintain the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), the Regional Plan administered by Southern Nevada Strong (SNS), as well as contribute to regional transit planning efforts. Scenario planning will also contribute to local agencies in their development of long-range comprehensive plans and consistency with regional plans. The Unified Planning Work Program (UPWP) describes the range of work activities for which consultant provided scenario planning analysis may contribute.

Previous Work:
- Rapid Policy Analysis Tool
- Envision Tomorrow –software practice and basic training

Expected Products:
- Conduct Regional Land Use Working Group meetings and meet with representatives from local entities and stakeholders to get input for scenario assumptions.
- Continuous coordination with local agencies and stakeholders to develop land use scenarios and provide scenario input files.
- Develop baseline local data files as required, and perform model validation tests.
- Perform model simulation runs with all scenarios.
- Convert model output into input files for possible integration into the regional travel demand model.
- Assess scenario impacts on land use and transportation and the integrated relationships.
- Present scenario planning results and findings to local entities to demonstrate the relationships between land use and transportation.
- Facilitate and support integration of scenario planning findings into local agency and regional planning efforts.

Participating Agencies:
- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-9215-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 77,500	$ 147,500
Professional Services Contract	$ 70,000	$ 140,000
RTC Staff Time	$ 7,500	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 73,625	$ 140,125
Local Match (5%)	$ 3,875	$ 7,375

Sub-Task 201-9220-21-
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 Regional Transportation Commission's GIS mapping and visualization capacity, and deploy that capacity to better meet 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 (PAT) 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 201-9220-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 25,000	$ 25,000
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 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:
• GIS Analysis and Visualization is an on-going task.

Sub-Task 201-9225-21-
Integrating Exploratory Modeling and Simulation Analysis into Regional Transportation Planning

Purpose:
The RTC is trying to understand the future impacts of connected and autonomous vehicles, as well as other emerging transportation technologies. Given the tremendous uncertainty surrounding these technologies, a key anticipated element of the planned approach is integrating quality real world data – which is currently very sparse –due to the speculation about the variety of technologies and their impacts in some useful manner so that the agency can make informed recommendations and decisions. Having an improved modeling tool for analyzing and understanding these impacts will be critical for the agency to succeed in the future.

Previous Work:
Boulder Highway Multimodal Transportation Study

Methodology:
This project will apply robust decision-making to regional planning via employing the EMA tool to gain an understanding of the impact that the rapid technological evolution has on the movement of people and goods on surface transportation system. The project will also identify and address hurdles in the application of an exploratory analysis through the southern Nevada region case study. Another objective of this project is to demonstrate that precise prediction is not necessary for addressing future transportation challenges, and there is more than one way to use travel modeling tools for regional surface transportation system planning. Throughout this project, RTC modelers will work closely with planners and others in the agency to test various policies and strategies.

Participating Agencies:
Regional Transportation Commission of Southern Nevada

Budget: The contract costs for the project will be paid for with a non-PL FHWA award and non-federal PL funds. **The only PL money involved will be for staff time in the amount of $20,000**.

Sub-Task 201-9225-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 270,000	$ 240,600
Professional Services Contract	$ 0	$ 220,600
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 20,000	$ 20,000
Funding Sources		
Federal Grant – Integrated Exploratory Modeling	$ 200,000	$ 176,480
Local Funding	$ 50,000	$ 44,120
FHWA / State Research Funds (CPG)	$ 19,000	$ 19,000
Local PL Match	$ 1,000	$ 1,000

Schedule and Deliverables:
Anticipated Start Date: August, 2018
Anticipated End Date: December, 2021

Sub-Task 201-9230-21 -
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) - RTC 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 brain storm possible land use related freight strategies that could possibly impact 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 201-9230-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 220,000	$ 220,000
Professional Services Contract	$ 200,000	$ 0
Professional Services Contract Carryover	$ 0	$ 200,000
RTC Staff Costs	$ 20,000	$ 20,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 209,000	$ 209,000
Local Match	$ 11,000	$ 11,000

Schedule and Deliverables:

Anticipated Start Date: January, 2020

Anticipated End Date: January, 2021

201-9240-21-
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 Studies:
The Congestion Management Process is a continual 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 ties 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:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Southern Nevada FAST
- NDOT

Budget:

Sub-Task 201-9240-21	**FY 2020**	**FY 2021**
Total Project Cost	$0	$30,000
Professional Services Contract	$0	$0
RTC Staff Costs	$0	$30,000
Consolidated Planning Grant (95%)	$0	$28,500
Local Match (5%)	$0	$1,500

Schedule and Deliverables:

Annual Congestion Management Process report

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 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:
202-3325, Performance-Based Planning
202-3710, Bicycle and Pedestrian Planning
202-3715, Transportation Safety Planning
202-9005, Regional Transportation Plan & Visioning
202-9035, On Board Mobility Plan

Task 202, 2020 Budget
The following costs are included under Task 202:

	FY 2020	FY 2021
Total Cost of Task 202	$ 534,923	$ 455,000
Professional Services Contracts	$ 224,923	$ 185,000
SFY 2018 Professional Services Contracts Carried Over	$ 0	$ 0
RTC Staff Costs	$ 310,000	$ 270,000
The sources of funds for Task 202 are:		
Consolidated Planning Grant (95%)	$ 508,177	$ 432,250
Local Funds (5% match)	$ 26,746	$ 22,750

Sub-Task 202-3325-21 - Performance-Based Planning

Purpose:
Advance the current practices in data management, documentation, monitoring and analysis to meet the performance management goals and objectives of FAST Act.

Previous Work:
• Access2040, Regional Transportation Plan for Southern Nevada 2017-2040 (2017)
• Transportation Improvement Impacts (Appendix 4) to the FY 2013-2035 Regional Transportation Plan (RTP);
• 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, City of Boulder City, Nevada Department of Transportation, Private sector freight industry partners

Budget:

Sub-Task 202-3325-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 100,000	$ 100,000
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 100,000	$ 100,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 95,000	$ 95,000
Local Match (5%)	$ 5,000	$ 5,000

Schedule and Deliverables:

• 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.
• Performance Based Planning is an on-going task.

Sub-Task 202-3710-21 -
Bicycle & 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 202-3710-21	**FY 2020**	**FY 2021**
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 an on-going task.

Sub-Task 202-3715-21 -
Transportation Safety Planning

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 2013–2035 (2012),
- 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 Executive Committee on Transportation Safety (NECTS) overseeing the SHSP. RTC staff participates in Technical Working Group advising the NECTS on transportation safety in the development, update, and implementation of the SHSP. Other transportation safety committees in which the RTC staff 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 202-3715-21	**FY 2020**	**FY 2021**
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:
- Interim report on task elements
- Final Transportation Safety Plan
- Final Bicycle and Pedestrian Safety Action Plan, completion date: June 2018

Sub-Task 202-9005-21 -
Regional Transportation Plan & Visioning

Purpose:

The RTC implemented an extensive outreach effort to engage the public on development of a transportation vision for Southern Nevada in 2016. The Visioning Process helped gauge public sentiments on the transportation priorities for the region. These results of the Visioning Process influenced development of the Access2040 Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Additionally, the results are anticipated to influence the processes by which the RTC will prioritize projects in the future for funding as well as measure their performance. The results of this public outreach activity will be incorporated into the Regional Transportation Plan. Work with project sponsors will also be required in order for the document to reflect regional priorities. The development of the RTP and TIP will follow the Public Participation Plan to ensure the public is given the opportunity to stay engaged prior to approval.

Previous Work:

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

Task Elements:

- Develop a revision to the Access2040 RTP that incorporates the following changes and updates:
- New federally-funded projects that fully subscribe new funds available under the FAST Act;
- New regionally-significant local projects that will be funded with fuel revenue indexing passed by voters in November 2016; and
- Other changes and updates as needed to implement best planning practices related to long-range transportation planning.
- Develop a complete set of transportation-related indicators that will show how the Southern Nevada region is implementing the Access2040 RTP;
- 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,
- City of Boulder City

Budget:

Sub-Task 202-9005-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 150,000	$ 200,000
Professional Services Contract	$ 135,000	$ 185,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 15,000	$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 142,500	$ 190,000
Local Match (5%)	$ 7,500	$ 10,000

Sub-Task 202-9035-21 – 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 transit service that can improve reliability and carry more people at higher speeds than a standard fixed route bus. Capacity can be expanded through increasing the number of vehicles, vehicle size, frequency, travel speed or a combination of these elements. There is 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.

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 202-9035-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 100,000	$ 75,000
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 100,000	$ 75,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 95,000	$ 71,250
Local Match (5%)	$ 5,000	$ 3,750

Schedule and Deliverables:

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

End Date: June 2020

Subtask 202-9040-21 –
Coordinated Human Services Transportation Plan Development

Purpose:

The Coordinated Plan is a federal requirement under the Fixing America's Surface Transportation (FAST) Act. The Coordinated Plan identifies transportation gaps faced by transportation-disadvantaged populations, establishes priorities for funding decisions, and focuses on a broad range of mobility services to improve coordination among public transit agencies and human services transportation providers.

Previous Work:

- Coordinated Public Transit – Human Services Transportation Plan (2008)

Methodology:

- Assess the regional demographics for Clark County to identify where elderly persons, individuals with disabilities and low-income individuals are located.
- Assess the existing public transit (e.g. RTC, RTC Paratransit, Silver Rider Transit Service, and Silver STAR) and private transit service providers (e.g. Las Vegas Monorail, Taxi, TNC) for their ability to serve these populations.
- Identify existing barriers to providing human service transportation.
- Develop vision statement and goals for delivering human services transportation.
- Identify and prioritize potential programs to address gaps and needs.
- Discuss relevant grant programs for supporting human services transportation.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 202-9040-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 104,923	$ 0
Professional Services Contract	$ 89,923	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 15,000	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 99,677	$ 0
Local Match	$ 5,246	$ 0

Schedule and Deliverables:

Begin Date: July, 2019
End Date: June, 2020
Duration: 12 months

Task 301: Multi-Modal 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, High Speed Rail Station Connection to Downtown Las Vegas (City of Las Vegas)
301-3910, Regional Commuter Center Study (City of Henderson)
301-3915, Northwest Las Vegas Traffic Study (City of Las Vegas)
301-3920, Cycle Track Feasibility and Route Identification Study (City of Las Vegas)
301-3925, Henderson Sustainable Mobility Plan (City of Henderson)
301-3930, Transit Center Study (City of Henderson)
301-3935, Traffic Signal Communication System Gap Analysis (City of Las Vegas)
301-3940, City of North Las Vegas Comprehensive Master Transportation Study
301-3945, Connecting Neighborhoods Lake Mead Boulevard Corridor Study (City of North Las Vegas)
301-3950, Livable Centers Study - Project Three (RTCSNV)
301-3960, Maryland Parkway Transit Oriented Development – Las Vegas (RTCSNV)
301-3965, Maryland Parkway Transit Oriented Development – Clark County (RTCSNV)
301-3970, Applied Behavioral Economics – Research Study (RTCSNV)
301-3975, Applied Behavioral Economics – Testing and Implementation (RTCSNV)
301-3980, Regional and Bicycle and Pedestrian Plan Update (RTCSNV)
301-3985, Regional Walkability Plan (RTCSNV)
301-3990, Regional Transportation System Health Impact Assessment Standards and Cost Benefit Analysis (RTCSNV)
301-3995, Livable Centers Study - Project Four (RTCSNV)

301-9115, Planning and Infrastructure Needs for Emerging Transportation Technologies (RTCSNV)
301-9125, Boulder Highway Multimodal Transportation Investment Study (RTCSNV)
301-9225, Bruce Street Green and Complete Street Study (City of Las Vegas)
301-9230, Citywide Pedestrian and Bicycle Plan (City of North Las Vegas)
301-9245, School Trip Generation and Siting Study (RTCSNV)
301-9250, Livable Centers Study – Project One (RTCSNV)
301-9270, Livable Centers Study – Project Two (RTCSNV)
301-9275, Stadium District Transportation Plan – (Clark County Comprehensive Planning)
301-9285, Transit Oriented Development Implementation Study (RTCSNV)

Task 301, FY 2020-2021 Budget
The following costs are included under Task 301:

	FY 2020	FY 2021
Task Costs	$ 2,839,278	$ 4,124,319
Work Carried Over from SFY 2019	$ 904,778	N/A
Professional Services Contracts	$ 1,800,000	$ 3,929,255
RTC Staff Costs	$ 134,500	$ 194,764
The sources of funds for Task 301 are:		
Consolidated Planning Grant (95%)	$ 2,690,714	$ 3,917,818
Local Funds (5% match)	$ 141,617	$ 206,201
Grant Funding	$ 10,000	$ 0

Sub-Task 301-3905-21 –
High Speed Rail Station Connection to Downtown Las Vegas

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. Information from the report indicated the company would like to start construction in 2019 and finish in early 2022.

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 Las Vegas high speed train station to the Downtown area (including the Medical District). 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 Downtown area and the LV Rail Station.
- 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:
- City of Las Vegas, Clark County, Las Vegas Convention and Visitors Authority

Budget:

Sub-Task 301-3905-21	FY 2020	FY 2021
Total Project Cost	$ 0	$ 207,500
Professional Services Contract	$ 0	$ 200,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 0	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 197,125
Local Match (5%)	$ 0	$ 10,375

Expected Products:
Draft and final report;
Presentations to the RTC Board and local jurisdictions.

Schedule:
Start Date: July, 2020
End Date: June, 2021
Expected Duration: 12 months

Sub-Task 301-3910-21 –
Regional Commuter Center Study

Purpose:

To integrate the proposed high-speed bullet train, providing services between Southern California and Las Vegas Valley, with the local transportation system and provide efficient access to local entertainment business venues.

Identify land uses and infrastructure adjacent to or incorporated into the Commuter Center for the creation of an activity hub and ridership generation. It would identify two to three opportunity sites based on land use plans and/or anticipated development.

Previous Work:

Methodology:

- Stakeholder engagement;
- Research of case studies;
- Community outreach (i.e. surveys, focus groups, etc.);
- Analysis of potential locations;
- Existing land use and infrastructure assessment;
- Analysis of ridership and operation;
- Analysis of multi-modal transportation connectivity;
- Funding.

Participating Agencies:

- City of Henderson,
- City of Las Vegas,
- City of North Las Vegas,
- Clark County,
- Nevada Department of Transportation (NDOT)

Budget:

Sub-Task 301-3910-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 0	$ 75,000
Professional Services Contract	$ 0	$ 75,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 71,250
Local Match (5%)	$ 0	$ 3,750

Expected Products:

1. Research summaries and recommendations;
2. Meeting agendas and summaries;
3. Public engagement marketing materials;
4. Survey and focus groups materials;
5. Meeting presentations;
6. Final study.

Schedule:
Start Date: July, 2020
End Date: June, 2021

Sub-Task 301-3915-21 –
Northwest Las Vegas Traffic Study

Purpose:
The Northwest Las Vegas traffic signal network in the area bounded by Buffalo to the east and Centennial to the south has grown at an astounding rate. Due to this rapid and somewhat fragmented growth over a large land area, current and consistent traffic data is not available. As a result, the traffic signal system timings are not coordinated, causing unnecessary delays to motorists.

The results of this study would give the City the ability to:

• Prioritize arterial corridors for which to produce coordinated traffic signal timing plans
• Identify corridor improvements to be added to the five-year CIP

Previous Work:

- Currently, there are 34 existing traffic signal systems, 15 of which were constructed in the last ten years and nine in the last five years.
- By the end of FY 2019, this figure is anticipated to increase again by nearly 40%, as another 13 are in the final stages of design.

Methodology:

- Data collection (origin-destination information, traffic counts, and travel time runs)
- Analysis (origin-destination, future traffic projections, and traffic signal timing).

Participating Agencies:

- City of Las Vegas

Budget:

Sub-Task 301-3915-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 207,500	$ 207,500
Professional Services Contract	$ 200,000	$ 200,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 7,500	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 197,125	$ 197,125
Local Match (5%)	$ 10,375	$ 10,375

Expected Products:

The final product would be a report detailing all data collection tasks, traffic projection calculations, and traffic signal system timing analysis. The report would provide:

- Prioritized list of corridors for which to produce coordinated traffic signal timing plans
- Identification of corridor improvements to be added to the five-year CIP

Schedule:

Start Date: July, 2019
End Date: June, 2021

Sub-Task 301-3920-21 –
Cycle Track Feasibility and Route Identification Study

Purpose:
Cycle tracks are common in Europe and have been implemented in New York City, Chicago, Portland, San Francisco, Indianapolis, Austin and Memphis.

A cycle track is physically separated from motor traffic and distinct from the sidewalk. By separating cyclists from motor traffic, these facilities can offer a higher level of security than regular bike lanes and are attractive to bicyclists of all levels and ages. Cycle tracks improve bicyclists' comfort and safety, reduces risk of collisions, reduces occurrences of dooring by parked vehicles, and prevents illegal parking within the bike lane.

The City of Las Vegas' objective with this study is to increase the number of commuter bike riders, and installing cycle tracks has been shown to increase riders by over 170% in similar markets. If this project is chosen, the City of Las Vegas could implement the very first cycle track in Nevada.

Previous Work:
- Regional Bicycle & Pedestrian Plan for Southern Nevada – May 2017
- City of Las Vegas Mobility Master Plan - May 2016
- Regional Bicycle Network Gap Analysis – January 2014

Methodology:
- Creation of a study working group to determine important goals and objectives.
- Collection of data on existing and proposed bicycle routes and roadways within the Central Las Vegas area.
- Review of existing bicycle plans, studies and best practices for cycle track facilities.
- Creation and ranking of a list of corridors that should be examined for further analysis.
- Conducting public outreach meetings to receive support on potential corridors.
- Identification of any potential connections within these preferred corridors.
- Recommendations for specific improvements that would best serve these facilities.
- Creation of cost estimates and identification of possible funding sources for both the development and maintenance of identified facilities.
- Development of draft and final reports.
- Presentations of the findings to the City Council, County Commission, and RTC Boards.

Participating Agencies:
- City of Las Vegas

Budget:

Sub-Task 301-3920-21	FY 2020	FY 2021
Total Project Cost	$ 0	$ 107,500
Professional Services Contract	$ 0	$ 100,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 0	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 102,125
Local Match (5%)	$ 0	$ 5,375

Expected Products:
Draft and final report;
Presentations to the Las Vegas City Council and the RTC Board.

Schedule:
Start Date: July, 2020
End Date: June, 2021
(Estimated duration: 12 months)

Sub-Task 301-3925-21 –
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
- 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 301-3925-21	FY 2020	FY 2021
Total Project Cost	$ 0	$ 307,500
Professional Services Contract	$ 0	$ 300,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 0	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 292,125
Local Match (5%)	$ 0	$ 15,375

Expected Products:

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

Schedule and Deliverables:
Start Date: July, 2019
End Date: June, 2021
(Estimated time 18 months)

Sub-Task 301-3930-21 – Transit Center Study

Purpose:
This study will help identify new transit centers in areas that are not yet served, particularly the northeast, east, and central portions of Southern Nevada, due to anticipated growth and higher demand for transit service. The study will examine how to facilitate access where significant population densities reside and work which are not currently served with a transit center and to capture increased ridership with strategically located transit centers throughout the region. The study will also identify the need for connectivity of various existing and future transit options.

Previous Work:
- On Board High Capacity Transit Study

Methodology:
- Conduct public workshops with stakeholders and steering committee members.
- Prepare a technical memorandum summarizing the selection of suitable Transit Center locations.
- Perform market study assessments including land use, infrastructure and supportive transit ridership analysis.
- Develop an evaluation criteria matrix.
- Identify potential funding resources.

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

Budget:

Sub-Task 301-3930-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 307,500	$ 307,500
Professional Services Contract	$ 300,000	$ 300,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 7,500	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 292,125	$ 292,125
Local Match (5%)	$ 15,375	$ 15,375

Expected Products:

- A public outreach plan will be developed to engage stakeholders and members of the public.
- Public participation tools will be used to capture the community's input and feedback.
- First and last mile connections will be studied.
- Primary and secondary suitable transit center site locations will be identified.
- A transit center market study assessment will be conducted.
- Zoning analysis will be conducted.
- Projections of population, employment, ridership and market demand will be made.
- An evaluation criteria matrix for the transit center will be created.
- Project will follow a study timeline.

Schedule and Deliverables:

Start Date: August, 2019
End Date: May, 2021
Project Timeline: 18 months

Sub-Task 301-3935-21 –
Traffic Signal Communication System Gap Analysis

Purpose:

The City of Las Vegas has nearly 600 signalized intersections within its jurisdictional boundaries, of which approximately 40% are not connected with reliable high-speed communications to monitor and maintain the traffic signal. The objective of this project is to study the existing traffic signal communications network and perform a gap analysis of the coverage network for the City of Las Vegas. The work would benefit both the City and RTC FAST teams to continue to provide a high-level traffic signal system for the traveling public.

Previous Work:

Currently the City and RTC FAST have some of this information already available in maps and other documentation that would provide a starting point for the analysis and development of a project list.

Project Scope:

In order to achieve the objectives, this study proposes to:
- Collect existing infrastructure connectivity and type of communication media (mostly complete but some gaps exist)
- Identify corridors with existing connectivity pathways (empty conduit)
- Develop a map indicating gaps in connectivity coverage
- Develop priority lists of projects to fill-in gaps in coverage
- Develop estimated cost estimates for future projects

Consultant responsibility would be to compile this information, analyze, and provide prioritized alternatives for future project development.

Methodology:

This study would consist of the following:
- Analyze existing documentation
- Develop maps and documentation of existing infrastructure
- Analyze construction costs for future communication project to fill the gaps in infrastructure
- Prioritize corridor improvements and provide estimated construction costs

Participating Agencies:
City of Las Vegas
RTC FAST

Budget:

Sub-Task 301-3935-21	FY 2020	FY 2021
Total Project Cost	$ 207,500	$ 207,500
SFY 2020 Professional Services Contract	$ 200,000	$ 200,000
SFY 2019 Professional Services Contract Carryover	$ 0	$ 0
SFY 2020 RTC Staff Costs	$ 7,500	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 197,125	$ 197,125
Local Match (5%)	$ 10,375	$ 10,375

Expected Products:
The final product would be a report detailing the initial assessment report, identification of locations without communication network connectivity, identification of areas/roadways with less than optimal communications network reliability, and a project priority list to fill in the communication gap with cost estimates of each project.

Schedule and Deliverables:

Start Date: December, 2020
End Date: December, 2021

Sub-Task 301-3940-21 –
City of North Las Vegas Comprehensive Master Transportation Study (CMTS)

Purpose:
The primary purpose of this study is to develop a cohesive, long-range transportation plan that will serve as a guide for the City of North Las Vegas when making future land use and multimodal transportation improvement project decisions. The City's need for this study is to determine the existing system performance, increase economic vitality, improve community livability, and enhance transportation conditions along regional transportation routes.

The roadway network needs to be evaluated to identify solutions to improve safety, mobility, and to optimize traffic operations. This will allow for an efficient transportation system that links communities within the City by all modes of transportation. With the ultimate goal of developing a regionally cohesive framework of multimodal transportation improvements, the City of North Las Vegas aims to update the current Master Plan of Streets and Highways in order to provide a guiding document that provides realistic and feasible solutions to the current and future transportation needs of the area. The context sensitive solutions provided by this study will allow the City to more efficiently improve its infrastructure while connecting to and promoting regionally significant network improvements.

The goal is to achieve a transportation system that will address demand and capacity, employ appropriate technologies and join transit, roadway and pedestrian/bicycle facilities into a safe, efficient and environmentally sensitive network. This study will also help determine future multi-modal transportation needs; the most practical way to achieve them; and update the Master Plan of Streets and Highways to incorporate the study's recommendations.

Previous Work:
- CNLV – Citywide Pedestrian and Bicycle Master Plan (2019)
- CNLV – Complete Streets Policy
- CNLV – Complete Streets Corridor Ranking Study (UPWP)
- CNLV – Master Plan of Streets and Highways
- CNLV – Major Downtown Corridor Study (UPWP)
- CNLV – North 5th Street Transit Supportive Concept Plan
- SNRPC – Southern Nevada Strong Regional Policy Plan
- CCSD – Safe Routes to School Walk Audits
- RTC – Northeast Valley Transportation Network Study
- RTC – Truck Arterial Route Study
- RTC – Southern Nevada Regional Goods Movement Master Plan
- RTC – Regional Schools Multimodal Transportation Access Study
- RTC – Decatur Boulevard Transit Study
- RTC – Regional Bicycle Gap Analysis
- RTC – Regional Bicycle and Pedestrian Plan for Southern Nevada

Methodology:

- Collect and review existing information, planned projects, maps, and relevant studies.
- Research best practices for developing a Master Plan of Streets and Highways using Complete Streets methodology.
- Use RTC regional model to assist with determining anticipated traffic volumes.
- Identify locations where pavement widths may be reduced to provide improved/enhanced pedestrian and/or bicycle facilities.
- Evaluate existing street sections to determine if changes are required to better serve all users.
- Develop typical street sections using Complete Streets methodology for a complete and efficient roadway network throughout the City (including the Apex industrial area).
- Develop a City master plan for current and future multi-use paths and bike-ways.
- Identify corridors for transit-oriented development.
- Identify right-of-way needs and cost.
- Final report and presentations

Participating Agencies:

- City of North Las Vegas,
- Regional Transportation Commission of Southern Nevada (RTC),
- Nevada Department of Transportation (NDOT),
- City of Las Vegas,
- Clark County School District

Budget:

Sub-Task 301-3940-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 257,500	$ 257,500
Professional Services Contract	$ 250,000	$ 250,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 7,500	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 244,625	$ 244,625
Local Match (5%)	$ 12,875	$ 12,875

Expected Products:

Development of a Master Transportation Study for the City of North Las Vegas that includes an updated Master Plan of Streets and Highways.

Schedule:

Start Date: August, 2019
End Date: June, 2021

Sub-Task 301-3945-21 –
Connecting Neighborhoods Lake Mead Boulevard Corridor Study

Purpose:

As Downtown North Las Vegas continues to redevelop, it is important that a comprehensive study of Lake Mead Boulevard be completed to ensure adequate improvements are made for safe pedestrian, bicycle, automobile and transit travel. Lake Mead Boulevard, from Pecos Road to interstate 15, connects neighborhoods to employment centers, retail centers, new community/civic areas and interstate highway.

The City has several complete street infrastructure projects underway linking various neighborhoods to Lake Mead Boulevard via minor corridors. This study would identify what improvements are needed along Lake Mead to extend multi-modal transportation within this area.

Previous Work:

- CNLV – Complete Streets Policy
- CNLV – Comprehensive Trails and Bikeways Master Plan
- CNLV – Complete Streets Corridor Ranking Study
- CNLV – Major Downtown Corridor Study
- SNRPC – Southern Nevada Strong Regional Policy Plan
- RTC – Regional Schools Multimodal Transportation Access Study
- RTC – Regional Bicycle Gap Analysis
- RTC – Regional Bicycle and Pedestrian Counts
- RTC – Regional Bicycle and Pedestrian Plan for Southern Nevada

Methodology:

- Describe the methodology.
- Review existing information, planned projects, maps and relevant studies
  Identify employment, commercial, recreational and civic destinations along and connecting to Downtown North Las Vegas
- Evaluate current conditions of the pedestrian and bicycle environment
- Identify existing and future roadway traffic volumes and projected growth trends along the corridor and at all major intersections
- Research existing data and studies that quantify pedestrian and bicycle volumes on the corridor.
- Conduct pedestrian and bicycle counts on the corridor if the data does not exist
- Research existing data and studies that quantify transit use along the corridor
- Inventory potential pedestrian/bicycle-oriented land uses along the corridor
- Prioritize locations in need of pedestrian and bicycle infrastructure in accordance with safety and mobility benefits to be achieved by implementation.
- Develop critical roadway alternatives including travel lane configurations, speed limit analysis, intersections and mid-block designs, and other feasible strategies
- Evaluate advantages and disadvantages to each roadway alternative
- Draft report, recommendations and presentations
- Develop cost estimates for design, right-of-way and construction of identified improvements

- Identify possible funding sources to supplement existing local and federal funds for implementation of recommended Complete Streets improvements.
- Create a stakeholder outreach program
- Final report and presentation(s)

Participating Agencies:

- City of North Las Vegas,
- Clark County,
- Regional Transportation Commission of Southern Nevada (RTC),
- Clark County School District,
- Nevada Department of Transportation (NDOT),
- Outside Las Vegas Foundation

Budget:

Sub-Task 301-3945-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 0	$ 157,500
SFY 2020 Professional Services Contract	$ 0	$ 150,000
SFY 2019 Professional Services Contract Carryover	$ 0	$ 0
SFY 2020 RTC Staff Costs	$ 0	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 149,625
Local Match (5%)	$ 0	$ 7,875

Expected Products:

•Draft report, near and long-term recommendations
•Presentations to City Council, RTC Boards and Committees
•Final report defining and evaluating alternatives, improvement cost estimates, description of right-of-way needs, recommendations, identification of funding mechanisms for implementation, cost of long-term maintenance of Complete Street improvements

Schedule and Deliverables:

Start Date: July, 2019
End Date: July, 2020
Expected Duration: 12 months

Sub-Task 301-3950-21 –
Livable Centers Study - Project Three -

Purpose:
The Livable Centers Program is annual program that is led by the Regional Transportation Commission of Southern Nevada (RTC) in partnership with a selected local jurisdiction. The program aims to develop quality, walkable, mixed-use places, increase multi-modal travel choices, improve environmental quality, and promote economic development, housing choices, and better health outcomes. Livable Centers are connected and accessible to multiple modes of travel. Livable centers often times have a catalytic project that has the strength to encourage additional improvements in the area.

Previous Work:
The RTC of Southern Nevada managed and/or assisted jurisdictions on previous and ongoing initiatives that support this planning work. The plans, studies and initiatives are listed below:

- Access 2040 (MPO Regional Transportation Plan, 2017) – Strengthen Regional Economic Competitiveness; Maintain and Enhance Quality of Life for Southern Nevadans; Ensure Sustainable Use of Infrastructure and Resources.
- Southern Nevada Strong (Regional Plan, 2015) – The Livable Centers program aligns with the four themes of the Southern Nevada Strong Regional Plan:

- Improve Economic Competitiveness and Education;
- Invest in Complete Communities;
- Increase Transportation Choice; and
- Building Capacity for Implementation
- RTC's On Board Regional Transit Plan-Developed a TOD Briefing Book (April, 2018) – Creating a regional TOD Typology that establishes a region vision
- Livable Centers Study Pilot Program Phase I and Phase II (FY 18 and FY 19)

Methodology:

- Task 1: Community / Stakeholder Engagement:
- Task 2: Existing Conditions & Needs Assessment:
- Task 3: Develop a vision, objectives and strategies of study area
- Task 4: Design guidelines
- Task 5 Draft Study
- Task 6: Implementation of Study outcomes
- Task 7: Performance Measures and tracking outcomes
- Task 8: Final Plan

Participating Agencies:

- A selected local jurisdiction within Clark County and the RTC of Southern Nevada

Budget:

Sub Task 301-3950-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 255,000**	**$ 255,000**
Professional Services Contract	$ 250,000	$ 250,000
RTC Staff Costs	$ 5,000	$ 5,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 242,250	$ 242,250
Local Match (5%)	$ 12,750	$ 12,750

Schedule and Deliverables:

Project Has Not Been Yet Awarded, components of the study will include:

- Community and Stakeholder Engagement Plan
- Existing Conditions & Needs Assessment
- Vision, Objectives and strategies
- Draft Study
- Design guidelines
- Implementation of Study
- Performance Measures and tracking outcomes

Sub-Task 301-3960-21 – Maryland Parkway Corridor Transit Oriented Development Plan – City of Las Vegas

Purpose:

The Maryland Parkway Corridor Transit Oriented Development (TOD) Plan is to provide a framework to identify and plan fixed-guideway transit station areas with the greatest potential. Maryland Parkway is a vital corridor for the Las Vegas Valley, extending from McCarran International Airport to Downtown Las Vegas, and connecting many high-activity centers, such as the University of Nevada, Las Vegas (UNLV) and many commercial and residential areas.

Investments in multimodal transportation infrastructure could improve mobility along the corridor for motorists, transit riders, bicyclists and pedestrians enhance that will access to the surrounding areas.

Previous Work:

- Access 2040 – Regional Transportation Plan (2017)
- Southern Nevada Strong – Regional Plan (2015)
- Vision 2045 Downtown Las Vegas Master Plan (2016)
- RTC On Board Regional Transit Plan (2018)
- RTC/EPA Infill Development Strategies (2016)
- RTC Maryland Parkway Environmental Assessment (2018)
- Las Vegas Municipal Code – Title 19.09 – "Form Based Code"
- Vision 2045 Downtown Las Vegas Master Plan (2016)

Methodology:

- 1. Community Stakeholder Engagement: Create a community engagement plan and implement a community engagement process that fosters meaningful participation of stakeholders and the community at large.
- 2. Existing Conditions and Needs Assessment: Collect any data necessary to evaluate existing transportation and land use conditions and recommend improvements within the project study area.
- 3. Workforce Housing Plan: Create a plan for preserving affordable housing and creating housing options for all incomes. Part of this task will focus on enhancing mixed use development within a form-based code (currently under consideration for adoption by the City of Las Vegas for Downtown districts) so residents of any income level have other transportation options to commute and take care of daily needs.
- 4. Market Analysis of Districts and Transit Stops with greatest TOD: The analysis will identify market readiness, regulatory opportunities and form-based zoning needs within the corridor. An analysis will also provide a foundation to guide public and private investment within station areas.
- 5. Station Area TOD Plans: Draft a TOD plan that will create strategies and policies that help create a vision to increase housing and employment options for all income levels and support economic development that encourages private investment within station area locations along the corridor.
- 6. Value Capture Toolkit: Identify and quantify opportunities for value capture.
- 7. Performance measures template.

- 8. Final plan approval with value capture performance measures tracking templates: Develop a final plan report summarizing existing conditions, market analysis, recommended development and infrastructure projects, implementation strategy and all other specific elements.

Participating Agencies:

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

Budget:

Sub-Task 301-3960-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 200,000	$ 200,000
Professional Services Contract	$ 200,000	$ 200,000
Funding Sources		
Consolidate Planning Grant (0%)	$ 0	$ 0
FTA Planning Grant	$ 150,000	$ 150,000
Local Match	$ 50,000	$ 50,000
Local Match will be paid for by RTC for $50,000 and City of Las Vegas for $50,000.		

Expected Products:

- Existing conditions and needs assessment for the Maryland Parkway corridor (02/2020)
- Market Analysis of Transit Stops with greatest TOD (09/2020)
- Workforce Housing Plan (01/2021)
- Station Area TOD Plan (01/2021)
- Value Capture Toolbox (03/2021)
- Performance Measures (05/2021)
- The Maryland Parkway Corridor TOD Plan is expected to be completed by 06/2021

Schedule:
Start Date: Sometime, 2019
End Date: June, 2021
Expected Duration: 2 years

Sub-Task 301-3965-21 –
Maryland Parkway Corridor Transit Oriented Development Plan – Clark County

Purpose:

The Maryland Parkway Corridor Transit Oriented Development (TOD) Plan is to provide a framework to identify and plan fixed-guideway transit station areas with the greatest potential. Maryland Parkway is a vital corridor for the Las Vegas Valley, extending from McCarran International Airport to Downtown Las Vegas, and connecting many high-activity centers, such as the University of Nevada, Las Vegas (UNLV) and many commercial and residential areas.

Investments in multimodal transportation infrastructure could improve mobility along the corridor for motorists, transit riders, bicyclists and pedestrians enhance that will access to the surrounding areas.

Previous Work:

- List Prior Studies Here
- Access 2040 – Regional Transportation Plan (2017)
- Southern Nevada Strong – Regional Plan (2015)
- Vision 2045 Downtown Las Vegas Master Plan (2016)
- RTC On Board Regional Transit Plan (2018)
- RTC/EPA Infill Development Strategies (2016)
- RTC Maryland Parkway Environmental Assessment (2018)
- Las Vegas Municipal Code – Title 19.09 – "Form Based Code"
- Vision 2045 Downtown Las Vegas Master Plan (2016)

Methodology:

- 1. Community Stakeholder Engagement: Create a community engagement plan and implement a community engagement process that fosters meaningful participation of stakeholders and the community at large.
- 2. Existing Conditions and Needs Assessment: Collect any data necessary to evaluate existing transportation and land use conditions and recommend improvements within the project study area.
- 3. Workforce Housing Plan: Create a plan for preserving affordable housing and creating housing options for all incomes. Part of this task will focus on enhancing mixed use development within a form-based code (currently under consideration for adoption by the City of Las Vegas for Downtown districts) so residents of any income level have other transportation options to commute and take care of daily needs.
- 4. Market Analysis of Districts and Transit Stops with greatest TOD: The analysis will identify market readiness, regulatory opportunities and form-based zoning needs within the corridor. An analysis will also provide a foundation to guide public and private investment within station areas.
- 5. Station Area TOD Plans: Draft a TOD plan that will create strategies and policies that help create a vision to increase housing and employment options for all income levels and support economic development that encourages private investment within station area locations along the corridor.
- 6. Value Capture Toolkit: Identify and quantify opportunities for value capture.
- 7. Performance measures template.

- 8. Final plan approval with value capture performance measures tracking templates: Develop a final plan report summarizing existing conditions, market analysis, recommended development and infrastructure projects, implementation strategy and all other specific elements.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (RTC),
- Clark County

Budget:

Sub-Task 301-3965-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 260,000	$ 0
FY 2019 Carryover	$ 260,000	N/A
FY 2020 Carryover	N/A	$ 154,632
Professional Services Contract	$ 250,000	$ 139,632
RTC Staff Costs	$ 10,000	$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 247,000	$ 146,900
Local Match (5%)	$ 13,000	$ 7,732

Expected Products:

- Existing conditions and needs assessment for the Maryland Parkway corridor (02/2020)
- Market Analysis of Transit Stops with greatest TOD (09/2020)
- Workforce Housing Plan (01/2021)
- Station Area TOD Plan (01/2021)
- Value Capture Toolbox (03/2021)
- Performance Measures (05/2021)
- The Maryland Parkway Corridor TOD Plan is expected to be completed by 06/2021

Schedule:
Start Date: Sometime, 2019
End Date: June, 2021
Expected Duration: 2 years

Sub-Task 301-3970-21-
Applied Behavioral Economics - Research Study

Purpose:

This study is related to and compliments the On-Board Mobility Plan, and the overall Regional Transportation Plan (RTP) developed every four years by the RTC. As the initial On Board project has conducted public outreach and engagement, stakeholder coordination, and research and analysis specific to Southern Nevada, the RTC has determined that the highest value and regional need would be better met with the development of a regional mobility plan that includes a High Capacity Transit (HCT) plan, enhancements to traditional fixed-route bus service, long-term strategies for providing transit service, strategies to address disruptions from emerging transportation technologies, and descriptions of the array of benefits from transit.

Many of the identified goals and outcomes that both On Board and the RTP aim to achieve are reductions in automobile congestion. This means that desired regional growth will rely to a significant degree on demand management as well as the combination of investing in transportation choices and coordinated land use planning.

Managing transportation demand involves changing transportation behavior which is a process that is often more complex than simply presenting alternatives. Behavior insights from psychology help understand the mechanisms that generate intent, break habits and create conditions conducive to long-term change. Applying these in Southern Nevada could help provide a more cost-effective and targeted strategy for RTC's role in leading and supporting demand management initiatives.

This study will review theories related to transportation demand, test techniques and develop behavioral insights guidance for Southern Nevada. The resulting insights guidance would be produced as a non-technical reference to assist the RTC and regional partners to design more targeted and effective demand management interventions.

Methodology:

- Task 1: Research Agenda – Scan current RTC programs, and other programs in Southern Nevada, and consider the performance measure goals the region is trying to achieve.
- Task 2: Targeted Literature Review – Review and recommend behavioral theories relevant to transportation decision making in Southern Nevada and produce a summary of practical applications for demand management.
- Task 3: Identify a short list of trial concepts that are both based on evidence and feasible to test and include trial budgets and work plans.
- Task 4: Consult – host a review meeting or workshop with RTC and invited stakeholders to discuss the findings, applications, guidance needs and challenges to implementing behavioral insights for demand management.
- Task 5: Report – The final report should contain two primary sections:
    - A technical report outlining the application and benefits of behavioral insights techniques for RTCs own marketing activities, and;
    - A non-technical guide on techniques to improve the targeting and effectiveness of demand management messaging using the behavioral science research.

- Task 6: The project requires a mix of skills to translate complex behavioral science research and theory, through proof-of-concept testing into non-technical advice. It is imperative that the study provides expertise across all aspects of the work described above.

Participating Agencies:
The project is anticipated to be completed concurrently with the On-Board Mobility Plan and receive review and input from that study's Technical Advisory Group. This group is composed of local agency representatives and regional stakeholders.

Budget:

Sub Task 301-3970-21	**FY 2020**	**FY 2021**
Total Project Cost	**$140,000**	**$140,000**
Professional Services Contract Carryover	$125,000	$125,000
RTC Staff Costs	$15,000	$15,000
Funding Sources		
Consolidated Planning Grant (95%)	$133,000	$133,000
Local Match (5%)	$ 7,000	$ 7,000

Schedule and Deliverables:

The study will provide both technical and non-technical final reports as deliverables. The study is anticipated to take approximately 12 months to complete.

It is anticipated that this initial study will be followed by a second effort to test specific interventions. That study is envisioned to design small-scale tests of the recommendations to stimulate transit ridership goals in a target group. That study will undertake the designed experiment in the field, collate and report back findings and any recommended refinements

Sub-Task 301-3975-21-
Applied Behavioral Economics – Testing and Implementation

This study will follow up on Sub-Task 301-3970-21, Applied Behavioral Economics – Research Study, which will examine possible strategies to manage transportation demand through changing transportation behavior. The study will take concepts proposed by the research study and test them in the field, in a manner that is controlled by a trial budget and work plan.

Changing travel demand is a process that is often more complex than simply presenting alternatives. Behavior insights from psychology help understand the mechanisms that generate intent, break habits and create conditions conducive to long-term change. Applying these in Southern Nevada could help provide a more cost-effective and targeted strategy for RTC's role in leading and supporting demand management initiatives.

Managing transportation demand is a key component towards achieving the identified goals and outcomes concerning reducing automobile congestion for the region as described in the On-Board Mobility Plan and the Regional Transportation Plan (RTP). Desired regional growth will need to rely to a significant degree on demand management as well as the combination of investing in transportation choices and coordinated land use planning. Applying these in Southern Nevada could help provide a more cost-effective and targeted strategy for RTC's role in leading and supporting demand management initiatives.

This study will test a list of trial concepts proposed by the preceding research study for encouraging changes in transportation behavior.

Methodology:

1. the consultant will develop a series of behavioral touch points that influence transportation decision making and contribute to the overall objective. For instance, if a goal was to increase ridership on the RTC system, what steps could be taken to expand demand for transit service as well as supply, not only in terms of new capacity, but other elements such as transit stop design, amenities and frequency.

2. The consultant should design a series of interventions to address demand specific to touch points. To encourage a behavior, the consultant should seek to make it EAST - Easy, **A**ttractive, **S**ocial and **T**imely. "Easy" refers to the identification and reduction of friction points to reduce the "hassle factor" of a behavior, thus increasing uptake. "Attractive" refers to capturing one's attention to help hone their attention on something in a busy world. "Social" refers to the leveraging the direct and indirect social pressure and norms that drive so much of our behavior. "Timely" considers the importance of the timing of an ask in determining the response.

The study would seek to examine approaches to nudge people to:

- Trying It Again - (if they are low frequency users).
- Making It a Habit - (if they are mid frequency users).
- Using it Well - (if they are high frequency users).

3. The study should identify opportunities and scenarios for nudging low frequency users at the most opportune time (such as tourists arriving to the city, or for residents moving to a new home or new job). Different forms of approaches should be tested with control groups.

4. The consultant should measure whether providing nudges to the different categories of potential riders effects changes in their subsequent travel decision making.

This study will review theories related to transportation demand, test techniques and develop behavioral insights guidance for Southern Nevada. The resulting insights guidance would be produced as a non-technical reference to assist the RTC and regional partners to design more targeted and effective demand management interventions.

5. Findings from the study should be delivered to the RTC and other interested stakeholders as presentations as well as in a final report.

Budget:

Sub Task 301-3975-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 0**	**$104,000**
Professional Services Contract	$ 0	$ 89,000
RTC Staff Costs	$ 0	$ 15,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 98,800
Local Match (5%)	$ 0	$ 5,200

Schedule and Deliverables:

Start Date: August, 2020
End Date: June, 2021

Sub-Task 301-3980-21 -
Regional Bicycle and Pedestrian Plan Update

Purpose:

The 2017 Regional Bicycle and Pedestrian Plan provides a framework for improving the bicycle and pedestrian environment throughout the urbanized area of Southern Nevada. The actions and investments identified in the plan are envisioned to enhance safety for all roadway users and encourage more people to ride bicycles. The plan update will include: 1) strategic implementation planning and project prioritization, 2) revised bicycle and pedestrian network maps based on completed facilities, 3) identification of cycle track corridors and development of cycle track pilot conceptual plan(s), and 4) an evaluation of health impacts.

Previous Work:

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

Methodology:

- Form a Technical Advisory Committee and determine planning and community engagement process.
- Revise the plan maps and GIS data to reflect completed bicycle and pedestrian facilities, facilities that will not be implemented, facilities planned through new studies (i.e. North Las Vegas Citywide Pedestrian and Bicycle Plan), and new priorities. GIS data update will be completed through a regional bikeway and sidewalk inventory.
- Analyze crash corridors and intersections based on recent data and prepare map.
- Revise the transit corridors map as needed per the Transit Mobility Study and identify bicycle facility gaps and needs.
- Identify potential roadway or other alignments that could include to include cycle tracks. Investigate links between proposed cycle tracks and bicycle and transit facilities. Prepare conceptual exhibits for pilot cycle track facilities.
- Evaluate the health impact of the existing bicycle facility network vs. planned improvements.
- Identify successes and challenges in plan implementation; develop new strategies to address challenges as needed.
- Develop a 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

Budget:

Subtask 301-3980-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 0**	**$ 210,000**
Professional Service Contract	$ 0	$ 200,000
RTC Staff Costs	$ 0	$ 10,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 199,500
Local Match (5%)	$ 0	$ 10,500

Schedule:
The Regional Bicycle and Pedestrian Plan update will be initiated by April, 2021.

Sub-Task 301-3985-21 -
Regional Walkability Plan

Purpose:

As described in Southern Nevada Strong, the region has "poor (pedestrian) connectivity, high pedestrian fatalities, and a lower Walk Score than other Intermountain West metro areas". Single-use development patterns, wide roadways with high-speed traffic, and modest pedestrian facilities have contributed to challenging conditions for people walking or using wheelchairs. The Regional Walkability Plan will identify the infrastructure, land use and urban form, programs, and policies needed to encourage walking in Southern Nevada.

Previous Work:

- Las Vegas Downtown Pedestrian Circulation Study (2008)
- Las Vegas Boulevard North Land Use, Transit & Pedestrian Study (2009)
- Pedestrian Safety Action Plan Final Report and Implementation Plan (2009)
- Henderson Downtown Pedestrian Circulation Study (2013)
- Regional Pedestrian Infrastructure Inventory and Analysis (2014)
- Regional Bicycle and Pedestrian Counts Study (2015)
- Regional Bicycle and Pedestrian Counts, Phase 2 (2017)
- RTC Transportation Investment Business Plan – Pedestrian Improvements (2017)
- RTC Regional Bicycle and Pedestrian Plan (2017)
- School Walk Audits (2017)
- Safe Routes to School Strategy (2017)
- RTC/NDOT Pedestrian Crash Data (ongoing)
- RTC Pedestrian Comfort Study (in progress)
- North Las Vegas Citywide Pedestrian & Bicycle Plan (in progress)
- Transit Mobility Study (in progress)

Methodology:

Work Plan Development

- Determine the plan scope and geographic area; identify pedestrian corridors and high need areas/zones that will be focus of the study.
- Develop the planning and community engagement process, including creative branding that may be used to promote walking following the study.

Existing Conditions

- Review and evaluate existing plans, studies, crash data, demographics data, policies, and programs. Prepare base maps related to existing conditions, which may include pedestrian crashes, walk mode share, pedestrian activity nodes, and demographics/equity.
- Based on existing studies and stakeholder input, summarize opportunities and challenges related to infrastructure, land use and urban design, comfort and interest.
- Evaluate existing GIS and/or LIDAR data for existing sidewalks, trails, sidewalk and trail gaps, amenities, obstacles (i.e. utility poles, safety hazards) and crossings. Where critical data gaps exist, complete an inventory or field work as needed.

- Compare existing conditions with planned pedestrian facilities identified in local and regional plans (i.e. Regional Bicycle and Pedestrian Plan). Confirm status in collaboration with local agencies.
- Assess pedestrian needs surrounding existing and future transit lines for improved "first and last-mile" connections.
- Prepare a preliminary existing facilities and gap analysis map, which includes existing infrastructure, key destinations and pedestrian activity centers, and pedestrian network gaps.

Vision, Goals & Strategies

- Build agreement on a regional walkability vision and goals.
- Evaluate the existing pedestrian infrastructure, urban design, and level of comfort in relationship to the region's walkability vision; identify infrastructure, urban design, program, and policy gaps.
- Develop recommended strategies related to potential projects, policies and programs, and priority focus areas.
- Identify opportunities to apply techniques identified in the RTC Pedestrian Comfort Toolbox. Develop any additional proposed streetscape concepts.
- Identify and map the new vision, which may include a high-comfort, primary pedestrian network and activity nodes.

Implementation & Demonstration Project

- Prepare an implementation plan that documents specific projects/actions, roles, timelines, planning level cost estimates, and potential funding sources.
- Address roles, budgets, and funding sources related to operations and maintenance as needed.
- Identify key performance indicators and roles for tracking progress.
- Complete a pilot installation or demonstration project to kick-start implementation and celebrate plan completion.

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

Budget:

Subtask 301-3985-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 260,000	$ 260,000
Professional Service Contract	$ 250,000	$ 250,000
RTC Staff Costs	$ 10,000	$ 10,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 247,000	$ 247,000
Local Match (5%)	$ 13,000	$ 13,000

Schedule:

The project will be initiated in December 2019 with adoption of a final plan by June 2021.

Sub-Task 301-3990-21 -
Regional Transportation System – Health Impact Assessment Standards and Cost Benefit Analysis

Purpose:

With chronic disease and obesity on the rise across the United States, national attention is being focused on how the built environment affects community health. The link between health and land use policies, transportation plans and systems, and general planning policies is well documented. Yet, the majority of planning organizations, transportation authorities, and elected bodies across the United States do not currently consider the community health impacts of planning decisions and policies within their respective regions.

As public health organizations express a growing concern over the health impacts of the built environment, it has become necessary to understand how the economic costs and benefits of health are important to the overall economic costs and benefits of transportation projects and planning policies. This is typically understood through the use of Health Impact Assessments (HIAs) at either the regional or project-specific level. The purpose of the Regional RTC HIA Standards & Cost-Benefit Analysis is to develop a broad standard for conducting HIAs on RTC planning activities and transportation projects, and to conduct a regional HIA on the existing costs and benefits of the Regional Transportation Plan (RTP).

Previous Work:

- Southern Nevada Health District Community Obesity Survey (2010)
- Southern Nevada Community Health Assessment and Improvement Plan (2016)
- Southern Nevada Strong, Regional Plan (2015)
- Access 2040, Regional Transportation Plan (RTC Regional Transportation Plan (2017)

Methodology:

- Identify key stakeholders, convene planning team, and determine planning and community engagement process.
- Complete a literature review, evaluate previous local health-related research and studies, and conduct stakeholder interviews and focus groups.
- Develop health impact assessment research questions, health determinants, and scope for conducting HIAs.
- Prepare regional transportation health impact assessment standard methodology and interactive tool.
- Evaluate health costs related to existing transportation infrastructure and develop a cost-benefit analysis tool for use in future transportation project and plan decision-making.

Participating Agencies:

Regional Transportation Commission of Southern Nevada (lead), Southern Nevada Health District, UNLV

Budget:

Subtask 301-3990-21	FY 2020	FY 2021
Total Project Cost	$ 0	$ 207,500
Professional Service Contract	$ 0	$ 200,000
RTC Staff Costs	$ 0	$ 7,500
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$ 197,125
Local Match (5%)	$ 0	$ 10,375

Schedule:

The project will be completed in parallel with the upcoming Regional Transportation Plan update, with kickoff by January 15, 2021 and approval of the final report by December 15, 2021.

Sub-Task 301-3995-21 -
Livable Centers Study - Project Four

Purpose:
The Livable Centers Program is annual program that is led by the Regional Transportation Commission of Southern Nevada (RTC) in partnership with a selected local jurisdiction. The program aims to develop quality, walkable, mixed-use places, increase multi-modal travel choices, improve environmental quality, and promote economic development, housing choices, and better health outcomes. Livable Centers are connected and accessible to multiple modes of travel. Livable centers often times have a catalytic project that has the strength to encourage additional improvements in the area.

Previous Work:
The RTC of Southern Nevada managed and/or assisted jurisdictions on previous and ongoing initiatives that support this planning work. The plans, studies and initiatives are listed below:

- Access 2040 (MPO Regional Transportation Plan, 2017) – Strengthen Regional Economic Competitiveness; Maintain and Enhance Quality of Life for Southern Nevadans; Ensure Sustainable Use of Infrastructure and Resources.
- Southern Nevada Strong (Regional Plan, 2015) – The Livable Centers program aligns with the four themes of the Southern Nevada Strong Regional Plan:

- Improve Economic Competitiveness and Education;
- Invest in Complete Communities;
- Increase Transportation Choice; and
- Building Capacity for Implementation
- RTC's On Board Regional Transit Plan-Developed a TOD Briefing Book (April, 2018) – Creating a regional TOD Typology that establishes a region vision
- Livable Centers Study Pilot Program Phase I and Phase II (FY 18 and FY 19)

Methodology:

- Task 1: Community / Stakeholder Engagement:
- Task 2: Existing Conditions & Needs Assessment:
- Task 3: Develop a vision, objectives and strategies of study area
- Task 4: Design guidelines
- Task 5 Draft Study
- Task 6: Implementation of Study outcomes
- Task 7: Performance Measures and tracking outcomes
- Task 8: Final Plan

Participating Agencies:

- A selected local jurisdiction within Clark County and the RTC of Southern Nevada

Budget:

Sub Task 301-3995-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 0	**$255,000**
Professional Services Contract	$ 0	$250,000
RTC Staff Costs	$ 0	$5,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 0	$242,250
Local Match (5%)	$ 0	$12,750

Schedule and Deliverables for FY21

- Community and Stakeholder Engagement Plan (09/2021)
- Existing Conditions & Needs Assessment (12/2021)
- Vision, Objectives and strategies (01/2022)
- Draft Study (03/2022)
- Design guidelines (03/2022)
- Implementation of Study (05/2022)
- Performance Measures and tracking outcomes (05/2022)
- Livable Centers Program for FY 2020 is expected to be completed by 09/30/2022

Sub-Task 301-9115-21 -
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. But 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 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, City of Boulder City, City of Mesquite, Nevada Department of Transportation, University of Nevada Las Vegas

Budget:

Sub-Task 301-9115-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 180,000	$ 180,000
Professional Services Contract	$ 150,000	$ 150,000
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 30,000	$ 30,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 171,000	$ 171,000
Local Match (5%)	$ 9,000	$ 9,000

Schedule and Deliverables:

Start Date: July, 2020
End Date: June, 2021.

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- 301-9125-21 -
Boulder Highway Multimodal Transportation Investment Study

Objective**:**
Identify and analyze potential improvements to Boulder Highway between Wagonwheel Dr. and Charleston Blvd. The study should focus on overall right-of-way management and allocation based on the needs of all users. Special consideration should be given to technology solutions specifically suited to the corridor. The study should identify overall transportation system and safety improvements including but not limited to: Intelligent Transportation Systems (ITS) applications; access management; transit improvements; pedestrian and bicycle facility improvements; the number of potential travel lanes; intersection modifications and potential for signal timing coordination; along with cost estimates. The study should also evaluate the impact on traffic operations along Boulder Highway resulting from possible major developments on adjoining land.

Task 1: Project Management

1.1 Invoicing and Progress Reports - Prepare the monthly progress reports, invoices, and billing.

1.2 Coordination - An initial meeting with RTC and participating area agencies will be organized to establish study goals and objectives. Coordination with the RTC project manager and staff will be ongoing throughout the project.

Task 2: Existing Conditions Analysis

2.1 Review existing studies that are relevant to the Boulder Highway Corridor Study and incorporate into the corridor study. Examples include the Southern Nevada Strong Plan, the RTC Regional Transportation Plan and any other plans and studies.

2.2 Collect peak hour AM and PM turning movement data and bicycle and pedestrian counts on major intersections along the study corridor. Collect 24-hour traffic counts on weekdays. Collect signal timing/phasing data, travel time and delay data. Collect pedestrian counts on the selected time and locations in the study area.

2.3 Collect information about zoning, current land use, important origins and destinations, and planned land use. Coordinate with any major land use developments that have the potential to impact travel demand or traffic operations in the study corridor.

2.4 The consultant will analyze, adjust, and run the provided RTC TransCad travel demand model to perform the following tasks. RTC has developed projections for the horizon years 2020, 2030, and 2035 based on the projects identified in the 2013-2035 Regional Transportation Plan.

2.5 Develop a no-build travel demand scenario to identify bottlenecks, highway/roadway capacity constraints, and limitations of existing transit system.

2.6 Analyze and adjust the RTC travel demand model horizon years to reflect the development identified in the collected studies and plans. Make any adjustments to the travel demand model network and code the growth according to the schedule identified in the plans and studies.

2.7 Analyze RTC travel model projections to review any deficiencies in the roadway network for the 2020, 2030 and 2035 horizon years already developed by the RTC.

2.8 Collect and analyze origin and destination patterns by spot survey in the corridor.

2.9 Analyze corridor performance based on the data collected. Prepare Multi-Modal Level of Service (MMLOS) analysis for different modes of transportation.

Develop existing and 2035 traffic volumes along the corridor and at major intersections.

2.10 Develop and perform micro-simulation utilizing dynamic traffic assignment for the corridor in developing alternatives

2.11 Conduct travel time and delay study and analyze freight movement and document vehicle classification.

2.12 Analyze Boulder highway as an emergency alternative route to I-515.

2.13 Identify existing right of way and roadway geometrics and analyze driveway access, driveway turning radius, number of driveways, driveway corner clearance, raised driveways, flood control facilities and underground utilities.

2.14 Safety Analysis – Collect most recent 5-year crash statistics to identify potential safety issues. Identify crash locations and the nature of the crash.

2.15 Inventory of transit, pedestrian/bicycle facilities:

- Document location and condition of bus stops, sidewalks, crosswalks and bicycle facilities.
- Document sidewalk and intersection lighting
- Identify levels of pedestrian, transit and parking use:
- Analysis of transit boarding data
- Use of any prior research
- Supplement by spot surveys of selected locations
- Identify and document ADA accessibility improvements

2.16 Conduct an intersection lighting analysis to determine the optimal lighting conditions, especially at intersections with pedestrian activity.

Task 3: Public, Stakeholder and Agency Involvement

3.1 Facilitate monthly Technical Advisory Committee (TAC) meetings that will be held during the 18-month planning study to review study issues and results. The membership of the TAC is to be defined in cooperation with RTC.

3.2 Develop a public participation plan to facilitate and maximize public information gathering across multiple formats. This may include open-house meetings, go to-them meetings, and online surveys.

3.3 Hold up to five stakeholder meetings with local business or elected officials/community groups.

3.4 Facilitate up to two day-long planning workshops to collaborate with local residents, businesses, and property owners as well as local government staff regarding planning and design issues in the corridor.

Task 4: Develop and Evaluate Alternatives

4.1 Transit Improvements – Develop and evaluate short- and long-term transit improvements.

4.2 Pedestrian and Bicycle Improvements – Develop and evaluate improvements to pedestrian and bicycle facilities, including sidewalks, bicycle lanes, and streetscape improvements

4.3 Freight movement, parking and Access Management Improvements – Develop and evaluate alternatives to reduce vehicle conflicts, improve traffic flow, and adequately meet the needs for access and parking of local businesses.

4.4 Roadway and Traffic Improvements - Develop and evaluate short- and long-term roadway and intersection improvements in the context of complete streets and other state of the art traffic safety and calming improvements, including flood control facilities and utility improvements.

4.5 Technology Improvements – Develop and evaluate intelligent transportation system improvements to improve the communication, detection, and response of the transportation network to the users along the corridor (e.g. v-to-x communication, smart city infrastructure).

Task 5: Development of recommended Improvement strategies:

5.1 Develop early action items and short-term design and technology improvement recommendations to meet the multimodal demand of the corridor.

5.2 Develop long term improvement recommendations to meet the multimodal demand of the corridor.

5.3 Recommendations should be developed in the context of community and by accommodating all users.

5.4 Recommendations should be developed in the context of complete streets concepts in accordance to the NDOT Complete Streets Policy and RTC's guideline.

5.5 Identify any other best practice design concepts and strategies to the TAC which can be utilized in developing policies and recommendations.

5.6 Develop footprints and conceptual cross sections showing recommendations. At least two alternatives should be developed for the corridor.

5.7 Develop detailed concepts of alternatives with cross sections.

5.8 Develop rendering of the concepts showing entire corridor. The proposed conceptual/sections should be consistent throughout the corridor.

Task 6: Prepare policies and implementation plan to meet the demand and identify the schedule of recommended improvements

6.1 Develop policies to implement the recommendations.

6.2 Identify the steps and agencies to implement recommendations and policies.

6.3 Identify funding sources and develop cost estimates.

6.4 Develop a time-phased implementation plan based on the pace of anticipated development and travel demand growth.

Task 7: Report Preparation

7.1 Existing Conditions/Definition of Alternatives Report – Prepare a report to document existing conditions, needs, and the preliminary alternatives to be considered in the evaluation.

7.2 Draft Report - Prepare draft report including graphics and illustrations of alternatives. The report will include conceptual design level plan for roadway improvements, concept layouts, cost estimates, right of way needs, plan view, and cross sections.

Task 8: Deliverables

8.1 Meeting materials and displays for public, stakeholder, and TAC meetings.

8.2 Prepare a draft final report which documents study findings, activities, and present study results. Distribute the draft report in PDF format to TAC members and provide one electronic and one hard copy to the RTC and NDOT for distribution.

8.3 Develop an executive summary both in English and Spanish as part of the final draft report

8.4 Revise the draft report based on the input from the study Technical Advisory Committee and RTC.

8.5 Prepare final report and distribute it to TAC members in PDF format and provide a bound copy and one original unbound paper copy. Provide an electronic copy in the PDF format and a copy in a commonly used editable format as agreed with RTC.

8.6 Make maximum of three (4) study presentations to the Regional Transportation Commission, Executive Advisory Committee, NDOT Transportation Board and any other committees.

Budget:

Sub-Task 301-9125-21	**FY 2020**	**FY 2021**
Professional Services Contract	$ 20,000	$ 0
RTC Staff Costs SFY 2020	$ 0	$ 0
Funding Sources for PL Funds		
State Planning & Research Funds carried over from SFY 2019 to SFY 2020	$ 10,000	$ 0
PL Funds carried over from SFY 2019 to SFY 2020	$ 10,000	$ 0
Consolidated Planning Grant	$ 9,500	$ 0
Local Match	$ 500	$ 0
Total SFY 2020-2021 Funding	$ 20,000	$ 0

Schedule:
This project was completed in FY 2020 and is not continuing in FY 2021.

Sub-Task 301-9225-21 -
Bruce Street Green and Complete Street -
Charleston Boulevard to North Las Vegas Boulevard

Purpose:
The objective of the study is to determine the feasibility of a Complete Street on Bruce Street between North Las Vegas Boulevard and Charleston Boulevard. The addition of bike lanes and pedestrian improvements will connect Downtown North Las Vegas with the Cashman Center, Downtown Las Vegas, the Spencer Greenway Transportation Trail, and south to UNLV. The study should build on the conceptual designs developed with the EPA Making a Visible Difference in Communities Bruce Street study, develop feasible connections to key areas within the corridor (including transit hubs and redevelopment areas), explore public space opportunities under the US 95 freeway, and examine circulation and pedestrian safety improvements at the intersections of the three CCSD schools along the corridor.

Previous Work:
- 2017 - Spencer Greenway and UNLV Bike Plan (RTC);
- 2017 - Regional Bicycle and Pedestrian Plan for Southern Nevada (RTC)
- 2016 - Bruce Street - Making a Visible Difference in Communities (Environmental Protection Agency and RTC)
- 2015 - Spencer Greenway Feasibility Study (National Parks Service/RTC)
- 2015 - City of Las Vegas Downtown Master Plan
- 2014 - Rafael Rivera Walkable Community Plan (City of Las Vegas)
- City of North Las Vegas – Complete Streets Policy
- City of North Las Vegas – Complete Streets Corridor Ranking Study
- City of North Las Vegas – Master Plan of Streets and Highways
- City of North Las Vegas – North 5th Street Transit Supportive Concept Plan
- Southern Nevada Regional Planning Coalition – Southern Nevada Strong Regional Policy Plan
- Clark County School District / RTC – Safe Routes to School Walk Audits
- RTC – Northeast Valley Transportation Network Study (underway)
- RTC –Truck Arterial Route Study (underway)
- RTC – Southern Nevada Regional Goods Movement Master Plan
- RTC – Regional Schools Multimodal Transportation Access Study
- RTC – Decatur Boulevard Transit Study
- RTC – Regional Bicycle Gap Analysis
- RTC – Regional Bicycle and Pedestrian Plan for Southern Nevada

Methodology:
- Based on prior studies and existing conditions, develop alignment alternatives for a multi-modal complete street along the Bruce Street Corridor. It is expected that the areas already analyzed by the EPA Bruce Street study will further refined.
- Develop alternatives showing connections to the Spencer Greenway Trail, US 95 Trail, Cashman Center and Downtown North Las Vegas.
- Develop strategies for interagency coordination, developing and funding public/green spaces under the US 95 Freeway

• Where applicable, develop recommendations for pedestrian and auto circulation enhancements at locations adjacent to CCSD facilities.
• Develop a draft and final report with short- and long-term recommendations for the corridor. The report should also describe the definition and evaluation of alternatives, preliminary cost estimates, description of right-of-way needs, recommendations, description of recommended project concept and financing mechanisms, and cost estimates for implementation and operating support.
• Explore connections to transit stops at Charleston, Fremont, Lake Mead and other high traffic areas.

Participating Agencies:
• City of Las Vegas (lead agency), City of North Las Vegas, Clark County School District, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada;

Budget:

Sub-Task 301-9225-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 54,156	$ 0
Professional Services Contract Carryover	$ 53,156	$ 0
Professional Services Contract	$ 0	$ 0
RTC Staff Costs	$ 1,000	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 51,448	$ 0
Local Match (5%)	$ 2,708	$ 0

Schedule and Deliverables:
Develop a draft and final report with short- and long-term recommendations, including any applicable presentations. Ideally, the report would serve as a template design for other Complete and Green streets. Report topics and recommendations should address the elements identified as "Task Elements."

Start Date: May, 2018.
End Date: June, 2020.

This project was completed in FY 2020 and is not continuing in FY 2021.

Sub-Task 301-9230-21 –
Citywide Pedestrian and Bicycle Plan

Purpose:
The objective of the Citywide Pedestrian & Bicycle Plan (CPB) is to design a comprehensive network of active transportation routes and establish corresponding design criteria, guidelines, goals, objectives, and policies. This study will be focused on the City of North Las Vegas.

Previous Work:
- City of North Las Vegas – Complete Streets Policy
- City of North Las Vegas – Comprehensive Trails and Bikeways Master Plan
- City of North Las Vegas – Complete Streets Corridor Ranking Study
- City of North Las Vegas – Northern Beltway Trail Alignment and Connectivity Study
- City of North Las Vegas – Major Downtown Corridor Study
- Southern Nevada Regional Planning Coalition – Regional Open Space Plan
- Southern Nevada Regional Planning Coalition – Southern Nevada Strong Regional Policy Plan
- Southern Nevada Health District– Trail Usage Data from Neon to Nature Way-finding Program
- CCSD – Safe Routes to School Walk Audits
- RTCSNV – Regional Schools Multimodal Transportation Access Study
- RTCSNV – Decatur Boulevard Transit Study
- RTCSNV – Regional Bicycle Gap Analysis
- RTCSNV – Regional Bicycle and Pedestrian Counts
- RTCSNV – Regional Bicycle and Pedestrian Plan for Southern Nevada (2017)

Methodology:
- Review existing information, planned projects, maps and relevant studies
- Review and update design criteria, goals and policies included in the City's Comprehensive Trails and Bikeways Master Plan (2011)
- Identify employment, commercial, recreational and civic destinations within the City and within southern Nevada
- Develop methodology for facility selection and route prioritization
- Develop a new Active Transportation Map with existing facilities and planned facilities
- Develop information and materials for the City of North Las Vegas website regarding the existing and planned bicycle, trail and sidewalk system including a map and graphics.
- Develop a Citywide Pedestrian and Bicycle safety and awareness outreach program.
- Create a stakeholder outreach program.
- Final report and presentation(s)

Participating Agencies:
- City of North Las Vegas (lead agency), Clark County, Regional Transportation Commission of Southern Nevada, Clark County School District, Southern Nevada Health District, Outside Las Vegas Foundation, Nevada Department of Transportation

Budget:

Sub-Task 301-9230-21	FY 2020	FY 2021
Total Project Cost	$ 4,007	$ 0
Professional Services Contract Carryover	$ 3,007	$ 0
Professional Services Contract	$ 0	$ 0
RTC Staff Costs	$ 1,000	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 3,807	$ 0
Local Match (5%)	$ 200	$ 0

Schedule and Deliverables:
Develop and release a citywide Pedestrian & Bicycle Plan for the City of North Las Vegas by May, 2020.

This project was completed in FY 2020 and is not continuing in FY 2021.

Sub-Task 301-9235-21 -
Pedestrian Comfort Study and Demonstration Project

Purpose:
There are many challenges faced by pedestrians attempting to navigate roadways, cross at intersections, or access the transit system. Existing Vegas Valley area studies can provide insight into why people walk, what factors influence walking behavior, and what it will take to get more people out there walking. Innovative strategies implemented elsewhere in the US and abroad can provide examples of how to encourage and make it more comfortable for people to walk for utilitarian trips such as trips to work, school, the grocery store, the gym, or a friend's house.

A consultant will be hired to work with the RTC staff and identify best practices, incorporate findings from existing studies, document case studies, implement temporary demonstration projects, gather feedback from the public and focus groups, and develop a toolbox of strategies to improve the pedestrian experience in the Las Vegas Valley.

The Pedestrian Comfort Study and Demonstration Project will identify innovative strategies to address the challenges of the pedestrian environment in the Las Vegas Valley. The study will assess public perceptions of pedestrian safety and comfort through a bilingual survey and focus groups as well as a review of previous studies. Case studies will be documented to show successful, innovative approaches to improving the pedestrian experience. The consultant will design, implement, and evaluate temporary, low-cost demonstration projects to understand their potential success. A toolbox of treatments to increase comfort and safety will be identified as well as strategies to encourage people to walk. The study will result in the creation of a final report documenting innovative strategies, field tested demonstration projects, case studies, and design concepts all tailored to the local environment and supported by local jurisdictions and implementing agencies.

Previous Work:
- Regional Bicycle and Pedestrian Plan (2017);
- City of Henderson ADA Transition Plan;
- School Walk Audits;
- Regional Pedestrian Infrastructure Inventory and Analysis (2014)

Methodology:
- Identification of issues,
- Development of countermeasures

Participating Agencies:
- Regional Transportation Commission of Southern Nevada, Clark County, City of Henderson, City of Las Vegas, City of North Las Vegas, Nevada Department of Transportation

Budget:

The work in this study was completed by the consultant at the very end of FY 2019. In FY 2020, some RTC staff time was expended in quarter 1 to close out the project. The amount budgeted, $1,481 zeroed out the budget for this project.

Sub-Task 301-9235-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 1,481	$ 0
Professional Services Contract Carryover	$ 0	$ 0
Professional Services Contract	$ 0	$ 0
RTC Staff Costs	$ 1,481	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 1,407	$ 0
Local Match (5%)	$ 74	$ 0

Schedule and Deliverables:
A comprehensive list of treatments used to enhance the pedestrian environment.
This project was completed in FY 2020 and is not continuing in FY 2021.

Start Date: December, 2017
End Date: June, 2020

Sub-Task 301-9240-21 -
River Mountain Loop Trail Access Improvements

Purpose:
This study will identify the routes (both on-street and off-street), design features, amenities, project costs, and phasing that will improve access, connectivity, and safety for pedestrian and non-motorized vehicle circulation to and from the new Nevada State Railroad Museum in Boulder City, Nevada.

Previous Work:
• The State Public Works Board contracted with LGA to prepare architectural plans for the new museum building structure.
• Boulder City, with the support of RTC, contracted with the CA Group, Inc. to prepare complete street plans for Boulder City Pkwy from Gingerwood St. to Buchanan Blvd.

Methodology:
• Create working group of stakeholders,
• Conduct outreach events,
• Develop alternatives,
• Prepare recommendations,
• Identify possible construction funding sources.
Participating Agencies:
• Regional Transportation Commission of Southern Nevada
• Boulder City,
• State Public Works

Budget:

The work in this study was completed by the consultant at the very end of FY 2019. In FY 2020, some RTC staff time was expended in quarter 1 to close out the project. The amount budgeted, $1,572 zeroed out the budget for this project

Sub-Task 301-9240-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 1,572	$ 0
Professional Services Contract Carryover	$ 0	$ 0
Professional Services Contract	$ 0	$ 0
RTC Staff Costs	$ 1,572	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 1,493	$ 0
Local Match (5%)	$ 79	$ 0

Schedule and Deliverables:
Draft and Final Reports will be prepared regarding access improvements to and from the River Mountain Loop trail into Boulder City. Presentations will be made to the RTC Board and the City Council of Boulder City on how the study integrates with existing and planned transportation facilities.

This project was completed in FY 2020 and is not continuing in FY 2021.

Start Date: November, 2017
End Date: June, 2020

Sub-Task 301-9245-21 –
School Trip Generation and Siting Study

Purpose:
Commonly used trip generation rates do not appear to accurately reflect the traffic impacts of local public, private and charter schools. For instance, charter schools do not draw from surrounding neighborhoods in the manner that public schools do, as a result there is a much higher rate of students arriving and departing by car. Research is needed to better understand the amount of traffic actually generated by local schools and the impact on the surrounding infrastructure. This research will be utilized to create effective development standards to more adequately handle the siting, queuing, parking, and street traffic.

Previous Work:
- Regional Schools Multimodal Transportation Access Study (2015);
- Various studies conducted nationally regarding current school trip generation rates

Methodology:
- Data collection,
- Analysis,
- Final Report

Participating Agencies:
Regional Transportation Commission of Southern Nevada, City of Henderson, Clark County, City of Las Vegas, City of North Las Vegas

Budget:

Sub-Task 301-9245-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 62,500	$ 0
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 60,000	$ 0
RTC Staff Costs	$ 2,500	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 59,375	$ 0
Local Match (5%)	$ 3,125	$ 0

Schedule and Deliverables:
The main deliverable will be a report of locally-developed school-focused trip generation, queuing and parking rates (similar to the Resort/Hotel and Casino rates generated and used locally).

This project was completed in FY 2020 and is not continuing in FY 2021.

Start date: November, 2017
End date: June, 2020

Sub-Task 301-9250-21 -
Livable Centers Study - Project One

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.

The community selected for the initial pilot program is the Deer Springs neighborhood in the City of North Las Vegas. The City of North Las Vegas will work as the local partner on the study.

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 FY20 Livable Centers Study - Phase I 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

Sub-Task 301-9250-21	FY 2020	FY 2021
Total Project Cost	$ 10,000	$ 0
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 10,000	$ 0
RTC Staff Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 9,500	$ 0
Local Match (5%)	$ 500	$ 0

Participating Agencies:

- Regional Transportation Commission of Southern Nevada,
- City of North Las Vegas

Schedule and 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. This phase of the study will take place in the Deep Springs community of the City of North Las Vegas.

Start Date: August, 2017
End Date: June, 2020

Sub-Task 301-9270-21 -
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 Phase II 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 301-9270-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 250,000	$ 255,000
SFY 2020 Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 235,000	$ 250,000
SFY 2020 RTC Staff Costs	$ 15,000	$ 5,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 237,500	$ 242,250
Local Match (5%)	$ 12,500	$ 12,750

Schedule and 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.

Start Date: July, 2019
End Date: June, 2021

Sub-Task 301-9275-21 -
Stadium District Transportation Plan

Purpose:

The goal of this project is to create a transportation plan for an area of approximately 2.5 square miles around an approved 65,000 seat NFL Stadium being constructed in Clark County. The area is bounded by Harmon Avenue on the north, the Union Pacific Railroad on the west, Clark County 215 freeway on the south, and Las Vegas Boulevard South on the east, the area consists of warehouse and industrial development, a regional shopping center (Town Square), and a golf course (Bali Hai Golf Club).

This study will coincide with the Clark County Stadium District Land Use Plan that is being developed to craft a vision and land use recommendations for the area. This study will seek to:

a) Create multimodal travel choices;
b) Enhance the quality of life;
c) Improve environmental quality;
d) Promote a strong vibrant economy; and
e) Improve public health.

Previous Work:

- Regional Bicycle and Pedestrian Plan for Southern Nevada
- Southern Nevada Strong – Regional Plan
- Modeling and Analysis of Walkability in Suburban Neighborhoods in Las Vegas
- Regional Transportation Plan – 2017 to 2040
- Regional Schools Multimodal Transportation Access Study
- Regional Bicycle Network Gap Analysis
- Transportation Investment Business Plan
- Las Vegas NFL Stadium Sites – Traffic Assessment
- Southern Nevada High Occupancy Vehicle Plan

Methodology:

- Development of public survey on transportation in area.
- Conduct stakeholder advisory meetings and public open houses.
- Conduct key stakeholder interviews.
- Review of existing studies.
- Field investigation tour of existing conditions.
- Base mapping and gap analysis.
- Existing network analysis.
- Draft plan development and final report presentation.

Participating Agencies:

- Clark County Department of Comprehensive Planning,
- Clark County Department of Public Works,
- Clark County Department of Aviation,
- Regional Transportation Commission of Southern Nevada (RTC),
- Nevada Department of Transportation (NDOT),
- Union Pacific Railroad (UPRR)
- Las Vegas Raiders organization

Budget:

Sub-Task 301-9275-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 158,615	$ 57,887
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 148,615	$ 50,623
RTC Staff Costs	$ 10,000	$ 7,264
Funding Sources		
Consolidated Planning Grant (95%)	$ 150,684	$ 54,993
Local Match (5%)	$ 7,931	$ 2,894

Schedule and Deliverables:

The project consultant will summarize the major findings defining the condition of existing bicycle, pedestrian and transit facilities within the study area. They will also produce a listing of proposed improvements to the existing transportation network to improve transit, pedestrian, and bicycle mobility in the stadium district. These should reference the design guidelines for bicycle and pedestrian facilities as listed in the 2017 RTC Regional and Bicycle Pedestrian Plan.

Start: February, 2019
End: June, 2021

Sub-Task 301-9285-21 –
Transit Oriented Development Implementation Study

Purpose:
The Southern Nevada Transit Oriented Development Implementation 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.

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.

Participating Agencies:
- Regional Transportation Commission of Southern Nevada (RTC),

Budget:

Sub-Task 301-9285-21	**FY 2020**	**FY 2021**
Total Project Cost	$ 205,000	$ 205,000
Professional Services Contract	$ 200,000	$ 0
Professional Services Contract Carryover	$ 0	$ 200,000
RTC Staff Costs	$ 5,000	$ 5,000
Funding Sources		
Consolidated Planning Grant (95%)	$ 194,750	$ 194,750
Local Match (5%)	$ 10,250	$ 10,250

Schedule and Deliverables:
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.
Start Date: August, 2017
End Date: June, 2021

Sub-Task 301-9290-21 - HOPE Grant

Purpose:

The RTC received a $125,000 planning grant from the FTA's Helping Obtain Prosperity for Everyone (HOPE) Program, which seeks to improve transportation in areas of persistent poverty. The RTC will use the grant funds to study micro-transit and other mobility solutions that will result in improved access to jobs, healthcare, healthy food, and essential services for low-income populations. While fixed-route transit is available, the cost of and time spent traveling between the urban core and jobs in outlying areas may be burdensome. Additionally, a challenging pedestrian environment makes accessing transit stops difficult, especially for people using mobility devices or transporting children in strollers.

The study will focus on potential micro-transit services to serve neighborhoods with persistent poverty. Micro-transit is a privately or publicly operated, app-based transit service that typically uses multi-passenger/pooled shuttles or vans and provides trips on demand. App-based scheduling may also be complemented by a call center in order to serve riders without internet and smart phone access. Additionally, the service can have set pick-up and drop-off locations or provide a door-to-door service.

Previous Work:

- Access 2040 – Regional Transportation Plan (2017)
- Southern Nevada Strong – Regional Plan (2015)
- RTC On Board Mobility Plan (2020)
- RTC Coordinated Transportation Plan (2020)

Methodology:

In partnership with local non-profits and government agencies, this project will complete a study of potential micro-transit routes that target low-income areas currently under served by fixed-route transit, and address inequalities in access to healthy food, workplaces, and community services. Services may include new micro-transit, modifications to existing senior service routes, and could potentially replace, modify or supplement underperforming fixed route services.

Participating Agencies:

Participating agencies include: Regional Transportation Commission of Southern Nevada (RTC), City of Las Vegas, Clark County, City of North Las Vegas, City of Henderson, Southern Nevada Transit Coalition, Three Square, Helping Hands of the Las Vegas Valley, US Vets, Southern Nevada Transit Coalition, MLK Senior Center, Southern Nevada Regional Housing Authority, Southern Nevada Health District, Governor's Food Security Council, University of Nevada Cooperative Extension - Southern Nevada Food Policy Council and State of Nevada Health Department.

Budget:

Sub-Task 301-9290-21	FY 2020	FY 2021
Total Project Cost	N/A	$ 143,890
Professional Services Contract	N/A	$ 138,890
Staff Time	N/A	$ 5,000
Funding Sources (Grant)		
Consolidate Planning Grant (0%)	N/A	$ 0
Federal Transit Administration – Hope Grant	N/A	$ 125,000
Local Match	N/A	$ 13,890
Staff Time		
Consolidated Planning Grant (95%)		$ 4,750
Local Match (5%)		$ 250
Local Match for the Grant will be paid for by the RTC local tax		

Schedule and Deliverables:

The RTC will evaluate existing and planned services and identify gaps, conduct additional analysis to identify needs and gaps in healthy food access, analyze potential demand for new services, while considering impacts to the rest of the RTC network and minimizing any potential negative impacts.

The study will identify alternatives considering fleet requirements and sources, contracting with a micro-transit provider(s), including wheelchair-accessible vehicles; defined service areas and point-to-point service(s) that transports residents in a food desert to a grocery store; sustaining/expanding grocery delivery programs; scheduling platform and expected wait and walk times; proposed route modifications to RTC fixed-route, senior transportation, and other services; and criteria for describing and evaluating alternatives, which may include cost-effectiveness, equity, trips per day, and other performance measures.

The RTC will determine implementation actions including roles, resources needed, potential funding sources, and timelines. The implementation should address all operational needs including: booking methods/technology, data sharing requirements, staffing needs. Performance targets will be collaboratively determined and deliverables for the project will include a Micro-transit Route Study with Executive Summary (bilingual and Section 508 compliant), community engagement summary and materials (e.g. slide decks, webpage content) and presentations to RTC committees.

Start Date: Spring 2021
End Date: June 30, 2022
Expected Duration: 1 year

Task 302, Intelligent Transportation Systems Planning

The Regional Transportation Commission, though 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:

302-9265-20 - Transportation Data Governance Pilot Study

Task 302, Fiscal Years 2020-2021 Budget
The following costs are included under Task 302:

	FY 2020	FY 2021
Task 302 Cost	$ 0	$ 0
Professional Services Contract	$ 0	$ 0
Professional Services Contract Carryover	$ 0	$ 0
RTC Staff Costs	$ 0	$ 0
The Sources for funds for Task 302 are:		
Consolidated Planning Grant	$ 0	$ 0
Local Funds (5% match)	$ 0	$ 0

No studies in Task 302 have been identified for the FY 2020- FY 2021 Unified Planning Work Program.

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:

501-1000-20: Regional Plan Core Administration
501-1010-20: Regional Plan Updates
501-1050-20: Indicator Tracking and Mapping
501-1100-20: Community Planning Academy
501-1150-20: Outreach and Communications
501-1160-20: Annual Southern Nevada Strong Implementation Report

Task 501, FY 2020-2021 Budget

The following costs are included in Task 501:

	FY 2020	**FY 2021**
Total Cost	**$ 93,894**	**$ 201,695**
RTC Staff Costs	$ 93,894	$ 201,695
Professional Services Costs	$ 0	$ 0
The source of funds for Task 501 is		
Consolidated Planning Grant	$ 36,166	$ 80,330
Local Match	$ 57,728	$ 121,365

Sub-Task 501-1000-21 -
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:

- Develop a framework for collaborative, consistent, and clear conformity review
- Work with the City of Las Vegas to conduct collaborative conformity review throughout the development of its Master Plan
- Collaborate with Clark County to establish the conformity review process for its upcoming comprehensive plan update
- Conduct conformity review for any plans or plan elements that local partners develop during the year

Participating Agencies:

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

Budget:

Sub-Task 501-1000-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 13,910**	**$ 27,820**
RTC Staff Costs	$ 13,910	$ 27,820
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (20%)	$ 2,782	$ 5,564
Local Funds (80%)	$ 11,128	$ 22,256

Schedule and Deliverables:

- Conformity review memo upon Master/Comprehensive plan adoption
- Ongoing activity

Sub-Task 501-1010-21 - 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:

Methodology:

- Complete current efforts to update the Opportunity Sites strategies of each Site: Downtown North Las Vegas, Las Vegas Medical District, Maryland Parkway, and Boulder Highway at Broadbent/Gibson
- Review the SNS Vision Map to assess whether new developments/plans including On Board and Access2040, Henderson Strong, the CLV Master Plan update, the upcoming Clark County Master Plan update, as well as ground-truthing actual developments since 2014, indicate necessary revisions

Participating Agencies:

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

Budget:

Sub-Task 501-1010-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 34,775**	**$ 69,550**
RTC Staff Costs	$ 34,775	$ 69,550
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (50%)	$ 17,388	$ 34,775
Local Funds (50%)	$ 17,388	$ 34,775

Schedule and Deliverables:

- Downtown North Las Vegas Opportunity Site Review complete in FY 2020
- Las Vegas Medical District, Maryland Parkway, and Boulder Highway at Broadbent/Gibson Opportunity Site Review complete in FY 2021
- Vision map proposal presented to SNRPC in August 2020

Sub-Task 501-1050-21 -
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 map resource 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:

- Update current SNS Indicators Dashboard
- Collaborate with the Brookings Institute to develop a Southern Nevada version of the Economic Value Atlas

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency), Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of 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 501-1050-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 17,388**	**$ 34,775**
RTC Staff Costs	$ 17,388	$ 34,775
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (50%)	$ 8,694	$ 17,388
Local Funds (50%)	$ 8,694	$ 17,388

Schedule and Deliverables:

- Indicator update annual ongoing activity
- Published indicator dashboard Jan 2021
- Value atlas initiation in FY20, ongoing through FY21

Sub-Task 501-1100-21 -
Community Planning Academy

Purpose:

The MPO team will work with local jurisdictions and the Nevada APA chapter on developing a community planning academy. In alternating years, the focus would shift between an academy focused on explaining planning issues to the general public, and one focused on providing briefing and trainings for local appointed board members.

The long-term goal for the academy is to increase the local understanding of planning issues and process.

Previous Work:

Methodology:

- Research existing programs held throughout the country
- Contextualize content for Southern Nevada and current issues
- Host academy weekly across 6 weeks with expert speakers

Participating Agencies:

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

Budget:

Sub-Task 501-1100-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 6,955**	**$ 20,865**
RTC Staff Costs	$ 6,955	$ 20,865
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 6,607	$ 19,822
Local Funds (5%)	$ 348	$ 1,043

Schedule and Deliverables:

- Ongoing
- Academy will be held annually in late spring or early summer

Sub-Task 501-1150-21 -
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 quarterly newsletter, maintenance of the regional planning contacts list, providing social media content, etc.

Included 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

Methodology:

- Support partnership with local agencies and key stakeholders to identify progress and local issues
- Participation in meetings, workshops, coalitions that carry out work related to the regional plan goals
- Draft, finalize and publish quarterly newsletters
- 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, City of Boulder City, City of Mesquite

Budget:

Sub-Task 501-1150-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 17,388**	**$ 34,775**
RTC Staff Costs	$ 17,388	$ 34,775
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (0%)	$ 0	$ 0
Local Funds (100%)	$ 17,388	$ 34,775

Schedule and Deliverables:

- Ongoing
- Efforts focused on quarterly production of SNS newsletter to be published in January, April, July, and October annually

Sub-Task 501-1160-20 -
Annual Southern Nevada Strong Implementation Report

Purpose:
On an annual basis, staff at the RTC, the agency responsible for administration of the Regional Plan, create a summary of implementation progress to show the cumulative progress the region makes on each strategy. This report would 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 on research.

Previous Work:
- Annual report (2017, 2018)

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, City of 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 501-1160-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 3,478**	**$ 13,910**
RTC Staff Costs	$ 3,478	$ 13,910
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (20%)	$ 696	$ 2,782
Local Funds (80%)	$ 2,782	$ 11,128

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 are voluntary and based on current needs, available resources, and motivation on the part of those responsible for each strategy.

Specific Sub-Tasks are:

601-1010-20: Future Housing Inventory and Needs Analysis
601-1020-20: Extreme Heat Events Coordinated Response Study
601-1030-20: Inventory of Regional Sustainability Planning Tools and Techniques
601-1040-20: Tree Canopy Social Equity Impacts Research Project

Task 601, 2020-2021 Budget
The following costs are included in Task 601:

	FY 2020	**FY 2021**
RTC Staff Costs	**$ 173,876**	**$ 135,623**
Professional Services Costs	$ 173,876	$ 0
Combined Costs	$ 0	$ 135,623
The source of funds for Task 601 is		
Consolidated Planning Grant	$ 149,533	$ 113,193
Local Funds	$ 24,343	$ 22,430

Sub-Task 601-1010-21 -
Future Housing Inventory and Needs Analysis

Purpose:
This study will apply established methodology to examine current demographic trends and projections to estimate current housing needs and future trends in housing for the region, then compare current zoning and land use plans to assess the provision of housing. The resulting analysis may identify surpluses and gaps across the region.

Previous Work:

Methodology:

- Compile existing residential zoning information including area and average density
- Analyze population forecast for demographic shifts
- Research trends in housing demand based on demographic
- Publish findings to inform local policy

Participating Agencies:

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

Budget:

Sub-Task 601-1010-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 52,163**	**$ 69,550**
RTC Staff Costs	$ 52,163	$ 69,550
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 49,555	$ 66,072
Local Funds (5%)	$ 2,608	$ 3,478

Schedule and Deliverables:

- 9-12 months; start Jan-Feb 2020

Sub-Task 601-1020-21 -
Extreme Heat Events Coordinated Response Study

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.

In conversations with a variety of stakeholders, RTC has learned that - although many local agencies have responses in place for extreme heat events - there is no consolidated assessment of vulnerability risk, no current inventory of related resources, and little coordination of responses and services.

This study will look at the emergency response system and analyze its ability to respond to extreme heat incidents and other concerns.

Previous Work:

Methodology:
- Identify existing services, systems, and resources
- Identify all the gaps, needs, and risks

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

Budget:

Sub-Task 601-1020-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 69,550**	**$13,910**
RTC Staff Costs	$ 69,550	$13,910
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 66,072	$ 13,215
Local Funds (5%)	$ 3,478	$ 695

Schedule and Deliverables:
- 3-6 months; target completion before summer 2020

Sub-Task 601-1030-21 -
Inventory of Regional Sustainability Planning Tools and Techniques

Purpose:
There has been substantial discussion about the need for sustainability planning in Southern Nevada. Prior to this full undertaking, the MPO staff will perform a quick review of how other large regions address sustainability. Learning from other MPOs, there appear to be two approaches: (1) each local agency completes their own plan, and then a regional agency pulls them together into some type of consolidated plan; or (2) the regional agency and local agencies all work together to simultaneously produce regional goals, and local and regional sustainability plans.

Through research and interviews, the MPO staff will create a report that identifies specific practices and methodologies of sustainability planning to share with the public agencies within Southern Nevada. This work will be used to plan and develop a future sustainability plan following the recommendation from local agencies.

Previous Work:

Methodology:
- Identifying existing sustainability plans at agency and community level
- Preparing report about scale, scope, outreach, methods, and other relevant processes
- Present findings to RTC working groups to obtain recommendation on future work program

Participating Agencies:
- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 601-1030-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 17,388**	**$ 17,388**
RTC Staff Costs	$ 17,388	$ 17,388
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (95%)	$ 16,519	$ 16,519
Local Funds (5%)	$ 869	$ 869

Schedule and Deliverables:
- 2-4 months; starting early 2020

Sub-Task 601-1040-21 -
Tree Canopy Social Equity Impacts Research Project

Purpose:
The MPO team will work with the Southern Nevada Water Authority (SNWA) on their planned assessment of the regional tree canopy. Specifically, SNWA would study the actual coverage, types of canopy, future heat impacts, etc., while the RTC would handle examination of the social equity aspects of the region's tree canopy, and identify examples and resources to respond to inequity issues related to the tree canopy.

Previous Work:

Methodology:

- Following the tree canopy study, staff will analyze spatial distribution in combination with demographic and economic indicators
- Study will identify specific vulnerable neighborhoods or potential risk areas that could be targets for intervention or future investment

Participating Agencies:

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

Budget:

Sub-Task 601-1040-21	**FY 2020**	**FY 2021**
Total Project Cost	**$ 34,775**	**$ 34,775**
RTC Staff Costs	$ 34,775	$ 34,775
Professional Services Costs	$ 0	$ 0
Funding Sources		
Consolidated Planning Grant (50%)	$ 17,388	$ 17,388
Local Funds (50%)	$ 17,388	$ 17,388

Schedule and Deliverables:

- TBD, based on SNWA timeline
- Final report to include maps and risk factors

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 Air Quality (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 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 Air Quality 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 Air Quality 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 Fiscal Years 2020-2021 Unified Planning Work Program Amendment Two document.

Unified Planning Work Program

- Federally required planning document.
- Establishes core activities and studies for the MPO.
- Covers a two-year planning period.
- Amended for project funding changes and emerging planning needs.

2020-2021 UPWP AMENDMENT THREE

- Carries forward funding for 22 existing projects into FY 2021.
- Adds new FTA discretionary grant funded HOPE grant study
  - Identify micro-transit and other mobility solutions for low income populations.
- Minor funding adjustments for other planning studies.

2020-2021 UPWP AMENDMENT THREE

- All funding changes included in Amendment Three are within budgeted amount projected to be available through Fiscal Year 2021.
- Planning funds to be reimbursed by the Federal Highway Administration.



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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]

SUBJECT: SOUTHERN NEVADA STRONG OPPORTUNITY SITE PLAN UPDATE

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE EXECUTIVE ADVISORY COMMITTEE RECEIVE A PRESENTATION OF THE DOWNTOWN NORTH LAS VEGAS OPPORTUNITY SITE FIVE-YEAR PROGRESS REPORT (FOR POSSIBLE ACTION)

GOAL: SUPPORT REGIONAL PLANNING EFFORTS TO IMPROVE ECONOMIC VITALITY AND EDUCATION AND INVEST IN COMPLETE COMMUNITIES

FISCAL IMPACT:
None

BACKGROUND:
The Southern Nevada Strong (SNS) Regional Plan identifies four opportunity sites to demonstrate specific locations that are well suited to model principles of sound urban planning: Maryland Parkway; Boulder Highway at Broadbent/Gibson; Downtown North Las Vegas; and the Las Vegas Medical District. These locations are optimal for redevelopment because of access to jobs, housing, and transit. The SNS Regional Plan identifies implementation of the four opportunity site strategies as a top implementation priority. Since adoption of the Regional Plan, each of these sites have continued to be priorities for the jurisdiction in which it is located. Each site has had varying levels of plans, research, investment, and development.

At the July 25, 2019, SNS Steering Committee meeting, RTC staff proposed to produce four reports, one for each opportunity site, detailing the progress each opportunity site has undergone since the adoption of the original Opportunity Site Implementation Strategy. Since then, the Regional Planning Team has finalized the Downtown North Las Vegas Opportunity Site Five-Year Progress Report. Regional Planning staff will share the report findings as well as next steps for the remaining three opportunity sites.

Respectfully submitted,

DocuSigned by:
Craig Raborn
ECE9C927A27D4FF...

CRAIG RABORN
Director of Metropolitan Planning Organization

rl

EAC Item #27
December 17, 2020
Non-Consent

SOUTHERNNEVADASTRONG

600 S. Grand Central Pkwy., Ste 350
Phone: 702.676.1500
E-mail: SouthernNevadaStrong@rtcsnv.com
Web : sns.rtcsnv.com



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DOWNTOWN NORTH LAS VEGAS SNS OPPORTUNITY SITE

5-year Progress Report

Prepared for:
City of North Las Vegas

Draft Date:
November 2020

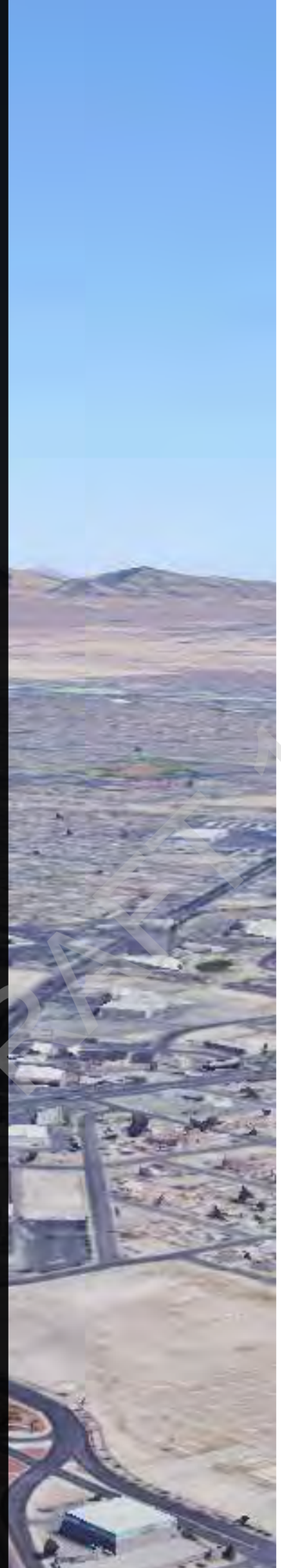
Concept rendering for the Lake Mead Village West district (Bunnyfish Studio, 2016).

5-YEAR PROGRESS REPORT DTNLV

The Southern Nevada Regional Transportation Commission (RTC) administers the Southern Nevada Strong Regional Policy Plan on behalf of the Southern Nevada Regional Planning Coalition (SNRPC). As part of this work, the RTC's regional planning team is updating the Southern Nevada Strong Opportunity Sites Implementation Strategies in order to assess progress made on these plans. This report focuses on the Downtown North Las Vegas (DTNLV) Opportunity Site and provides updated strategies for continuing planning and revitalization work in DTNLV. The regional planning team worked with various staff members of the City of North Las Vegas as well as several stakeholders in order to assess and update the *DTNLV Opportunity Site Implementation Strategies* (2015). The project team represents local and regional interests and the *Downtown North Las Vegas SNS Opportunity Site 5-year Progress Report* continues to reflect the goals and values of the Southern Nevada Strong Regional Policy Plan.

The Downtown North Las Vegas SNS Opportunity Site 5-year Progress Report project team is:

- Michelle Larime, RTC, Sr. Regional Planner
- Rae Lathrop, RTC, Regional Planning Manager
- Patrick Walker, City of North Las Vegas, Public Information Officer
- Sharianne Dotson, City of North Las Vegas, Planner
- Gina Gavan, City of North Las Vegas, Chief Innovation Officer and Director of Economic Development
- William (Bill) Legere, City of North Las Vegas, Economic Development Specialist
- Johanna Murphy, City of North Las Vegas, Principal Planner



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North Las Vegas City Hall and Liberty Park.

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1

EXECUTIVE SUMMARY

Throughout our history, Southern Nevada has weathered extremes. The Great Recession saw some of the country's highest rates of foreclosure and unemployment. Following decades of economic prosperity in the late-20th and early-21st centuries, the downturn shed light on the impacts that previously uncoordinated growth had on the region: limited choices for housing and transportation, unhealthy neighborhoods, fewer living-wage jobs, and widespread impacts from the sharp decline of the residential construction market and gaming industry.

In response, the Southern Nevada region came together and developed a collaborative, more inclusive vision for the future. This vision is the Southern Nevada Strong (SNS) Regional Plan. It is the region's first federally recognized regional plan and is adopted as the Southern Nevada Regional Planning Coalition's (SNRPC's) Regional Policy Plan (Regional Policy Plan). Through the plan, the Southern Nevada community seeks to build a foundation for long-term economic success and community livelihood by better integrating reliable transportation, housing, and job opportunities for all.

As part of the Regional Policy Plan, four specific locations – known as opportunity sites –that are well-suited to model the planning principles and recommendations in the Regional Policy Plan were identified around the region. Subsequently, implementation strategies were developed for each of four opportunity site locations in Southern Nevada.

Five years removed from the adoption of the Regional Policy Plan and the four *SNS Opportunity Site Implementation Strategies* (2015), the Regional Transportation Commission's (RTC's) regional planning team is conducting an evaluation and update to each of the *SNS Opportunity Site Implementation Strategies* (2015) planning documents. These updates, generally titled *SNS Opportunity Sites 5-year Progress Report,* will provide each local jurisdiction with an assessment of progress made on their respective plans as well as with updated actions and ideas for continuing their work in these unique areas. This report, the *Downtown North Las Vegas SNS Opportunity Site 5-year Progress Report* (*DTNLV 5-yr Progress Report*), focuses on the Downtown North Las Vegas (DTNLV) opportunity site.

The *SNS Downtown North Las Vegas Opportunity Site Implementation Strategies* (2015) (*DTNLV Implementation Strategies*) evaluated DTNLV's potential for becoming a vibrant downtown hub for North Las Vegas. It identified opportunities and barriers for revitalizing DTNLV and suggested projects, policies, and programs which could be implemented in order to better position the area for redevelopment. Five actions for realizing planning goals in DTNLV were identified: (1) Improve safety for all transportation modes, (2) create a safe and attractive environment, (3) improve district identity, (4) support existing businesses and create opportunities, and (5) support building rehabilitation and new development. This *DTNLV 5-yr Progress Report* builds on these efforts.

The *DTNLV 5-yr Progress Report* is organized into the following sections: Vision, progress, recommendations, case studies, and appendices. The report revisits the vision for DTNLV, synthesizing the components of previous planning studies and projects into a summary of what is desired for the future of DTNLV. The progress section provides an updated assessment of DTNLV's strengths and challenges, as well as a detailed analysis of the progress that has been made in implementing the actions and strategies adopted in the *DTNLV Implementation Strategies* (2015). New recommendations are made for continuing progress on these actions and strategies and several case studies provide in-depth research around some of the persistent challenges that remain in DTNLV. Finally, the appendices detail the research conducted by the regional planning team – literature review, existing conditions analysis, and stakeholder interviews – that inform this report.

Research and evaluation of the past 5 years of regional planning and implementation in DTNLV finds that there is much to celebrate! Significant progress has been made in implementing the goals and strategies of the *DTNLV Implementation Strategies* (2015). More than half of these implementation strategies (60%) are either on track or complete, and several more will see implementation work begin soon. Specifically, the City has shown its commitment to realizing the vision for DTNLV by investing heavily in their staffing capacity and new resources, and several new planning and engineering studies have been completed. Additionally, the City has successfully acquired more than 25 key land parcels in the downtown redevelopment area (RDA). Several public projects are currently underway as well, including Complete Streets upgrades on many downtown corridors. The city also plans to restore the historic Washington School, complete with civic and park space for events and entertainment. DTNLV has also started to see new development and business locate here in recent years. Significant new development and businesses include Maya Cinemas, Dutch Bros Coffee, Vegas Bakery, Wing Stop, and Expertise Barber and Cosmetology Institute.

Existing and unforeseen challenges do continue to make this work difficult. Market realities and existing conditions have made it difficult to fully implement some of the desired infrastructure improvements and development in DTNLV. Four of the 12 implementation strategies for improving safety for all transportation modes were found to be not feasible to implement. Specifically, the feasibility of implementing Complete Streets elements has proved challenging on Lake Mead Blvd. and Carey Ave., and accessibility and connectivity in DTNLV remains challenging for alternative modes of transportation, particularly for east-west movement. Additionally, funding is limited for

placemaking elements, making it difficult to implement and maintain these types of projects. It has also been challenging to create relationships between the City and the area's residents due to continued barriers in connecting with the minority-majority population in downtown. Existing conditions downtown, such as auto-centric, low-density development and below average incomes among downtown residents, have also made it challenging to incentivize mixed-use development, which is described as the preferred development type in the vision for DTNLV.

Yet, it is still early in these revitalization efforts and successful redevelopment requires time, patience, persistence, and creativity. The early successes seen in DTNLV thus far demonstrate the City's possession of these qualities and their commitment for progressing the DTNLV vision in the years to come. Much of this work can take many years to materialize (10 years or longer) and the early achievements detailed in this report show that the City is well on its way to success.

Several recommendations are made for continuing to progress this vision and the *DTNLV Implementation Strategies* (2015). Generally, the five actions for realizing planning goals in DTNLV remain the same, however, a new action is added as well. These six updated actions are:

1. Improve safety for all transportation modes
2. Create a safe and attractive environment
3. Improve district identity
4. Support existing businesses and create opportunities
5. Support building rehabilitation and new development
6. NEW! Facilitate ongoing coordination of plan implementation

Each action has several strategies for achieving the desired action. Many of these strategies are similar to previous strategies, however they have been updated to reflect recent progress and the constantly changing conditions of our environment. Each strategy is also accompanied by recommendations which are ideas that could be pursued in order to continue progress of the City's planning goals. These recommendations include specific projects, such as conducting access management, parking, and connectivity studies in DTNLV, as well as broad objectives such as increasing resident engagement in DTNLV neighborhoods. Ultimately, the City will determine which recommendations are most appropriate and actionable for reaching their planning and redevelopment goals in DTNLV.

As a region, we'll continue to encounter uncertain times. Threats from global and local markets and events will continue to have unforeseen economic and social impacts in Southern Nevada and historic cycles of "booms and busts" will remain a challenge for local and regional planning efforts. However, the Southern Nevada Strong collaborative and resulting Regional Policy Plan offer us a blueprint for weathering these storms. Residents live regional lives and regional collaboration is needed in order to achieve not only planning goals in DTNLV but throughout the region. Combined, these goals reflect the aspirations of all Southern Nevadans, creating a more inclusive, sustainable, and resilient community. Through continued regional collaboration, we can achieve all of our local and regional goals.

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SNS REGIONAL PLAN POLICY

OUR VALLEY, OUR VISION, OUR FUTURE

Southern Nevada regional priorities:

- Improve economic competitiveness and education.
- Invest in complete communities.
- Increase transportation choice.
- Build capacity for implementation.

Rendering of a mixed-use streetscape in DTNLV. Image source: Downtown Master Plan and Investment Strategies (2009).

1 | INTRODUCTION

Southern Nevada Strong (SNS) is a collaborative regional plan which is the region's first federally recognized regional plan and is adopted as the Southern Nevada Regional Planning Coalition's Regional Policy Plan (Regional Policy Plan). Through the plan, the Southern Nevada community seeks to build a foundation for long-term economic success and community livelihood by better integrating reliable transportation, housing, and job opportunities for all.

As part of the plan, specific locations around the region – known as opportunity sites – were recognized as places well-suited to model the planning principles and policies that are identified in the Regional Plan. Subsequently, implementation strategies were developed for each site, guiding concentrated implementation of the Regional Policy Plan in these four locations. In total, there are four opportunity sites:

- Boulder Highway at Broadbent Blvd. and Gibson Rd.
- Downtown North Las Vegas
- Las Vegas Medical District
- Maryland Parkway Corridor

Each site is primarily stewarded by its corresponding local jurisdiction: City of Henderson, City of North Las Vegas, City of Las Vegas, and Clark County, respectively. Together, these opportunity sites offer various opportunities for overcoming unique challenges for regional and local planning across the Las Vegas Valley.

Five years removed from the adoption of the Regional Policy Plan and the *SNS Opportunity Site Implementation Strategies* (2015), the Regional Transportation Commission's (RTC's) regional planning team is working with local jurisdictions to review how implementation of these plans has progressed throughout the valley. The project will provide each local jurisdiction with an assessment of progress made on the opportunity site as well as with updated actions and recommendations for continuing their work in these unique areas. The result of these efforts are documented in four separate studies, generally titled the *SNS Opportunity Sites 5-year Progress Report*.

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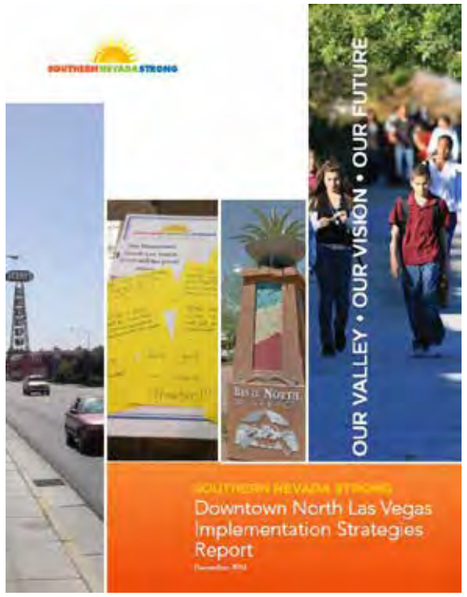
This report, the *Downtown North Las Vegas SNS Opportunity Site 5-year Progress Report (DTNLV 5-yr Progress Report),* is focused exclusively on the Downtown North Las Vegas (DTNLV) opportunity site. Building off of earlier planning efforts by the City of North Las Vegas, the previous *SNS Downtown North Las Vegas Implementation Strategies (DTNLV Implementation Strategies*) (2015) report evaluated DTNLV's potential for becoming a vibrant downtown hub for North Las Vegas. The primary purpose of the previous *DTNLV Implementation Strategies* (2015) report was to identify opportunities and barriers for revitalizing DTNLV and to suggest projects, policies, and programs which could be implemented in order to better position the area for redevelopment. The resulting plan identified five main actions for realizing the City's vision for DTNLV:

1. Improve safety for all transportation modes
2. Create a safe and attractive environment
3. Improve district identity
4. Support existing businesses and create new opportunities
5. Support building rehabilitation and new development

Each action is accompanied by several strategies for achieving these goals. This *DTNLV 5-yr Progress Report* is primarily focused on assessing the progress of these actions, while also providing an updated framework for continuing to progress the vision for DTNLV.

METHODOLOGY

In order to conduct this assessment, the regional planning team partnered with the City of North Las Vegas and sought to learn as much as possible about recent planning



and economic development work in the downtown area. This process included several investigative methods. First, RTC's regional planning team conducted a literature review of existing plans and studies that are relevant to the downtown area in order to learn about all of the planning studies and projects that have been completed or are in progress for the area since the adoption of the *DTNLV Implementation Strategies* (2015). The team also reached out to and conversed with several stakeholders to learn more about the work of partner agencies in DTNLV. Additionally, the team conducted an updated existing conditions report to understand demographic and geographic changes that may have occurred in the community since it was last evaluated. The planning team also held several meetings with city staff throughout the duration of the project to discuss and verify findings. The team's findings have been incorporated throughout the report and were used to inform our progress assessment and recommendations for future planning. Additional details on these findings are also provided in the appendices.

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ABOUT THIS REPORT

The remaining portion of this report is organized into the following sections: Vision, progress, recommendations, case studies, and appendices.

VISION

The vision section provides an overview of the community's vision for DTNLV and communicates this vision through images, maps, and text. It is intended to synthesize the components of previous planning studies and projects into a central place, providing for a one-stop summary of what is desired for the future of DTNLV.

PROGRESS

The progress section provides an updated assessment on DTNLV's strengths and challenges. It highlights accomplishments and milestones that have been achieved as well as discusses challenges and barriers that persist in DTNLV. This section also provides a detailed analysis of the progress that has been made in implementing the actions and strategies that were adopted in the *DTNLV Implementation Strategies* (2015) report.

RECOMMENDATIONS

The recommendations section details new recommendations for continuing progress on the actions and strategies for DTNLV. It also lists potential resources for continuing planning and economic development work in DTNLV, including funding sources, partners for capacity building and professional development, and community partners who provide programming and social service support in the southern Nevada region.

CASE STUDIES

The case studies section provides a select sample of in-depth research around some of the challenges with implementing DTNLV's vision. The case studies were selected to showcase how peer communities throughout the U.S. have worked to overcome similar challenges in their own cities.

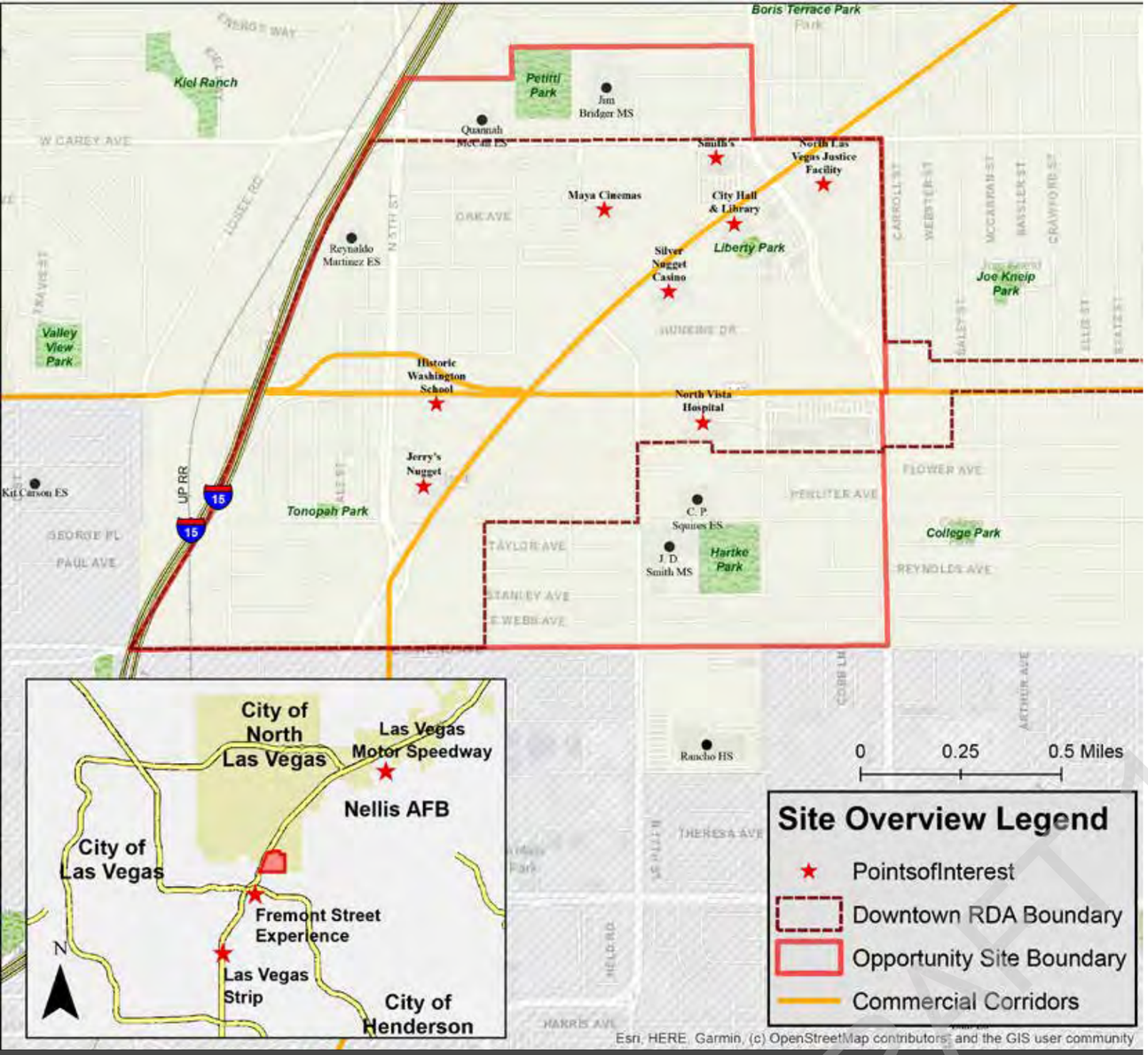
APPENDIX

Finally, the appendix section details the research conducted by the regional planning team. The literature review is summarized in Appendix A and provides an overview of each plan that was reviewed as well as highlights areas which support or diverge from the *DTNLV Implementation Strategies* (2015) report. The team's existing conditions analysis is provided in Appendix B. Appendix C provides a list of the stakeholders who were interviewed as part of this process.

Together, the information provided in the following report is intended to support the City of North Las Vegas' planning and economic development efforts in DTNLV. The report is a tool for the City, its partners, and those wishing to work in DTNLV to use to further align their work with achieving the planning vision, actions, and strategies of the Regional Policy Plan.



Image of North Las Vegas branding at the Las Vegas Blvd. and N. 5th St. traffic circle.



DTNLV

VISION STATEMENT

"Create a safe, mixed-use, connected, walkable community that supports local businesses and offers a variety of family-friendly amenities."

2

DOWNTOWN VISION

The vision for Downtown North Las Vegas (DTNLV) is to:

> "CREATE A SAFE, MIXED-USE, CONNECTED, WALKABLE COMMUNITY THAT SUPPORTS LOCAL BUSINESSES AND OFFERS A VARIETY OF FAMILY-FRIENDLY AMENITIES."

Findings from the literature review confirm that this vision, set forth in the *Downtown Master Plan and Investment Strategy (Downtown Master Plan)* (2009), remains relevant and guides recent planning efforts in the DTNLV area. Additionally, the *Downtown Master Plan* (2009) list the following goals for realizing this vision:

- Make DTNLV a local and regional destination with a unique identity
- Brand and market DTNLV with a unique sense of place and distinct themes
- Make DTNLV safe and inviting for all modes of transportation
- Celebrate the cultural past and present of the area, incorporating music and art to reestablish a cultural center
- Improve DTNLV's economic vitality with programs, incentives, and public-private partnerships to support existing businesses and attract new business and investment
- Connect existing and new development through coordination, design standards, and improvements to the public realm
- Identify an investment strategy with clear action steps, priorities, and costs

During the literature review process, it became clear that the City has invested in many planning efforts that contribute to the implementation of this vision. Each plan has its own recommendations and strategies, but the DTNLV vision remains the same. For ease of communicating these findings, the regional planning team synthesized this information and presents it here in the vision section.

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VISION

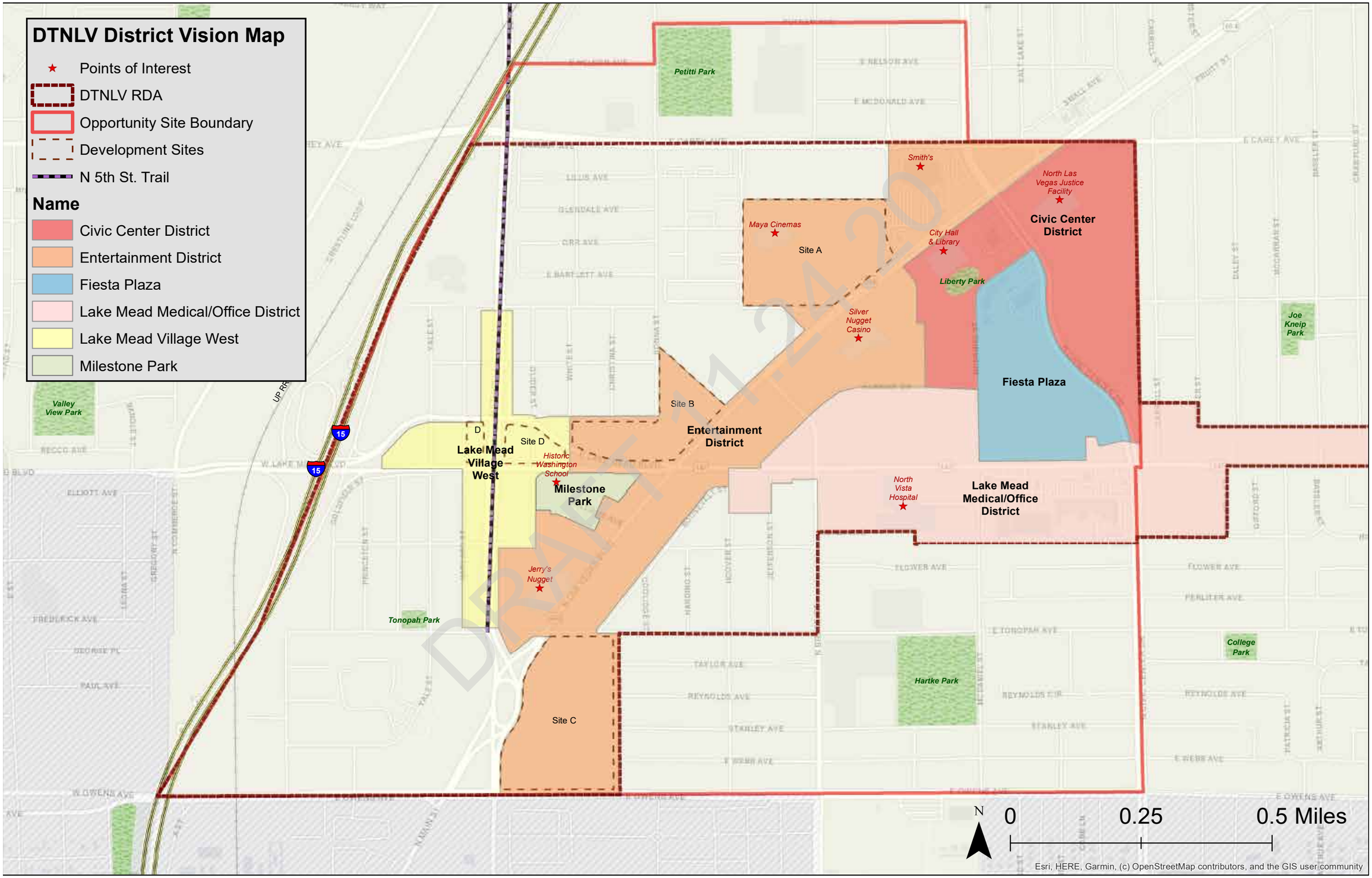


Fig. 2.1

Three key focus areas emerged out of this literature review. By summarizing the information found in previous planning efforts, these focus areas can help center investments and projects around three high level strategies for implementing the DTNLV vision. The three focus areas are:

- Invest in downtown district placemaking
- Improve downtown streetscapes
- Promote downtown catalytic development opportunities

DISTRICT PLACEMAKING

Establishing DTNLV as a vibrant, cultural hub is a well-documented priority among planning and economic development efforts in the City of North Las Vegas. Many of the reviewed plans offer specific ideas and strategies for transforming DTNLV into a unique district in the Southern Nevada region. Specifically, the *Visioning 2025 Strategic Plan* (2005), *Downtown Master Plan and Investment Strategy* (2009), 2006 *Comprehensive Master Plan* (2011), *Lake Mead Village West* (2016), and the *Arts and Culture Strategic Plan* (2017) all present specific ideas for district placemaking downtown. These ideas are combined into a vision map for downtown (Fig. 2-1).

Five distinct districts emerged from the previous planning efforts:

- Entertainment District
- Lake Mead Medical/Office Corridor
- Lake Mead Village West
- Civic Center District
- Fiesta Plaza

The *Downtown Master Plan* (2009) identifies the strengths and potential for many of the corridors in DTNLV and prioritizes work on Las



Liberty Park at North Las Vegas City Hall.

Vegas Blvd., Lake Mead Blvd., and McDaniel Street. These three corridors create the spine of the five proposed districts.

Las Vegas Blvd. is envisioned as the signature cultural corridor for DTNLV, providing for regional entertainment, retail, and dining experiences. There is an emphasis on celebrating the city's history, providing for cultural experiences, and providing amenities that support a family-friendly atmosphere. The district is anchored by Jerry's Nugget in the south and the Silver Nugget in the north, and has large swathes of surface parking and underutilized space to support infill and new development within the district. The addition of Maya Cinemas and the planned future retail at this site support the creation of an entertainment district as well.

Lake Mead Blvd. is identified as having a strong existing core of medical and professional offices, anchored by North Vista Hospital. Incentivizing similar development of this kind within this corridor would provide for spin-off industries and help close the gap on some of the medical services that are needed within North Las Vegas. The corridor's connection to the I-15 and to future high-capacity transit along North 5th Street make this an ideal

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location for supporting the corridor as a small, regional employment center centered around healthcare.

McDaniel Street is re-imagined as a pedestrian circulator and connects three of the five districts. It provides north-south access through the Lake Mead Medical/Office Corridor to both Fiesta Plaza and the Civic Center District. Fiesta Plaza is planned to be a thriving retail shopping center and is seeing new infill development and retail tenants. Civic Center Plaza houses the City of North Las Vegas' municipal services and is also home to DTNLV's Liberty Park.

Lake Mead Village West has its own plan (by the same name) and is envisioned as a new, mixed-use community, served by a future high-capacity transit along North 5th Street. The City has recently completed Complete Streets improvements here and strategic land acquisition in the district provides an opportunity to transform the area around the Lake Mead Boulevard couplet into a transit-oriented village offering meaningful, vibrant, and culturally influenced experiences.

Together, these five districts come together to create a vibrant and thriving downtown activity center. Each district offers something unique and together they offer opportunities for new jobs, housing types, and regional amenities.







Top: Art wrapped utility boxes in the DTNLV RDA.
Middle: Complete Streets improvements and traffic sculptures on N. 5th St.
Bottom: Gateway sculptures on Las Vegas Blvd.

DOWNTOWN STREETSCAPES

The literature review found that downtown streetscapes are a primary focus in a majority of the plans reviewed. The improvement of streetscapes are discussed in the following plans: *Visioning 2025 Strategic Plan* (2005), *North Fifth Street Transit Supportive Concept Plan* (2006), *Downtown Master Plan and Investment Strategy* (2009), *Comprehensive Master Plan Update* (2011), *Comprehensive Trails and Bikeways Master Plan* (2011), *Major Downtown Corridor Study* (2014), *Complete Streets Corridor Ranking* (2015), *Lake Mead Village West* (2016), *Complete Streets Policy* (2017), *Citywide Pedestrian and Bike Plan* (2019), and the *Bruce Street Corridor Study* (2020).



Photo of the North Las Vegas Wash Trail, which can be accessed in several locations throughout DTNLV.

These plans identify and prioritize the improvement of the following downtown corridors and streetscapes:

- Las Vegas Boulevard
- Lake Mead Boulevard
- North Fifth Street
- McDaniel Street
- Judson Street

Previous planning studies recommend transforming these streets into dynamic, multi-modal thoroughfares that connect users of all transportation modes to a thriving downtown center. Recommendations include a variety of strategies. Widening sidewalks and reducing building setbacks will create a friendlier pedestrian experience that promotes retail development. Improving multi-modal transit infrastructure, such as adding bike lanes, and increasing connections for pedestrians and cyclists will improve access within the district for new and existing residents. Additionally, improving the landscaping, adding street amenities such as district signage and street furniture, and incorporating public art into the transit environment will help attract new visitors to the area and entice people to stop and stay in DTNLV. Finally, providing landscaping and hardscaping around surface parking lots creates edges that improve the aesthetics and safety of the pedestrian environment.

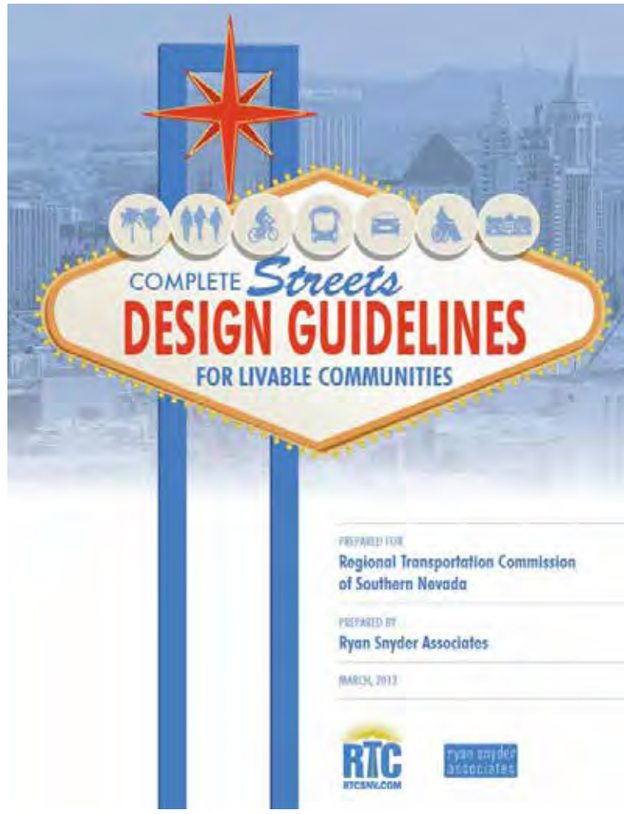
Complete Streets improvements are also planned for Hunkins Drive and Civic Center Drive.

Transforming DTNLV's streetscapes into vibrant, shared-use thoroughfares is the foundation for creating a thriving downtown center and for achieving the DTNLV vision.

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Top left: Existing condition photo of Las Vegas Blvd. Image Source: Downtown Master Plan (2009)
Middle left: Example of protected bike lane using street armidillos.
Top Right: Complete Streets Design Guidelines for Livable Communities, a resource provided by RTC.
Bottom: Landscaping and hardscaping significantly improve the edge of surface parking lots. Image Source: Downtown Master Plan (2009)







Top: North Las Vegas City Hall sits just outside site A.
Middle: Rendering of mixed use, retail development in the Lake Mead Village West district. By Bunnyfish Studios.
Bottom: New Expertise Barber and Cosmetology Institute on Lake Mead Blvd, near site D.

CATALYTIC DEVELOPMENT OPPORTUNITIES

Catalytic development can jumpstart redevelopment and spur additional investment in DTNLV. Several catalytic sites have been identified by the City of North Las Vegas for revitalizing downtown. These sites provide significant development opportunities and can set the stage for communicating what the future of DTNLV can be. These sites are shown in Fig. 2.1 and include:

Site A: Maya Cinemas and retail
Acres: 19.25 acres
Site Amenities: Located in the Entertainment District; Existing development includes Maya Cinemas, a surface parking lot, and road access; Street frontage along Las Vegas Blvd.; Located across the street from City Hall and the Silver Nugget Casino.

Site B: Vacant
Acres: 12.05 acres
Site Amenities: Located in the Entertainment district; Located at the intersection of Las Vegas Blvd. and Lake Mead Blvd.; Street frontage along Las Vegas Blvd. and Lake Mead Blvd.; Large, undeveloped lot.

Site C: Under development
Acres: 22.57
Site Amenities: Located in the Entertainment District; Located near the City of North Las Vegas gateway; Large undeveloped lot.
Planned Development: The property recently received entitlements for development as M-1, Business Park Industrial. A new distribution center is planned for the site.

Site D: Vacant
Acres: 2.25
Site Amenities: Located in the Lake Mead Village West District; Street improvements on N. Fifth Street are completed, including updated utility infrastructure; Street frontage along Lake Mead Blvd. and North Fifth Street; Close proximity to the future historic Washington School, which will be restored as a community and creator flex space, complete with a civic plaza for events and entertainment and a surrounding park space; Large, undeveloped lots.

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Concept rendering for the Lake Mead Village West District, site D. Source: Bunnyfish Studio, 2016.



DTNLV

OPPORTUNITY SITE GOALS

- Improve safety for all transportation modes
- Create a safe and attractive environment
- Improve district identity
- Support existing businesses and create new opportunities
- Support building rehabilitation and new development

Photo credit: Bizuayehu Tesfaye, Las Vegas Review Journal.

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3 | PROGRESS

The *Implementation Strategies* (2015) report evaluated DTNLV's potential for becoming a vibrant downtown hub for North Las Vegas. The primary purpose of the report was to identify projects, policies, and programs which could be implemented in order to better position DTNLV for redevelopment and revitalization. The resulting plan identified five main actions for realizing the City's vision for DTNLV:

- Improve safety for all transportation modes
- Create a safe and attractive environment
- Improve district identity
- Support existing businesses and create new opportunities
- Support building rehabilitation and new development

Each action details several strategies for achieving these goals. This section assesses the progress made on the strategies for achieving these goals. There is much to celebrate as significant progress has been made. More than half of the implementation strategies (60%) are either on track or complete, and several more will see implementation work begin soon. Some challenges do remain as well. The following pages provide an updated assessment on the progress made in DTNLV, highlighting accomplishments and milestones as well as persistent challenges and barriers to redevelopment and revitalization in DTNLV.

Each strategy was assessed using the following scale: Complete, on track, not started, and no longer relevant.

- **Complete:** Strategies are marked "complete" if they are considered to be done with the exception of ongoing maintenance and evaluation.
- **On track:** Strategies are marked "on track" if there has been progress made but work remains to be done or completed.
- **Not started:** Strategies are marked "not started" if there has not been any progress made but the strategy remains relevant for future work.
- **No longer relevant:** Strategies are marked "no longer relevant" if they were explored and not found to be feasible, or if they are outdated at this time. "No longer relevant" does not mean that the strategy cannot be revisited, it simply means that it is no longer being pursued as a realistic strategy at this time.

ACCOMPLISHMENTS/ MILESTONES

North Las Vegas has made significant progress in implementing the goals and strategies of the *Implementation Strategies* (2015) report. Specifically, the City has shown its commitment to realizing the vision for DTNLV by investing heavily in their staffing capacity and resources, conducting planning and engineering studies, successfully acquiring key land parcels, and supporting public infrastructure upgrades in DTNLV. Several public projects are underway and the city has started to see new development and businesses locate downtown in recent years.

Key accomplishments in DTNLV include:

- The City has made significant headway in implementing the recommendations of the *Downtown Master Plan* (2009).
- The City has adopted a citywide Complete Streets policy and has prioritized implementation of Complete Streets in DTNLV. The N. 5th St. Complete Streets project is finished and several Complete Streets projects are currently being designed, including Las Vegas Blvd., McDaniel St., Hunkins Dr., and Civic Center Dr.
- The City is finalizing a new DTNLV Complete Streets Master Plan which will include strategies to expand Complete Streets efforts throughout the DTNLV area.
- The City approved Ordinance No 3033, allowing bicycles to be ridden on sidewalks and shared use paths to increase bicycle access throughout DTNLV and the city.
- The City has greatly improved its code enforcement services through increased funding and staffing for enforcement, as well as updating reporting technologies and clean-up equipment.
- The City revamped its Commercial Façade Assistance program and is working through its first applications.
- The City is actively increasing the amount of open space in DTNLV and requires the creation of public space in their development code. New open space includes Liberty Park and the Hartke Park replacement site. There is also a new pollinator garden being installed adjacent to the "Welcome to North Las Vegas" sign on Bruce St.
- Plans are in process to restore the historic Washington School building for community and creator flex space. New civic and park space is planned to surround the historic Washington School as well, including a grand plaza for events and entertainment.
- The City partnered with Southern Nevada Health District on a new wayfinding program to educate and direct residents and visitors in DTNLV to outdoor recreation amenities in close proximity.
- DTNLV has seen new development in recent years, including infill development. These projects include Maya Cinemas, Dutch Bros Coffee, Expertise Barber and Cosmetology Institute, and a new retail strip in Fiesta Plaza.
- The City has acquired more than 25 key land parcels in the downtown RDA.
- Placemaking enhancements are underway. Completed placemaking projects include gateway improvements at Las Vegas Blvd. and N. 5th St., transportation sculptures on N. 5th St., lighted gabion walls on Tonopah Ave., and art wrapped utility

CHALLENGES/BARRIERS

Challenges and barriers do remain for achieving the DTNLV vision. Market realities and existing conditions have made it difficult to fully implement some of the desired improvements in DTNLV. Complete Streets improvements have been difficult to implement on some major arterial corridors in DTNLV and progress has been slow for creating a district identity due to the lack of funding for installation and maintenance of these types of projects. It has also been challenging to create relationships between the City and the area's residents due to a lack of recognized neighborhoods and community leaders, as well as continued barriers in connecting with the minority-majority population in DTNLV. Existing conditions, such as auto-centric, low-density development and below average incomes among downtown residents, have also made it challenging to incentivize desired, mixed-use development types, which are essential for achieving the DTNLV vision.

Key challenges in DTNLV include:

- The feasibility of implementing Complete Streets elements has proved challenging on Lake Mead Blvd. and Carey Ave. Complete Streets studies on these roads found that existing street widths do not accommodate all the elements of a Complete Street and that road diets and right-of-way acquisition are not feasible. As a result, alternative solutions are being explored.
- Accessibility and connectivity in DTNLV remain challenging for alternative modes of transportation (e.g. walking and biking), particularly for east-west movement. The forthcoming DTNLV Complete Streets Master Plan will provide new strategies for addressing some of these issues.
- Some placemaking elements are in place and more will be activated to help build DTNLV's identity. Placemaking, pedestrian comfort, and public art installation funding is limited, making it difficult to implement and maintain these types of projects.
- The majority of housing units downtown are renter-occupied, which makes engaging with property owners and residents more difficult.
- Implementing new engagement strategies for communicating with DTNLV's limited English residents have continued to be challenging for city staff.
- The regional approach to social services has agencies located throughout the central area of Southern Nevada with limited office locations within the City of North Las Vegas' boundaries, making it difficult for residents with limited transportation options to access these services.
- There are no formal neighborhood associations, business groups, or non-profits working to support the revitalization of DTNLV.
- Large land vacancy in DTNLV still causes uncertainty for many developers.
- Promoting new development types in downtown has been difficult. New development in DTNLV has followed traditional post-war development types, such as strip malls and other auto-centric development types, diverging from the DTNLV vision.

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Improve safety for all transportation modes Sub-actions	Complete	On Track	Not Started	No Longer Relevant
Implement transportation recommendations included in the *Downtown North Las Vegas Major Corridors Study* and the *Downtown Master Plan* (and *North Las Vegas Comprehensive Trails and Bikeways Master Plan*).				
Las Vegas Blvd - install medians, widen sidewalks, add landscape buffers, re-design roadway cross section, add multi-modal transit lanes, enhance ped crossings and provide mid-block.		●		
Lake Mead Blvd - widen sidewalks, increase setbacks at key intersections to create plaza-like intersections, enhance ped crossings and add mid-block crossings.				●
North Fifth Street - implement *North Fifth Street Transit Supportive Concepts*		●		
McDaniel Street - Create a ped friendly atmosphere, widen sidewalks, allow for on-street parking, enhance ped crossings.		●		
Carey Ave - Implement Complete Streets policies				●
Bruce St - Implement Complete Streets policies			●	
Design and construct short-term pedestrian crossing safety improvements and streetscape enhancements.				
At least one mid-block crossing on **Las Vegas Blvd between Lake Mead and Civic Center Drive;**	●			
Lake Mead Blvd @ McDaniel;				●
Lake Mead @ Bruce;				●
McDaniel @ Hunkins.		●		
Focus short-term landscaping and street furniture investments on the area bounded by LV Blvd, Civic Center Drive and Lake Mead Blvd, with an emphasis on McDaniel and Lake Mead Blvd near Civic Center Shopping Center and North Vista Hospital. Improvements should focus on shade and other features to improve pedestrian experience and make walking distances and climatic conditions acceptable.			●	
Expand CNLV and RTC partnership linking sidewalk improvements with transit stop improvements.		●		

Fig. 3.1

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IMPROVE SAFETY FOR ALL TRANSPORTATION MODES

North Las Vegas has made significant headway in improving safety for all transportation modes in DTNLV. The City has successfully implemented many of the recommendations of the *Downtown Master Plan* (2009) and completed several studies, including the *Complete Streets Corridor Ranking Study* (2015), *Major Downtown Corridors Study* (2014), and the *Citywide Pedestrian and Bike Plan* (2019). The City has also adopted a citywide Complete Streets policy and is currently finishing a Downtown Complete Streets Master Plan, prioritizing Complete Streets in DTNLV.

Complete Streets improvements are finished on N. 5th St., including the addition of side paths (shared-use, buffered sidewalks) on both sides of the street. Additionally, future high-capacity transit is still planned for this corridor, as identified in RTC's regional high-capacity transportation plan, *On Board* (2020).

Complete Streets plans for Las Vegas Blvd. are currently in the final design phase with construction to follow soon. Complete Streets designs are also underway for McDaniel St., Hunkins Dr., and near the historic Washington School. A Complete Streets study was also just completed for the Bruce St. corridor, which identified sidewalk and safety improvements for future work.

Complete Streets studies were also completed on Lake Mead Blvd. and Carey Ave., but Public Works found that Complete Streets upgrades were not feasible on these two corridors due to traffic volumes and required right-of-way.

Additional street improvements were made near McCall Elementary School and along Tonopah Ave., near CP Squires Elementary School and JD Smith Middle School. These improvements were informed by the Safe Routes to School (SRTS) program and walk audit studies conducted in partnership with RTC. RTC has also recently improved transit stops region-wide, moving shelters back from the roadway where right-of-way exists as well as improving lighting around shelters that have safety concerns.

Improving the built environment to better support alternative transportation modes has been more challenging. The Complete Streets improvements on McDaniel St., Hunkins Dr., and the historic Washington School will include street furniture and other pedestrian comfort amenities. However, funding is limited for placemaking enhancements such as these, and maintenance of these items may be difficult in the future. Although Complete Streets funding is highly flexible, it only averages about $250k annually for the region. As such, progress has been slow for implementing placemaking enhancements in the pedestrian realm throughout the region.

The next several years will continue to see improvements in safety for all transportation modes in DTNLV. Implementation in DTNLV will continue to be prioritized around schools and other identified zones for Complete Streets and pedestrian and cyclist safety.

Create a safe and attractive environment Sub-actions	Complete	On Track	Not Started	No Longer Relevant
Increase code enforcement. Identify and secure funding for more frequent inspections and assessments.		●		
Graffiti abatement program. Consider increasing fee on water utilities to help to fund the program; could also be funded by businesses.	●			
Establish "clean and safe" program. In conjunction with an Improvement District (see below) or as a stand-alone effort, establish enhanced maintenance and patrol for downtown area.			●	
Enhance home improvement assistance program. Identify funding mechanisms and design program to support homeowner investments in existing housing stock. Existing programs include the Single Family Owner Occupied Rehabilitation Program and the Blight Removal Program.			●	
Restructure and market façade improvement program. Identify demonstration program, identify demonstration projects, marketing materials and design assistance support; Target Lake Mead Blvd as a starting place.		●		
Foster civic organizations to promote civic pride and encourage volunteerism in downtown and neighborhood beautification. Promote landlord incentives and recognition.		●		

Fig. 3.2



Example of historic housing in DTNLV. House is located on Goldfield St.



Example of historic housing in DTNLV. House is located on Bartlett Ave.

CREATE A SAFE AND ATTRACTIVE ENVIRONMENT

Several actions in recent years have contributed to an improved safe and attractive environment in DTNLV. Recent years have seen increased support for the City's code enforcement programs. In July of 2015, the City approved a $0.50 monthly utility increase to fund graffiti abatement, which provided for new equipment, increased staff, and new technologies for reporting graffiti and vandalism. Additionally, the City changed the language of the ordinance dealing with graffiti, changing it to a public nuisance, which allows the City to levy fines on property owners who don't clean up graffiti incidents on their properties.

In 2018, the City added a parking services division to assist with neighborhood beautification and to enhance the safety of DTNLV's communities. The goal is to reduce illegal parking and abandoned vehicles, freeing up the city's streets and sidewalks. This has allowed for more pedestrian accessibility and improved pedestrian safety, as well as cleaner streets now that street sweepers can clean the street to the curb.

The City also partners with local organizations to help keep DTNLV clean and beautiful. Get Outdoors Nevada, a local nonprofit organization, hosts volunteer clean-ups on the Las Vegas Wash trail and works with neighborhoods to keep their streets clean as well.

The City's Commercial Façade Assistance program was recently revamped, providing property owners with additional financial resources for improving their properties and contributing to an improved aesthetic in DTNLV. North Vista Hospital utilized the program to upgrade their exterior a couple of years ago and the City is now working through its first applications since the program was reworked.



Neighborhood clean up.



North Vista Hospital utilized the city's Facade Improvement program.

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Improve district identity Sub-actions	Complete	On Track	Not Started	No Longer Relevant
Rebranding (renaming, logo, etc.): gateways, signage, wayfinding. Develop business district map and marketing materials. Build on the energy of businesses that are already locating here - Hispanic/Latino-oriented businesses and restaurants.			●	
Increase events and programming in the downtown area: Work collaboratively with public and private groups to identify potential activities and events that will induce direct or indirect economic support of downtown businesses. Identification of events and activities could potentially attract a broader demographic to increase activity. (Lake Mead Taco Tour, Mexican Independence Day Celebration, etc.)		●		
Work with the Arts Committee to establish a mural program and/or other arts initiatives.			●	
Improve open space amenities: Program and promote existing amenities, such as the City Hall splash pad and front lawn area. Support Agora Shopping Center Plaza.		●		

Fig. 3.3



Image of North Las Vegas branding at the Las Vegas Blvd. and N. 5th St. traffic circle.

IMPROVE DISTRICT IDENTITY

Notable placemaking enhancements have been made in DTNLV but overall progress has been slow for creating a district identity. No specific brand has been developed for DTNLV, but the City has worked to promote and increase the visibility of the North Las Vegas brand, working to identify North Las Vegas as a unique destination within the region. New gateway signage was installed at the intersection of Las Vegas Blvd. and N. 5th St., welcoming residents and visitors into DTNLV. The City also added art wraps around utility boxes throughout the downtown RDA, bringing more public art to the area. Additional branding elements are not planned at this time, although they still remain relevant as a future strategy for revitalizing DTNLV.

Completed placemaking enhancements include transportation sculptures on N. 5th St. and lighted gabion walls on Tonopah Ave. A recent partnership between the City and the Southern Nevada Health District (SNHD) will also see a new wayfinding program in DTNLV. As part of their strategy for improving health and physical activity in disadvantaged zip codes, SNHD is funding the installation of wayfinding signage in DTNLV to educate and direct residents and visitors to outdoor recreational amenities in DTNLV and the surrounding vicinity.

DTNLV is also becoming more active and culturally vibrant. The Stone Soup Gallery, located inside City Hall, hosts monthly art exhibits, and the Silver Nugget Casino has begun using its excess surface lot to host outdoor events and festivals. . The city also



New wayfinding signage to be installed downtown.

received $2.2 million in SNPLMA funding for a new urban park that will surround the historic Washington School building. The park will include a grand plaza as well as street furniture and other pedestrian amenities Additionally, the city plans to restore the historic Washington School as a community and creator flex space. The school and park will provide new opportunities for events and programming in DTNLV and will add to the overall character of the growing district.

Additionally, the completion of the new city hall facility includes an outdoor greenspace, Liberty Park, for civic and cultural arts programming, although this remains an underutilized asset at this time. The City is also in the process of developing a mural program in the downtown RDA which will also help to beautify the area and build an identity in the city's downtown core.

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Support existing businesses and create opportunities. Sub-actions	Complete	On Track	Not Started	No Longer Relevant
Grow a collaborative business group. Continue to develop and build relationships between the business community and other community organizations for mentoring, skill building, fundraising, and development. City role to assist with convening and chartering.		●		
Create a Business Improvement District (BID) or a similar organization where businesses levy a fee on themselves to pay for promotion, beautification, events, and safety that provide a mutual benefit. BIDs are currently not allowed in NV.			●	
Establish and promote sources for small business loans.			●	
Support new food and dining options in the downtown area. Explore food cart hub and/or community kitchen concept.		●		

Fig. 3.4



Cali Bombs & Burgers, located on Lake Mead Blvd., is among DTNLV's newest dining options.



Chipotle, located on Lake Mead Blvd., is among DTNLV's newest dining options.

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SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES

The City has worked hard to support existing businesses and to create opportunities for business owners and entrepreneurs in recent years. The results of these efforts are starting to pay off, as many new businesses are locating in DTNLV.

The City is launching a new economic development program to help entrepreneurs realize their dreams while diversifying the economy in North Las Vegas. The program is a partnership with Innovative Collective, an organization that provides curated events, mentorship, skills training, corporate partnerships and strategies for helping people start and grow innovative businesses. The program is free and the City hopes it will help connect existing and potential business owners together, seeding a network for people to support one another during economic booms and busts.

The City has also recently updated its website with a new Business Resources & Information page, connecting business owners to a variety of resources for managing their business. The site has been particularly useful during the COVID-19 pandemic, providing up-to-date information on policies and funding assistance for business owners during the public health and economic crisis.

The past five years have also seen a significant expansion of food and dining options in DTNLV. New restaurants include Dutch Bros Coffee, Las Vegas Bakery, Chipotle, Wing Stop, Del Taco, and Cali Bombs & Burgers, among others. Additionally, the City also created an interactive restaurant locator to help residents identify which restaurants are open during the COVID 19 pandemic. Efforts continue to add more full-scale dining options in DTNLV in the future as well.

Business improvement districts continue to be difficult to implement in Southern Nevada. There has been some success of business owners forming collaborative groups in the region, some of which are dues paying, but these models are still young and uncommon in the region. Some business owners in DTNLV have indicated they may be open to forming a collaborative around shared business needs, but no formal efforts are underway to pursue this at this time.



Wingstop is among DTNLV's newest dining options.

Support building rehabilitation and new development Sub-actions	Complete	On Track	Not Started	No Longer Relevant
Provide technical assistance to potential developers who would like to use alternative financing tools in the area. (NMTCs, CDBG, Section 108, etc.)		●		
Establish better working relationships with large property owners.		●		
Leverage existing property holdings at the Lake Mead Gateway (the Island) and other areas of downtown. Consider selling property with conditions on the purpose/ form of future development and using the proceeds for downtown improvements.		●		
Provide public incentives for development that helps to further the community's vision for downtown.		●		

Fig. 3.5



Top: Photo of the historic Washington School, which the City plans to restore as new community and creator flex space.
Bottom: Old City Hall building provides an excellent opportunity for rehabilitation.



Maya Cinemas, located just west of North Las Vegas City Hall, opened in January 2019. Source: Pamela Goynes-Brown, Twitter.

SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

The City has taken several steps towards supporting development and building rehabilitation in DTNLV.

Three census tracts in DTNLV have been designated as Opportunity Zones, a federal, tax incentive program designed to encourage long-term private investment in low-income communities. Designated Opportunity Zones in DTNLV presents a significant opportunity to attract new investment to the area.

The City has also passed new resolutions and ordinances to promote new development in DTNLV. Ordinance #2829 streamlined the land use entitlement process in the downtown RDA, giving the City's Planning Commission authority over the entitlement process to decrease the development process by 6-8 weeks. Similarly, a resolution by the Planning Commission authorized administrative reviews for commercial site plans, decreasing the development process by another 6 weeks. Ordinance #2947 also reduced the requirements for infill developments to encourage infill development in DTNLV.

Efforts such as these have seen several new developments in DTNLV. This includes Dutch Bros Coffee and Expertise Barber and Cosmetology Institute. A new infill development in Fiesta Plaza also houses new retail businesses in DTNLV.

Additionally, Maya Cinemas is now open on Las Vegas Blvd., which provides a major new entertainment venue for DTNLV. Situated on Las Vegas Blvd. across from City Hall, Maya Cinemas is a new anchor on a large lot, which is planned for additional entertainment and retail options. The completion of the theater represents a major milestone for attracting new development downtown, establishing momentum for future retail on the site and in the corridor.

The City's RDA has also successfully purchased more than 25 parcels in the downtown RDA, allowing the City to make strategic decisions about some of the future development in DTNLV. The City's revamped Commercial Façade Assistance program will also help attract new development and infill to DTNLV.

Additionally, the City has hired several new staff members who work in or support economic development and redevelopment within DTNLV. This includes the hiring of a Chief Innovation Officer and Director of Economic Development. Having staff dedicated to attracting new business downtown is a huge asset for the City. The City has also added new staff in other key areas, such as planning and code enforcement.

Promoting new development types in downtown, however, remains a challenge. Recent development has followed traditional post-war development types rather than mixed-use, transit-oriented development, which is envisioned for the area. Instead, new development is auto-centric, locating large parking areas between the building and the street, setting buildings back from the public right-of-way, and locating main entrances inconveniently away from the public right-of-way.

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DTNLV

OPPORTUNITY SITE GOALS

- Improve safety for all transportation modes
- Create a safe and attractive environment
- Improve district identity
- Support existing businesses and create new opportunities
- Support building rehabilitation and new development
- NEW! Facilitate ongoing coordination of plan implementation

Concept rendering for the Lake Mead Village West district (Bunnyfish Studio, 2016).

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4 | RECOMMENDATIONS

Several recommendations are made for continuing to progress the *SNS Downtown North Las Vegas Implementation Strategies* (2015). Generally, the five actions for realizing planning goals in DTNLV remain the same, however, a new action is added as well. These six updated actions are:

1. Improve safety for all transportation modes
2. Create a safe and attractive environment
3. Improve district identity
4. Support existing businesses and create opportunities
5. Support building rehabilitation and new development.
6. NEW! Facilitate ongoing coordination of plan implementation

Each action has several strategies for achieving its desired goal. Many of these strategies are similar to previous recommendations, however they have been updated to reflect recent progress and our constantly changing environment. Additionally, each strategy is accompanied by recommendations which are ideas that could be pursued in order to continue progress of the overall plan. These recommendations include specific projects, such as conducting access management, parking, and connectivity studies in DTNLV, as well as broad objectives such as increasing resident engagement in DTNLV neighborhoods. The updated actions, strategies, and recommendations are summarized in the following pages and described in detail in Tables 4.1-4.6. Ultimately, City of North Las Vegas staff will determine which strategies and recommendations are most appropriate and actionable for reaching their DTNLV planning goals.

The *DTNLV Implementation Strategies* (2015) provide an in-depth analysis of each action, identifying specific implementation barriers and how each strategy can help to overcome these barriers. This information is briefly summarized below. A detailed explanation of implementation barriers and how each strategy can overcome these is provided in chapter five of the *DTNLV Implementation Strategies* (2015) report.

IMPROVE SAFETY FOR ALL TRANSPORTATION MODES

The primary goal of this action is to make transportation infrastructure improvements that provide a safer environment for pedestrians, cyclists, and public transit users, while accommodating motor vehicle traffic throughout DTNLV. Several barriers need to be overcome when implementing this action. Barriers include, but are not limited to, sidewalks with obstructions, lack of bicycle infrastructure, and unmarked street crossings. Within DTNLV there is also an abundance of driveways, unsignalized intersections, and median openings that can create safety hazards for all users. Addressing these barriers could improve overall connectivity and circulation in DTNLV as well. See table 4.1 for a list of strategies to improve safety for all transportation modes.

CREATE A SAFE AND ATTRACTIVE ENVIRONMENT

This action is focused on engaging in partnerships and providing resources for DTNLV business owners and residents which support an aesthetically attractive environment. Currently, the area is generally unfriendly for pedestrians and cyclists and progress to improve the physical environment of DTNLV is slow. There are very few resources for business owners and residents for supporting property improvements, although both agree that a safe and attractive environment is essential for achieving a thriving downtown. Strategies for creating a safe and attractive environment focus on overcoming these barriers and are summarized in table 4.2.



Image of new Dutch Bros Coffee located on Las Vegas Blvd. in DTNLV.

IMPROVE DISTRICT IDENTITY

Community engagement during the development of the *DTNLV Implementation Strategies* (2015) found that residents and business owners felt that establishing a unique identity for downtown was key for revitalizing DTNLV into a local and regional destination. Three common goals for improving DTNLV's identity included establishing a unique identity and sense of place, branding and marketing DTNLV to showcase its unique qualities, and celebrating DTNLV as the cultural hub of the City of North Las Vegas. Strategies for improving DTNLV's identity focus on achieving these goals by supporting branding opportunities and creative placemaking strategies. These strategies are detailed in table 4.3.

SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES

This action looks to establish a thriving DTNLV business district that supports retail, entertainment, family-friendly amenities, and medical and professional offices. Vacant and underutilized properties, large surface area parking lots, a separation of land uses, and a lack of current identity make it challenging to achieve this goal. Additionally, language barriers within the Hispanic business community make it difficult to communicate regarding their needs, making them more self-reliant but less likely to utilize resources and ask for assistance. Below average incomes in the surrounding community can also make it difficult for residents to support a wide range of businesses in the area. Strategies for this goal seek to overcome these barriers and are detailed in table 4.4.

SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

This action seeks to support the creation of a new, mixed-use, pedestrian friendly environment through new commercial development and building rehabilitation. Barriers to this goal include a lack of experience and knowledge in mixed-use development within Southern Nevada, as well as a lack of financial resources for this type of development. Additionally, much of downtown's existing commercial stock are older buildings that require improvements for catering to today's standards. Local infrastructure must also be improved in order to justify investment in mixed-use development. Strategies for supporting building rehabilitation and new development look to overcome these barriers. These strategies are detailed in table 4.5.

FACILITATE AND COORDINATE PLAN IMPLEMENTATION

This newly added action looks to improve coordination and communication among various City of North Las Vegas departments, city partners, residents, and stakeholders. Barriers to this action are typical of many municipalities. DTNLV is not the City's only redevelopment area and staff must balance their efforts in DTNLV with other priorities. Staff time and resources can limit a jurisdiction's ability to implement strategies as well as inhibits coordination and communication amongst one another. Strategies for coordinating implementation of the *DTNLV Implementation Strategies* (2015) can help to overcome these barriers. These strategies are summarized in table 4.6.

DRAFT 11.9.20

ACTION 1: IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
Implement transportation improvements with a focus on improving the built environment for pedestrians, cyclists, and public transportation users.

2015 IMPLEMENTATION STRATEGIES	2020 UPDATED STRATEGIES (CHANGES TO EXISTING STRATEGIES)	RECOMMENDATIONS (ACTIONABLE STEPS FOR PROGRESSING THE 2020 UPDATED STRATEGIES)
Implement recommended transit improvements	Continue implementing the transportation recommendations in the *Downtown Master Plan* (2009), *Major Downtown Corridor* (2014) study, and the *Citywide Bike and Pedestrian Plan* (2019). Implement the recommendations of the *Bruce Street Corridor Study* (2019). Approve and implement the Downtown Complete Streets Master Plan once it it finalized. Work with Public Works and RTC to complete additional SRTS studies and walk audits, and implement recommendations of future studies.	Potential UPWP projects: • Access management (i.e. driveway consolidation) and parking study • Explore feasibility of a linear park/mixed use trail for east/west connectivity on Judson Ave • Conduct a neighborhood connections/linkages study
		Create ongoing coordination and communication with CNLV public works to discuss goals and strategies and identify alternative solutions when challenges arise (see Action 6).
		Coordinate across city departments to identify funding for transportation improvements (i.e. CDBG funding).
Pursue short-term safety improvements	Continue to focus on short-term pedestrian improvements in areas of high priority as identified in the *Major Downtown Corridor Study* (2014) and the *Citywide Pedestrian and Bike Plan* (2019), and in the forthcoming Downtown Complete Streets Master Plan.	Identify grant opportunities for tactical urbanism strategies and ped-comfort type demonstration projects (see potential arts funding sources).
Focus on short-term landscaping and street furniture investments	Improve landscaping and street amenities to increase pedestrian comfort in downtown.	Develop programs for increasing the tree canopy and permeable surface areas.
		Source grants for street furniture and other active transportation elements.
Integrate street and transit improvements with RTC	Work with RTC, Public Works, and other city departments to utilize RTC's UPWP annual call for projects to conduct future transportation and corridor plans and studies.	Potential UPWP projects: • Create a downtown transportation plan • Conduct walk audits for additional elementary schools in the downtown area to identify needed pedestrian improvements

Fig. 4.1

ACTION 2: CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
Engage in partnerships and provide resources which support an aesthetically attractive environment downtown.

2015 IMPLEMENTATION STRATEGIES	2020 UPDATED STRATEGIES (CHANGES TO EXISTING STRATEGIES)	RECOMMENDATIONS (ACTIONABLE STEPS FOR PROGRESSING THE 2020 UPDATED STRATEGIES)
Direct additional resources to increase code enforcement	Continue supporting code enforcement.	NA
Expand graffiti abatement program	Continue supporting graffiti abatement.	NA
Establish a "clean and safe" program	Seek partnerships for expanding "clean and safe" programs downtown.	Identify national organizations who may provide "clean and safe" services and may have a presence in Southern Nevada (i.e. Keep America Beautiful).
Enhance home improvements assistance program	Work with Housing and Neighborhood Services to establish home improvement programs for aging housing stock.	Potential home improvement programs include: • Asbestos abatement • Lead abatement
		Seek additional partners for implementing home improvement programs.
Foster a civic organization and promote landlord incentives and recognition	Establish programs that incentivize renters and absentee landlords to invest in DTNLV neighborhoods.	Potential home improvement programs include: • Residential PACE program (need state legislation)
		Consider establishing a neighborhood association program to encourage downtown residents to work together to beautify neighborhoods.
		Establish neighborhood improvement grants (e.g. CLV Neighborhood Partners Fund)
Restructure and market façade improvements program	Monitor the Commercial Façade Improvement program and market successful examples to downtown commercial property owners.	NA
NA	Increase engagement with downtown residents and support neighborhoods.	Conduct neighborhood engagement to better understand and respond to resident's needs.

Fig. 4.2

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ACTION 3: IMPROVE DISTRICT IDENTITY
Establish an identified brand for downtown and implement creative placemaking strategies that establish downtown as a unique, regional destination.

2015 IMPLEMENTATION STRATEGIES	2020 UPDATED STRATEGIES (CHANGES TO EXISTING STRATEGIES)	RECOMMENDATIONS (ACTIONABLE STEPS FOR PROGRESSING THE 2020 UPDATED STRATEGIES)
Develop identity branding campaign	Develop a unique brand and identity for DTNLV and identify downtown districts.	Update the *Downtown Master Plan* (2009) and establish a district plan based on the vision for DTNLV. Each district may have its own brand.
		Develop a historic context for the City of North Las Vegas and use the city's history to inform brand/ identity for downtown.
		Conduct a historic resource survey and identify sites/districts for preservation or commemoration. • Use to inform public art installations • Use to inform cultural heritage programs such as walking and food tours.
Increase events and programming in DTNLV	Seek partnerships for increasing events and programming in DTNLV.	Develop new programming like food truck events, group bike rides, etc.
Work with arts committee to establish a mural program	Work with the Arts Committee and other cultural arts partners to implement the *Arts & Culture Strategic Plan* (2017) and bring public art to DTNLV.	Identify grant opportunities for installing downtown gateway monuments, art installations, and other placemaking projects downtown (see potential arts funding sources).
		Establish arts grants to support public art and local artists for murals.
Improve open space amenities	Continue to increase open space and seek ways to activate under-utilized public space downtown.	See recommendations above.

Fig. 4.3

ACTION 4: SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES.
Establish a thriving, downtown business district that supports retail, entertainment, family-friendly amenities, and professional office spaces.

2015 IMPLEMENTATION STRATEGIES	2020 UPDATED STRATEGIES (CHANGES TO EXISTING STRATEGIES)	RECOMMENDATIONS (ACTIONABLE STEPS FOR PROGRESSING THE 2020 UPDATED STRATEGIES)
Develop collaborative business groups	Establish a public/private collaborative business group that oversees the development of the business community.	Use branding opportunities as marketing opportunities: • Develop a website for the DTNLV business district • Develop a business district map
		Provide strategies for increasing visitation to DTNLV • Increase programming • Seek partners to provide cultural heritage programs
Create a business improvement district	Identify targeted industries for DTNLV and utilize RDA resources to incentivize targeted industries to locate in DTNLV.	Targeted incentives may focus on food and dining options, entertainment venues, hotels, medical, etc.
Establish and promote sources for small business loans	Establish and promote sources for small business loans	Identify local partners for small-business lending and pathways for connecting entrepreneurs to these resources (see potential small business lending partners).
Support new food and dining options	NA - this has been incorporated in the above updated strategies on incentivizing targeted industries.	NA
NA	Provide small business spaces and seek partnerships with community organizations to temporarily activate vacant and underutilized spaces.	Provide public spaces for small businesses and pop-up retail: • Kiosks • Small incubator spaces
		Activate McDaniel St. with food trucks, pop-up retail, and other mobile businesses and advertise services to major DTNLV employers such as CNLV and North Vista Hospital.

Fig. 4.4

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Action 5: Support building rehabilitation and new development Support the creation of a new mix-used, pedestrian-friendly DTNLV through new commercial development and building rehabilitation.		
2015 Implementation Strategies	**2020 Updated Strategies (changes to existing strategies)**	**Recommendations (actionable steps for progressing the 2020 Updated Strategies)**
Provide technical assistance with alternative financing tools	Establish a technical assistance program and/or partners for identifying alternative financing tools, including mixed-use and mixed-income development.	(See potential partners.)
Establish better working relationships with large property owners	Continue to improve working relationships with large property owners.	Host educational events to inform development community about ongoing efforts and new opportunities.
		Revamp City's website detailing local opportunities and incentives for developing in DTNLV.
Leverage existing property holdings	Identify catalytic development opportunities and leverage existing property holdings.	Use branding opportunities as marketing opportunities: • Create marketing materials for catalytic development opportunities complete with data that can incentivize new development
Provide public incentives for development	Develop and market public incentives for new development and rehabilitation.	Create design standards for new development and building rehabilitation that support a mixed-use, pedestrian-friendly environment.
		Establish a PACE program for commercial rehabilitation.
NA	Encourage the preservation of naturally-occurring affordable housing and identify strategies to mitigate displacement.	Create neighborhood plans that detail how new development and neighborhood preservation can complement one another.
		As new development occurs, evaluate unintended consequences (if any) and design programs to mitigate them.

Fig. 4.5

NEW! Action 6: Coordinate plan implementation Improve coordination and communication among various city departments, city partners, and stakeholders.		
2015 Implementation Strategies	**2020 Updated Strategies (changes to existing strategies)**	**Recommendations (actionable steps for progressing the 2020 Updated Strategies)**
NA	Create a standing committee to coordinate ongoing implementation of the plan among all city departments who are working on DTNLV revitalization.	Committee members should include: • Planning • Economic Development • Public Works • Communications • Housing and Neighborhood Services • RTC MPO • Other public/semi-public agencies working in the DTNLV space (e.g. SNHD, CSN, etc.)
NA	Identify funding opportunities to work across CNLV departments to revitalize and redevelop DTNLV.	(See funding sources.)
NA	Create opportunities to share DTNLV successes and communicate the ongoing efforts of the committee with the general public.	Host public information meetings, town halls, etc. to celebrate successes and to market new strategies and incentives as they become available.

Fig. 4.6

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TECHNICAL ASSISTANCE AND FUNDING RESOURCES BY TOPIC AREA		
Source	**Purpose/Details**	**Website**
Arts/Culture/History/Placemaking		
Kresge Foundation	Placemaking and arts funding for nonprofit organizations	https://kresge.org/
National Endowment of the Arts	Funding for art programs and public art installations	https://www.arts.gov/
ArtPlace America	Connects local artists to arts funding and supports state arts agencies	https://www.artplaceamerica.org/
KaBoom	Placemaking and arts funding for building kid-friendly spaces in the public realm	https://kaboom.org/about
Better Block	Placemaking resources for building safer, more inclusive streetscapes and public spaces	https://www.betterblock.org/
Nevada State Historic Preservation Office	Technical Assistance and grant funding for historic preservation and cultural programming	https://shpo.nv.gov/
Transportation for America	Provides resources for creative placemaking	http://creativeplacemaking.t4america.org/
Small Business Lending/Incubation/Community Development		
Urban Chamber	Resources for small businesses including education (e.g. coaching) and assistance in procuring capital; Can support new and growing businesses through incubator program	https://www.urbanchamber.org/
Latin Chamber of Commerce	Facilitates business and educational relationships; Can support growing businesses	https://lvlcc.starchapter.com/index.php
Dream Spring	CDFI that invests in small businesses and entrepreneurs by increasing access to credit, loans, and community support; Can support new and growing businesses	https://www.dreamspring.org/
Clearinghouse CDFI	CDFI that invests in small businesses, affordable housing, and community development; Can support new and growing businesses and connect housing and community developers to alternative financing options	https://www.clearinghousecdfi.com/

National Development Council	National non-profit that directs capital investment for affordable housing and community development and provides small business loans	https://ndconline.org/about-us/
Chicanos Por La Causa	CDFI that invests in small businesses and affordable housing; Can support new and growing businesses and provide support services for affordable housing developments	http://www.cplcnevada.org/
Capacity Building/Professional Development		
JP Morgan Chase Advancing Cities	Supports systems approach to regional community development and inter-sector program development	https://impact.jpmorganchase.com/impact/communities/advancingcities
Schwab Bank Community Development	Investing in housing, capacity development and financial security programs	https://www.aboutschwab.com/our-communities
Living Cities	Provides capital and technical assistance for community development projects	https://www.livingcities.org/
National Development Council	National non-profit that invests in social infrastructure	https://ndconline.org/about-us/
Grow with Google	National partner for funding, tools, and resources for small-businesses and workforce development	https://grow.google/
Community Services of Nevada	Provides home buyer assistance and counseling services	https://www.csnv.org/

Fig. 4.7

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COMMUNITY PARTNERS		
Name	**Organization**	**Potenial Role/Partnership**
Small Business Support		
Suzi Waltos	Vegas Chamber of Commerce	Potential to convene businesses in specific geography to understand needs; Potential programming partner
Ken Evans	Urban Chamber of Commerce	Potential to convene businesses in specific geography to understand needs
Peter Guzman	Latin Chamber of Commerce	Potential to convene businesses in specific geography to understand needs; Potential programming partner
Arts/Culture/History/Placemaking		
Bobbie Ann Howell	Nevada Humanities	Partner for public art and programming
Traci Traasdahl	Safe Routes to School at CCSD	Partner for programming and public infrastructure improvements around schools
Heidi Swank	Nevada Preservation Foundation	Partner for historic preservation and cultural heritage programming
Rebecca Palmer	Nevada State Historic Preservation Office	Partner for historic preservation and funding partner for programming (some funding is designated only for certified local governments)
Sarah O'Connell	Eat More Art! Vegas	Partner for arts and culture programming
Mindy Meacham	Southern Nevada Health District	Partner for health and active lifestyle outreach and programming
Neighborhood Capacity Building/Public engagement		
Cecia Alvarado	Mi Familia Vota	Civic engagement and "get out the vote" efforts
Leo Murrieta	Make the Road Nevada	Grassroots organization working to unite and empower low-income workers
Mauricia Baca	Get Outdoors Nevada	Environmental nonprofit working to connect residents to outdoor places and support outdoor industry, park / trail / neighborhood clean-ups
Dr. Jennifer Keane	University of Nevada Las Vegas: College of Liberal Arts	Multi-disciplinary research collaboration including sociology, anthropology, etc.
Dr. Shawn Gerstenberger	University of Nevada Las Vegas: School of Public Health	Community-based research opportunities including public health, built environment, social determinant of health, etc.
Heidi Swank	Nevada Preservation Foundation	Public engagement around historic preservation projects and conducts neighborhood campaigns for historic district nominations

Fig. 4.8

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The UNLV School of Medicine in planned to be a social and economic hub for the Las Vegas Medical District.

5 | CASE STUDIES

The following section contains several case studies, providing detailed examples of how communities across the country are addressing planning goals and challenges that are similar to those that guide revitalization in DTNLV. These case studies showcase how both public and private investment, financially and emotionally, have contributed to the revitalization of their respective communities. Investment in civic infrastructure, non-traditional engagement strategies, community and district identity, community-based programs, and inter-departmental coordination are proving successful for achieving the planning goals and strategies that are the focus of this report. A brief summary of each of the following case studies is provided below.

- **Downtown Tigard Conceptual Connectivity Plan:** A conceptual plan for redesigning Tigard's downtown street grid, increasing opportunities for mixed-use development and improving connections for multi-modal transportation.
- **Mill Creek Linear Park:** A linear park and public art project that increases connectivity and opportunities for active transportation in downtown Bakersfield.
- **Art Route Des Moines:** A public art, cultural tourism, and pedestrian comfort project that improves aesthetic quality and pedestrian safety in downtown Des Moines.
- **Ely Historic Mural Walk:** A public art project that enhances the cultural identity of downtown Ely while providing opportunities for building improvements and heritage tourism.
- **Healthy Neighborhoods Healthy Families:** A program that seeks to improve health outcomes by investing in quality and affordable housing as well as supporting neighborhood stabilization.
- **First Suburbs Coalition:** A home rehabilitation program for homeowners living in post-World War II housing, complete with an idea book for renovating and modernizing these older homes.
- **Neighborhood Partners Fund Grant:** A neighborhood improvement program that helps to improve and build community among Las Vegas' older neighborhoods.
- **A New Face for an Old Broad:** An example of DIY urbanism using tactical urbanism strategies and pop-up retail.
- **Las Vegas Medical District:** A coordinated strategy and implementation process for redevelopment, economic development, and placemaking in the Las Vegas Medical District.
- **The Picnic:** An investigation into Austin's original food truck park and the benefits of providing permanent space for mobile food and retail businesses.
- **Hacemos La Ciudad (We Make the City):** A community engagement project that uses arts strategies to engage and involve Brownsville's Hispanic and Latino residents in their downtown revitalization.

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DOWNTOWN TIGARD CONCEPTUAL CONNECTIVITY PLAN

Type: Connectivity plan
Location: Tigard, Oregon
Lead Entity: City of Tigard
Contact: City of Tigard, Community Planning, https://www.tigard-or.gov/city_hall/planning.php

●	Improve safety for all transportation modes
●	Create a safe and attractive environment
	Improve district identity
●	Support existing businesses and create opportunities
●	Support building rehabilitation and new development
	Coordinate plan implementation

BACKGROUND

Building off of recent planning efforts, the City of Tigard commissioned a Downtown Tigard Conceptual Connectivity Plan which describes a vision for a new system of streets and pathways designed to significantly improve access to, from, and within Downtown Tigard. The plan seeks to actualize the vision and concepts of earlier plans for revitalizing Downtown Tigard by organizing development into a new block structure that is better suited for intensive, urban development. The plan emphasizes the importance of green streets and pedestrian and bicyclist activity, and is supported by traffic and transportation analysis as well as market and real estate analysis. The plan is a progressive example for downtown revitalization, prioritizing the economic interests of the future in current development processes.

DEFINING CHARACTERISTICS

- The plan proposes a new street and pathway network that creates a fine-grained block structure that is characteristic of successful downtowns.
- The plan divides Tigard's downtown into five conceptual sub-districts, each with its own unique character and function.
- Each street has a designated character classification. The degree of connectivity and character classifications for each street are designed to meet the vision and intent of the five sub-districts.
- The new street and pathway network is pedestrian and bicycle friendly, universally accessible, and supportive of both existing and desired development for downtown.
- The plan prioritizes two key connections – Ash Street which connects residential neighborhoods throughout downtown, and the Garden Place Connection which connects residential neighborhoods to downtown's Main Street. The rest of the street grid is designed to support these key connections.

PROJECT PARTNERS

- City of Tigard
- City Center Advisory Commission (a regional advisory committee)
- SERA Architects
- Kittelson & Associates (traffic and transportation analysis)
- Johnson Reid (market and real estate analysis)
- Community residents

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ELEMENTS RELEVANT TO DTNLV

- A new or retrofitted street network which further subdivides large parcels can create the infrastructure needed to incentivize walkable, mixed-use development in DTNLV.
- Greater connectivity throughout DTNLV will provide better access to the interior of existing super-blocks, making those blocks more attractive and marketable to developers.
- Increased connectivity and pedestrian traffic, combined with increased street frontage will facilitate mixed-use development in DTNLV.
- Provide improved connectivity and access for all transportation modes to amenities throughout DTNLV.

DTNLV POTENTIAL PARTNERS

- CNLV Public Works
- RTC
- NDOT
- Traffic, transportation, and market analysis consultants
- Local land owners and developers
- Local businesses
- DTNLV residents

THE PLAN

Download and read the plan.

SEE MORE LIKE THIS

- *Tigard, Oregon, Walking Paths*
- Laurel Bay neighborhood connectivity plan by Duany, Plater-Zyberg & Company, 2004 (p. 15)





Top: New proposed street grid for downtown Tigard. Bottom: Alley doubles as a pedestrian corridor in New Orleans. Photo credit: C. Highsmith.

MILL CREEK LINEAR PARK

Type: Linear park and public art project
Location: Bakersfield, Ca
Lead Entity: City of Bakersfield Redevelopment Agency
Estimated Cost: Financed with a $10 million loan, 30 year at 3.5% interest
Contact: City of Bakersfield Economic Development, edcd@bakersfieldcity.us, (661) 326-3762

BACKGROUND

Mill Creek Linear Park served as a catalyst for revitalizing downtown Bakersfield. The project focused on turning an old, underutilized irrigation canal into an urban trail, providing an inviting walkable amenity that connects downtown from north to south. The trail runs for approximately 1.5 miles along the eastern side of Downtown Bakersfield and features interesting art and architecture. Selected as one of America's "Great Public Spaces" in 2017 as part of APA's Great Places in America program, Mill Creek Linear Park showcases exceptional planning and demonstrates how public, green infrastructure can be used to enrich communities, facilitate economic growth, and inspire improved placemaking in disinvested, downtown communities.

DEFINING CHARACTERISTICS

- Connects more than 500 units of affordable housing to downtown businesses and amenities.
- Connects residents to multiple destinations in Downtown Bakersfield including the Bakersfield Community House, the Bakersfield Museum of Art, and the New Federal Courthouse.
- Connects users to a variety of amenities including an antique shopping corridor, Beal Memorial Library and Amtrak Station, McMurtrey Aquatics Center, the Adventist Hospital Ice Sports Center, Maya Cinemas, and more.
- Features interesting art and architecture including the Five Sister City Gardens, a garden representative of five of Bakersfield's Sister Cities that provides art and cultural interpretation along the trail.
- Proximity to a future high speed rail station.

PROJECT PARTNERS

- City of Bakersfield Redevelopment Agency
- Community residents
- Local developers
- Meyer Civil Engineering, Inc.

ELEMENTS RELEVANT TO DTNLV

- Multiple DTNLV plans recommend increasing east-west connectivity downtown and exploring ideas to connect Judson Ave. as an east-west ped/bike connector in downtown.
- A shared-use linear urban trail along Judson Ave. has potential to connect surrounding residents to the downtown core.
- A shared-use linear urban trail along Judson Ave. could connect residents to several downtown amenities including: Martinez Elementary School, Maya Cinemas and forthcoming retail development, Silver Nugget, City Hall and Liberty Park, Fiesta Plaza, the police station, and the old city hall campus.
- A shared-use linear urban trail would improve connectivity and access to other amenities throughout downtown as well.

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- Open space development requirements could be fulfilled by providing developers with approved options for locating next to a planned urban trail in DTNLV.
- Creates opportunities for establishing a district identity and cultural presence in DTNLV.

DTNLV POTENTIAL PARTNERS

- Local Complete Streets funding
- SNPMLA
- Nevada Arts Council grants
- Southern Nevada Health District (REACH and other grant programs)
- National Endowment for the Arts
- NV Humanities
- Southern Nevada Bicycle Coalition
- Get Outdoors Nevada
- From Lot to Spot
- CDFIs
- Community residents, business owners, and local artists

SEE MORE LIKE THIS

- Ricardo Lara Park
- Park People's Case Study Toolkit of Urban Parks and Open Space
- Overview of Urban Linear Parks



A mural on the Mexicali Restaurant wall on the Mill Creek Linear Park. Image source: City of Bakersfield.

●	Improve safety for all transportation modes
●	Create a safe and attractive environment
●	Improve district identity
●	Support existing businesses and create opportunities
●	Support building rehabilitation and new development
	Coordinate plan implementation





Top: Public plaza space along the Mill Creek Linear Park. Photo credit: Casey Christie / The Californian
Bottom: Chinese Lion Dancers perform at the Five Sisters City Garden Festival. Image source: Bakersfield Life Magazine, 2019.

ART ROUTE DES MOINES

Type: Public art project; pedestrian comfort project
Location: Des Moines, IA
Lead entity: Greater Des Moines public arts foundation
Timeline: 6 months
Estimated cost: $240,000 (materials); $3,500 (design)
Contact: https://dsmpublicartfoundation.org/

BACKGROUND

The Greater Des Moines Public Art Foundation launched Art Route Des Moines in 2016 in an effort to connect 87 pieces of public art with artistic interventions on sidewalks and crosswalks. The 6.6-mile-long trail has proven successful as a wayfinding tool for public works for art for the 750,000 people visiting the city annually for artistic and cultural attractions. The route also serves as a traffic calming measure that helps enhance pedestrian safety. The final trail design included art on 14 crosswalks, as well as sidewalk wayfinding markings. The project team was intentional about ensuring that six intersections with high traffic volumes were tied into the trail.

"THE ART ROUTE INITIATIVE CELEBRATES CREATIVITY, ENHANCES URBAN IDENTITY AND ENCOURAGES PUBLIC-PRIVATE PARTNERSHIPS."

– M. Jessica Rowe, director of the Greater Des Moines Public Art Foundation

DEFINING CHARACTERISTICS

- First-of-its-kind project connects public art in Greater Des Moines with a path of dots, chevrons and painted intersection artwork.
- Bright colored circles painted every 20 feet on the sidewalks connect the route and painted chevrons point to public art attractions along the way.
- Six downtown intersections were repainted with original designs by artist Roadworth.
- Emphasizes "Connect Downtown" project, an effort to enhance walkability in Des Moines.
- GPS-enabled app also developed so users on route can get info about each art piece.
- Canadian artist Peter Gibson (aka Roadsworth) selected for crosswalk art through a public call for artists.
- Project team determined 5-year duration for street art, based on durability of the materials.

PROJECT PARTNERS

Mix of stakeholders involved:

- Greater Des Moines Public Arts Foundation (lead)
- Greater Des Moines Convention and Visitors Burea
- City of Des Moines; City of West Des Moines
- Downtown Community Alliance
- Greater Des Moines Partnership; Neumann Monson
- Substance Architecture
- Grimes Asphalt and Paving
- Des Moines Arts Festival and Art Week Des Moines
- Des Moines Police Department
- Des Moines Public Schools
- Iowa Healthiest State Initiative

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ELEMENTS RELEVANT TO DTNLV

- Utilized arts and cultural strategies to establish an identity while also improving safety and encouraging more pedestrian activity.
- Local funds (as opposed to federal funds) on a project of this nature will allow for more freedom and flexibility with respect to artist design. Use of federal funds subjects projects to regulations that limit the use of bright colors and other design aspects.
- This type of project could be done in conjunction with other downtown arts or cultural programing and efforts (murals, wayfinding, art installations, etc.), or as a standalone intervention aimed at improving walkability.
- Federal concerns (from FHA) regarding colorful/artistic crosswalks decreasing driver and pedestrian safety.
- Past planning efforts have identified high-priority intersections which can inform areas to target interventions.

DTNLV POTENTIAL PARTNERS

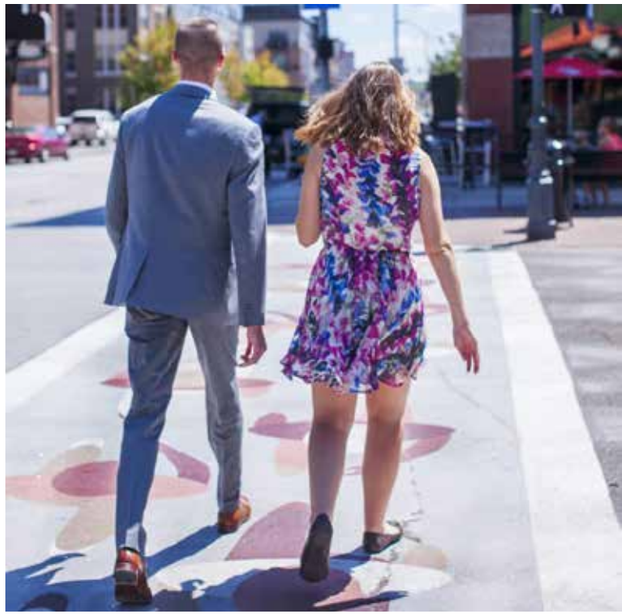
- Local transportation funds (FRI, Q-10)
- Nevada Arts Council grants
- Southern Nevada Health District (REACH and other grant programs)
- National Endowment for the Arts
- Bloomberg Philanthropies' "Asphalt Art Initiative"
- Local sponsors

SEE MORE LIKE THIS

- Southwark Street Colourful Crossings
- Portland In the Streets Program
- Denver Community Streets Program
- Asphalt Art Guide

●	Improve safety for all transportation modes
●	Create a safe and attractive environment
●	Improve district identity
●	Support existing businesses and create opportunities
	Support building rehabilitation and new development
	Coordinate plan implementation





Top Image Source: L. Liz Lidgett, Conde Nast Traveler
Bottom: Art route at 3rd Street and Court Avenue, Des Moines, IA

ELY HISTORIC MURAL WALK

TYPE: Public art project
LOCATION: Ely, Nevada
LEAD ENTITY: Ely Renaissance Society
CONTACT: http://elynvarts.com/history-of-the-murals-sculptures-and-parks.html

	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
●	IMPROVE DISTRICT IDENTITY
●	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT
	COORDINATE PLAN IMPLEMENTATION

BACKGROUND

Following an economic downturn in Ely, spurred by the closure of the town's leading mining operation, a local businessman commissioned a large mural on the side of his downtown building. Other businesses followed suit in subsequent years. Today, more than 20 murals, which depict the town's heritage, grace the facades of downtown buildings. The Ely Renaissance Society, which formed shortly after the first murals were painted, now commission and maintain the public art. The murals, now part of Ely's Art Walk, not only serve as a source of community pride, but have become an economic driver for the frontier city through art tourism.

DEFINING CHARACTERISTICS

- Source of economic development, beautification, and civic pride.
- Murals depict history and culture of Ely, from the Pony Express and mining, to railroading and the region's diverse ethnic heritage.
- First mural commissioned by the Ely Renaissance Society officially dedicated July 4, 2000, at the White Pine County Museum.
- Ely Art Walk now includes more than 20 murals, as well as sculptures and seasonal installations, in the downtown area.
- Artists have been commissioned locally and from across the world.

PROJECT PARTNERS

- Ely Renaissance Society
- Property owners
- Local, national, and international artists

ELEMENTS RELEVANT TO DTNLV

- A mural program can help to establish a unique brand and identity in DTNLV.
- The city's Arts & Culture Strategic Plan 2018-2020 recommends considering mural projects in the redevelopment area through the Beyond the Canvas beautification project.
- Murals could highlight and celebrate North Las Vegas' cultural heritage and ethnic community.
- Murals and other public art installations can deter graffiti and inspire property owners to improve the aesthetics of DTNLV properties.
- Can attract tourists and visitors to DTNLV and begin to establish DTNLV as a regional destination.

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DTNLV POTENTIAL PARTNERS

- Nevada Arts Council grants
- National Endowment for the Arts (NEA) grants
- Local sponsorships

SEE MORE LIKE THIS

- Jersey City Mural Arts Program
- South Omaha Mural Project
- Mural Arts Philadelphia
- Public Mural Handbook





"United by our Children." A mural depicting the ethnic diversity of the White Pine County community. Artist: Paul Ygarta





Top: Ely Mural Walk brochure. Image Source: Ely Renaissance Society.
Middle: AT&T mural on Main Street in Ely, NV. Photo credit: Christopher Smilth.
Bottom: Mural depicting White Pine County's connection to Basque history and culture.

HEALTHY NEIGHBORHOODS HEALTHY FAMILIES (HNHF)

Type: Affordable housing and neighborhood revitalization partnerships
Location: Columbus, Ohio
Lead Entity: Nationwide Children's Hospital
Timeline: Began in 2008
Contact: Nick Jones, Healthy Neighborhoods Healthy Families manager, Nicholas.Jones@NationwideChildrens.org
https://www.nationwidechildrens.org/about-us/population-health-and-wellness/healthy-neighborhoods-healthy-families

BACKGROUND

Nationwide Children's Hospital is working with national and community partners to improve housing and stabilize neighborhoods near its location in Columbus, Ohio. Recognizing that factors such as housing, safe neighborhoods, educational opportunities, and health care accessibility impact the overall health and wellbeing of communities, Nationwide Children's Hospital created the Healthy Neighborhoods Healthy Families (HNHF) initiative. The initiative seeks to create positive health outcomes in Columbus' disadvantaged neighborhoods, specifically targeting Columbus' South Side neighborhoods and zip codes adjacent to the hospital's facilities. HNHF identifies five impact areas: affordable housing, education, health and wellness, safe and accessible neighborhoods, and workforce development.

	Improve safety for all transportation modes
●	**Create a safe and attractive environment**
	Improve district identity
	Support existing businesses and create opportunities
●	**Support building rehabilitation and new development**
	Coordinate plan implementation

DEFINING CHARACTERISTICS

- HNHF consists of multiple affordable housing programs: Healthy Homes provides access to affordable housing through existing property rehabilitation and also eliminates vacant, blighted properties; Home Repair provides grants for existing homeowners; the Residences at Career Gateway combine affordable housing with onsite job training; and the South Side Renaissance Fund is a long-term fund to facilitate construction of affordable, multi-family housing.
- Healthy Home rehabilitations include full-gut renovations and new builds with energy efficient and green features.
- Healthy Homes has seen more than 350 homes rehabilitated since 2008.
- South Side Renaissance Fund provides $20 million in loan funding for acquiring, constructing, and (permanent) financing of housing development that serves families of four with incomes between 60-80% of the area median income. The fund consists of $15 million in loans and $5 million in grant funding.
- Safe and accessible neighborhood programs include: Block Watch, a neighborhood block watch program that brings neighbors together to prevent crime and encourage community activism; Community Crime Patrol, a program focused on building relationships between community leaders and local police; South Side Leadership Academy, a program for developing community leaders; and Neighborhood Beautification.
- Neighborhood Beautification programs work to clean vacant lots and alleys, picking up litter and clearing overgrown weeds and shrubs.

PROJECT PARTNERS

- Healthy Homes, a non-profit housing organization
- Renaissance Fund, managed by Ohio Capital Finance Corporation. Various national and local banks contribute to the fund.
- Local faith-based organizations
- Community development organizations
- Youth serving nonprofits
- Local public schools
- Habitat for Humanity
- United Way of Central Ohio

ELEMENTS RELEVANT TO DTNLV

- Established new partnerships for residential home improvement, rehabilitation, and affordable housing development.
- Provides new opportunities for North Vista Hospital and other DTNLV health partners to satisfy their community reinvestment goals.
- Preserved naturally occurring affordable housing while improving and stabilizing older neighborhoods in Columbus.
- Improved neighborhoods support a growing DTNLV business district.
- Health organizations are also investing in transportation infrastructure and safety. Additional opportunities may connect transportation improvements with this work as well.



Before and after a Healthy Homes renovation. Image source: Nationwide Children's Hospital.

DTNLV POTENTIAL PARTNERS

- North Vista Hospital
- Dignity Health
- Southern Nevada Health District
- Financial institutions and CDFIs
- Habitat for Humanity
- St. Christopher Catholic Church and other DTNLV faith-based organizations

SEE MORE LIKE THIS

- Housing with Dignity
- Boston Medical Center
- New Jersey Housing and Mortgage Finance Agency
- ProMedica Ebeid Neighborhood Promise



Infographic for HNHF's Healthy Homes program.

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FIRST SUBURBS COALITION HOME REHAB PROGRAM AND IDEA BOOK

Type: Home rehabilitation program
Location: Kansas City, Missouri
Lead Entity: First Suburbs Coalition
Contact: Lauren Palmer, Program Director of Local Government Services, lpalmer@marc.org, 816.701.8207, https://www.marc.org/Community/First-Suburbs-Coalition/For-Governments/Residential-Rehab

BACKGROUND

The housing development boom following World War II saw an explosion of new suburbs and neighborhoods across the country. These communities are often identified as first suburbs. As housing stock in first suburb communities continues to age, there is a common need in cities across the country for financing in order to rehabilitate and modernize the aging homes of first suburb communities. Recent decades have seen housing coalitions begin to address this need, often advocating for revised building codes, zoning regulations, and programs that will allow homeowners to remodel and make accessibility upgrades to their homes.

The First Suburbs Coalition (FSC) was formed in 2002 with a mission to maintain and enhance the unique quality of life of first suburb communities in Kansas City, Missouri, through preservation, reinvestment, and revitalization. The coalition advocates on behalf of first suburb communities by being a regional leader, educates its members and the community on the needs of first suburb communities, communicates with and engages residents of first suburb communities, and works to create policies and programs that benefit residents of first suburb communities. They have initiated several successful programs for revitalizing Kansas City's first suburb communities. Such programs include a Home Rehabilitation program and three how-to guides for first suburbs renovators: the FSC Idea Book, Green Idea Book, and Universal Idea Book.

DEFINING CHARACTERISTICS

- The FSC is a regional coalition administered by the Mid-America Regional Council (MARC) and works through various working groups comprised of elected officials, local government staff, and private sector partners.
- FSC's Homeowner Rehab Program assists Kansas City's communities with repairing and rehabilitating owner-occupied homes.
- FSC partnered with a local credit union to provide low-interest, fixed-rate home equity loans to fund remodeling and modernization projects for qualified homes in participating communities.
- Local cities and counties may apply for funds of up to $300,000 for administering a Home Rehab Program in their community.
- FSC markets the program to local government and first suburb communities.
- The FSC Idea Book helps homeowners find ways to maintain, modernize, and renovate their homes and businesses.
- The Idea Book examines four of the most common housing types found in Kansas City's first ring suburbs and provides dozens of ideas for appropriate ways to update and modernize them.
- The Idea Book provides color illustrations of each home design and highlights elements that can be renovated or added, and addresses windows, doors, and garages, as well as other common exterior features.
- Considerations for energy efficiency, financing, and design are also provided in the Idea Book as well as guidelines for selecting and working with reliable contactors.
- The Idea Book was followed by a Green Idea Book which focuses on ways to incorporate "green" strategies in remodeling efforts, and by a Universal Design Idea Book which focuses on strategies for accessibility and aging-in-place.

PROJECT PARTNERS

- First Suburbs Coalition members
- First suburb residents
- Piper-Wind Architects

ELEMENTS RELEVANT TO DTNLV

- Through neighborhood engagement, a home rehab program can address the needs of current residents while upgrading the housing stock for future generations.
- Home improvements can generally lead to a sense of pride in community, encouraging other homeowners, landowners, and renters to invest in their home and neighborhood as well.
- Federal funding can be used to abate hazardous materials such as lead paint and asbestos, improving the health and safety of older housing stock.
- Older homes often don't include many of the modern features homebuyers are looking for, presenting challenges in competing with newer suburbs for residential and retail development. Incentivizing renovations and modernizations can help older neighborhoods compete with newer suburbs.
- Improved housing and neighborhoods can attract new residents to DTNLV, diversifying downtown's residents in order to support new businesses and development.
- Can preserve naturally occurring affordable housing while improving and stabilizing older neighborhoods in DTNLV

	Improve safety for all transportation modes
●	**Create a safe and attractive environment**
	Improve district identity
●	**Support existing businesses and create opportunities**
●	**Support building rehabilitation and new development**
	Coordinate plan implementation

DTNLV POTENTIAL PARTNERS

- CNLV Housing and Neighborhood Services
- CDBG and HOME programs
- Local architecture firms
- Financial institutions and CDFIs
- Habitat for Humanity
- Nevada State Historic Preservation Office
- Nevada Preservation Foundation

SEE MORE LIKE THIS

- National Center for Healthy Housing (see *Examples of Incentives for Healthy Housing and Addressing Code Violations* (2012) document)
- Center for Community Progress (see *Raising the Bar: Linking Landlord Incentives and Regulation through Rental Licensing – A Short Guide for Local Governments* (2015) report)

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NEIGHBORHOOD PARTNERS FUND (NPF)

Type: Neighborhood improvement grant
Location: Las Vegas, Nevada
Lead entity: City of Las Vegas, Office of Community Services
Timeline: 1 year
Estimated cost: $5,000 max
Contact: https://lasvegasnevada.gov/residents/grants

●	Improve safety for all transportation modes
●	Create a safe and attractive environment
●	Improve district identity
	Support existing businesses and create opportunities
	Support building rehabilitation and new development
	Coordinate plan implementation

BACKGROUND

The City of Las Vegas launched its Neighborhood Partners Fund (NPF) in the late 1990s as a way to incentivize residents to take an active role in improving their neighborhoods. The program grants up to $5,000 to neighborhood associations – which must be matched by the neighborhood with cash, volunteer labor, or donated supplies, equipment or professional services – to implement projects that improve livability and quality of life in the city's neighborhoods. NPF grants have been used to install new neighborhood lighting, improve median landscaping, and improve social connections through block parties and other social gatherings.

ELIGIBLE PROJECTS

- Beautification and physical improvements (such as tree planting or landscaping in common areas or neighborhood entrances, benches, etc.)
- Murals and other public art
- Cultural and community events (such as block parties or community workshops)
- After-school enrichment activities for youth
- Signage and/or wayfinding
- Cleanups: trash and debris pick-up
- Safety improvements (such as new lighting, sensor-controlled lighting, security cameras)

DEFINING CHARACTERISTICS

- NPF is open to neighborhood associations, homeowners associations and business associations whose primary purpose is neighborhood improvement.
- Neighborhood applicants must be located within the city of Las Vegas, be a registered neighborhood association with the Office of Community Services, and demonstrate neighborhood support for the proposed project/program.
- $80,000 in NPF grant funding was available each of the past two years.
- NPF is managed through the City's Office of Community Services.
- The City holds community informational sessions prior to the application deadline.
- All applicants are required to make a 10-minute presentation of their projects to the City's Neighborhood Partners Fund Board. Selected applicants also present to the City Council for final approval.

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PROJECT PARTNERS

- City of Las Vegas
- City of Las Vegas neighborhood associations
- Business owners and local artists

ELEMENTS RELEVANT TO DTNLV

- A neighborhood improvement program could be used as a way to engage downtown neighborhoods, homeowners and renters alike, and spur the development of neighborhood associations who take an active interest in improving the DTNLV community.
- Neighborhood beautification and engagement can inform and complement DTNLV's brand and identity.
- A multitude of actions could be furthered through a program of this nature, including public art, safety, beautification (cleanups and physical improvements), and walkability (through pedestrian amenities).
- Must be marketed well; Las Vegas promotes NPF directly to neighborhood associations, as well as through traditional tactics and social media
- Neighborhood improvements can lead to a sense of pride, encouraging other homeowners, landowners, and renters to invest in their home and neighborhood as well.
- Neighborhood beautification can attract new residents to DTNLV, diversifying downtown's residents in order to support new businesses and development.

DTNLV POTENTIAL PARTNERS

- CNLV Housing and Neighborhood Services
- Local businesses and sponsors
- Neighborhood leaders and activists
- Local non-profits

SEE MORE LIKE THIS

- Clark County's Neighborhood Grants Program
- Tacoma's Innovative Grant Program
- Fort Wayne's Neighborhood Improvement Grant Program
- Flagstaff's Neighborhood Sustainability Grants Program





Top: NPF funded Beverly Green neighborhood signage. Bottom: Beverly Green neighborhood volunteer clean-up and curb painting provides a match for the grant.

A NEW FACE FOR AN OLD BROAD

Type: Tactile urbanism, pop-up retail, and programming for revitalization
Location: Memphis, Tennessee
Lead Entity: Livable Memphis and Broad Ave Arts District
Timeline: 2 days
Contact: Livable Memphis, https://www.bldgmemphis.org/

●	Improve safety for all transportation modes
●	Create a safe and attractive environment
●	Improve district identity
●	Support existing businesses and create opportunities
●	Support building rehabilitation and new development
	Coordinate plan implementation

BACKGROUND

"A new face for an old Broad" was a temporary, three-block streetscape exhibition, created to demonstrate the potential of a neglected main street, Broad Ave., as a destination-worthy commercial and retail district. Broad Ave. had struggled with disinvestment and neglect for decades, but in 2006 the area slowly began to emerge as a regional arts district. However, the district needed more financial and emotional investment to fully realize revitalization of the street. Borrowing the idea from the Better Block Foundation, local partners hatched a plan to run a two-day event that would show residents, entrepreneurs, and the local development community what a fully revitalized street could look like. Community partners gathered volunteers and persuaded business owners to open temporary shops and restaurants on vacant shops. The streets were temporarily redesigned to illustrate how better infrastructure and improved public space can bring new life to commercial districts and an emphasis was placed on temporarily improving infrastructure for pedestrians and cyclists. The exhibition was so successful that the temporary streetscape improvements became permanent and the city of Memphis created a new program called MEMFix, which funds pop-up projects throughout the city in order to spur revitalization in other blighted areas.

DEFINING CHARACTERISTICS

- The project included creating protected bike lanes, crosswalks, pedestrian refuge areas, pop-up shops, food vendors, and activities for visitors of all ages.
- Vacant storefronts were cleaned, painted, and opened as temporary businesses where entrepreneurs in the community tried out new business ideas.
- Business owners worked to make storefronts more inviting by removing opaque materials and items that blocked passerby's view into the store.
- Cafes were extended into the sidewalk.
- The 60-foot-wide Broad Ave. was re-striped and temporary crosswalks and protected bike lanes were added.
- Temporary angled on-street parking was used as a protective barrier for bike lanes.
- Temporary road improvements instituted a road diet that required vehicles to slow down.
- Turned a vacant lot into a skate park.
- Positioned street trees along the sidewalks and storefronts to create a more inviting atmosphere.
- Created pedestrian refuge bump outs near intersections using large planters filled with 10' cedars.
- Installed antique-style street lamps to provide better lighting, ambience, and security for the event.
- 13,000 people attended which greatly exceeded the anticipated 5,000.
- Slower traffic and bicycling helped businesses as people took more notice of what was there.
- Since the demonstration project, the district and neighborhood have seen more than $25 million in investments, more than two dozen new businesses open, and more than 30 property renovations.

PROJECT PARTNERS

- Livable Memphis
- Historic Broad Avenue Arts District
- Hyde Family Foundations
- Binghampton Development Corporation
- Memphis Regional Design Center
- City of Memphis
- Community Development Council of Greater Memphis/Livable Memphis

ELEMENTS RELEVANT TO DTNLV

- Tactical urbanism and temporary infrastructure improvements can help the community understand what types of changes they might want to see in the future and help them communicate these desires to local decision makers.
- Funding can be used to implement short-term pedestrian improvements, landscaping, and street amenities in high priority areas in DTNLV.
- Increased street activity adds interest, activity, and vibrancy to downtown streetscapes.
- Provides entrepreneurs and small-business owners an opportunity to test out new ideas with little upfront investment.
- Can revitalize vacant and underutilized storefronts as well as vacant space.
- Creates opportunities for community engagement and allows the community to participate in revitalization efforts.
- Creates opportunities for establishing a district identity and cultural presence in DTNLV.
- Can attract visitors throughout the region and begin to establish DTNLV as a regional destination.

DTNLV POTENTIAL PARTNERS

- Better Block Foundation
- KaBoom
- Urban Chamber
- Latin Chamber
- NV Humanities
- Local Artists
- NDOT
- RTC

SEE MORE LIKE THIS

- Infrastructure projects that walk the walk
- The official guide to tactical urbanism



Volunteers create a Broad Avenue bike lane.

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LAS VEGAS MEDICAL DISTRICT

Type: Redevelopment, economic development, and placemaking
Location: Las Vegas, Nevada
Lead entity: City of Las Vegas
Contact: https://lasvegasmedicaldistrict.com

BACKGROUND

The Las Vegas Medical District (LVMD) was established in 1997 by the City of Las Vegas in an attempt to cluster medical services around University Medical Center (UMC) and expand medical care in the region. The district encompasses nearly 700 acres just outside downtown Las Vegas and is located within a designated redevelopment area. After seeing modest development in its first decade and a half of existence, the city set its sights on revitalizing the stagnant district coming out of the Great Recession. The LVMD featured prominently in the city's 2013 economic development strategy, and in December of 2015, the Las Vegas City Council approved an updated master plan for the area, marking the beginning of a new chapter for the district. The updated plan expanded LVMD's boundaries and called for multimodal enhancements, greater density, and mixed-use development.

Two committees – Planning, and Public Relations & Marketing – comprised of city staff and LVMD stakeholders were created to help implement the master plan. An advisory committee oversees these committees, and also helps set and guide the vision for the district. In recent years, through the work of the committees, a distinct LVMD brand was developed, a comprehensive website promoting the district was launched, and targeted business incentives were created. The city also made infrastructure investments in the district.

DEFINING CHARACTERISTICS

- A comprehensive website was developed to promote the LVMD. The website includes: history and background of the district, testimonials from businesses and stakeholders in/around the district, news and press coverage, renderings of planned development, data and statistics for interested developers and businesses, information on business incentives for prospective developers and businesses, and marketing and promotional literature on the district.
- Targeted incentives for the LVMD were developed to spur redevelopment and expansion of commercial or industrial properties for specific industries, including medical incubators, research and development biotech, daycare centers, and counseling centers, among others.
- A distinct LVMD brand was developed and incorporated into wayfinding and signage throughout the district.
- Zoning was updated to align with the LVMD Master Plan and the city's overall vision for downtown Las Vegas.
- Multimodal enhancements have been implemented in recent years, including: Shade trees, wider sidewalks, linear parks, enhanced crosswalks, and Bike Share expansion into the district.
- RDA investment in district infrastructure, including a planned parking garage.
- An economic development study of the medical district during the master planning process found that by 2030, the LVMD and UNLV School of Medicine had the potential to generate a combined regional impact of $3.6 billion, more than 24,000 jobs, and government revenue of $181 million.

OVERSIGHT & COORDINATION COMMITTEES

- Advisory Council reviews and makes recommendations on elements that further the community's interest in the LVMD, including planning of the area, land use, new medical business, expansions and safety. Membership includes elected officials and executive-level stakeholders.
- Planning Committee focuses on the long-range planning, logistics and development, as well as coordination of parking, signage, zoning and infrastructure. Members include city staff from multiple departments and local public and private stakeholders.
- The LVMD Public Relations & Marketing Committee focuses on promoting and branding the LVMD. Members include PR and marketing professionals from the city and stakeholder agencies.

ELEMENTS RELEVANT TO DTNLV

- An updated downtown master plan, complete with desired districting, can guide development and investment.
- Targeted RDA incentives specific to industries that will help further define districts in DTNLV can guide development and investment.
- Interdepartmental collaboration can further successful revitalization of DTNLV.
- A DTNLV website can help establish a brand, showcase the vision for DTNLV, promote incentives for locating in DTNLV, and promote DTNLV's businesses and amenities.

	Improve safety for all transportation modes
●	Create a safe and attractive environment
●	Improve district identity
●	Support existing businesses and create opportunities
●	Support building rehabilitation and new development
●	Coordinate plan implementation

- A promotional brochure or packet can help sell DTNLV's potential to interested developers and businesses; See LVMD examples here and here.
- Potential to capitalize on Opportunity Zone designations in DTNLV.

DTNLV POTENTIAL PARTNERS

- Various CNLV departments
- RTC
- Local developers and business owners
- Local non-profits

SEE MORE LIKE THIS

- Henderson Water Street District (Henderson, Nevada)
- Reno Riverwalk District (Reno, Nevada)



Rendering of the Las Vegas Medical District.

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THE PICNIC: AUSTIN'S ORIGINAL FOOD TRUCK PARK

Type: Food trucks and mobile retail
Location: Austin, Texas
Contact: https://www.thepicnicaustin.com/

BACKGROUND

Food trucks and mobile food vendors have grown in popularity over the last few decades, generating approximately $600 million in revenue annually across the nation. Mobile food vendors are considered a community economic development tool and several cities have worked to revise codes and permitting requirements in order to bring these businesses into their communities. Regulatory practices focus on the use of food trucks in the public realm (e.g. operating in the public-right-of-way) as well as use on private land (e.g. food truck courts or parks). Several organizations have now published best practice recommendations from cities that have successfully worked to bring these businesses into their communities while accounting for concerns such as food safety, traffic, and neighborhood compatibility. Best practice recommendations can be found in the resource links below.

Austin, Texas, is recognized nationwide for its robust food truck culture. Since 2008, the City of Austin has taken significant steps to encourage the growth of mobile food vendors, streamlining its permitting process. Food truck gatherings in Austin range from informal clusters of local vendors to permanent outdoor food courts and parks. In recent years, food truck parks have gained popularity from local food truck vendors because they provide an opportunity to share resources and attract a more stable following. It also provides landowners with a low-cost development option, turning vacant land into a productive retail site, allowing landowners to collect rent from tenants.

The Picnic, Austin's original food truck park, founded with the concept of supporting local entrepreneurs and businesses, was developed so that local food trucks could thrive. Site amenities encourage patrons to eat and visit with family and friends on-site while also providing Austin's mobile business owners with peace of mind regarding stability and consistency for their businesses. Several other permanent food truck parks have been developed in Austin as well, including the Midway Food Park and 5000 Burnet.

DEFINING CHARACTERISTICS

- 80 paved parking spaces and multiple bike racks.
- Architecturally designed pavilions complete with picnic tables and ceiling fans.
- Air conditioned restrooms.
- Family- and dog-friendly atmosphere.
- BYOB policy.
- The Picnic also hosts community and private events such as block parties, birthday parties, corporate gatherings, etc.
- Staggered leases ensure that patrons always have a variety of dining options.

PROJECT PARTNERS

- Property owners
- Local developers
- City of Austin
- Local food trucks

	Improve safety for all transportation modes
●	Create a safe and attractive environment
●	Improve district identity
●	Support existing businesses and create opportunities
●	Support building rehabilitation and new development
	Coordinate plan implementation

ELEMENTS RELEVANT TO DTNLV

- Provide affordable, low-capital opportunities for entrepreneurs to start their own businesses and create opportunities for existing businesses to expand.
- Ability to serve DTNLV markets and communities who are underserved by traditional restaurants.
- Creates jobs, contributes to the local economy, and contributes sales taxes and permit fees to the city.
- Attract foot traffic to DTNLV's commercial districts, increasing the sales and vibrancy of DTNLV overall.
- Provides "eyes on the street," helping to prevent crime and make the street a safer and more enjoyable place to be.
- Can revitalize underused public and private space.
- Increases interest, activity, and vibrancy of streetscapes.
- Adds to street and pedestrian amenities in DTNLV.

DTNLV POTENTIAL PARTNERS

- Urban Chamber of Commerce
- Latin Chamber of Commerce
- Landowners and developers
- Local food trucks

SEE MORE LIKE THIS

- *Food truck Freedom: How to build better food-truck laws in your city* (2012)
- *Food on wheels: Mobile food vending goes mainstream* (2013)







Top: The Picnic Food Truck Park.
Middle: Covered picnic seating at The Picnic. Photo credit: John Anderson, Austin Chronicle.
Bottom: Midway Food Park neon sign.

DRAFT 11.24.25

HACEMOS LA CIUDAD (WE MAKE THE CITY)

Type: Community engagement using arts strategies
Location: Brownsville, Texas
Lead Entity: Las Imaginistas
Timeline: 1 year
Contact: Christina Patino Houle, Director of Strategy, https://www.lasimaginistas.com/

	Improve safety for all transportation modes
●	**Create a safe and attractive environment**
●	**Improve district identity**
	Support existing businesses and create opportunities
	Support building rehabilitation and new development
	Coordinate plan implementation

BACKGROUND

Brownsville, Texas, is a Mexico-America border town and is one of the poorest cities in the country, with an estimated annual income of $15,030. The city has a rich cultural history of immigrants and more than 90% of households in Brownsville identify as Hispanic or Latino. Current efforts to revitalize Brownsville's downtown have led to a fear of gentrification and displacement as new industries (e.g. SpaceX) make the region their home. These fears have made issues of equity and justice front and center in the planning process. A local, socially-engaged art collective, Las Imaginistas, worked with community residents to ensure they weren't excluded from the planning process, guiding residents through a 12 month process for reimagining how equity and justice could influence the future of their city. The project, Hacemos La Ciudad (We Make the City), incorporated arts strategies into the engagement process to better understand the collective identity of the community and their dreams for the future. Specifically, the art collective focused on community development issues and how the community voice could be better included in revitalization and regional planning processes. The results of this engagement process were published in a Plan de Arte Civica del Pueblo Entero (Civic Art Plan of the People), which is being used by elected officials, local leaders, and Las Imaginistas to influence future planning for Brownsville's downtown.

DEFINING CHARACTERISTICS

- Arts strategies such as movement workshops, performances, art installations, and charrettes were used to understand the collective identity of Brownsville.
- The idea grew out of a community rally to protest the anti-immigrant law SB4 which led Las Imaginistas to imagine how community voices and knowledge could be better incorporated into city planning.
- Project was divided into five phases: (1) Head centered on verbal and cognitive knowledge, (2) Hands focused on spatial knowledge, (3) Body allowed participants to imagine themselves as anthropologists of the future, (4) Voice saw actors collaborate with community leaders to write scripts about how they would solve problems in a more equitable version of their city, and (5) Heart used information gathered from the public during the entire process and created a three-part plan for civic art and equity, and developed a scale model of a more equitable city.
- Events were meant to broaden the type of information that's considered worthy of collecting during community engagement processes.
- Exit interviews revealed participants felt heard, seen, and witnessed.
- Plan was made for three different audiences: Civically engaged residents, thought leaders, and city officials.
- The resulting plan works to remind the city that their primary job is to listen deeply and regularly to the community and ensure planning processes reflect the community's vision for their future.

PROJECT PARTNERS

- University of Texas Rio Grande Valley Center
- City leaders
- Non-profit partners
- Community members

ELEMENTS RELEVANT TO DTNLV

- Arts strategies and non-traditional engagement strategies can break down language barriers and allow Latino communities to imagine, construct, present, and reflect on their ideas for DTNLV.
- Arts strategies can overcome the technical language of planning and humanize the process when there are language and educational barriers within communities.
- Disrupting established hierarchies of power using art strategies in engagement allows communities to build trust and leadership between Hispanic communities and local governments.
- Interactive and participatory engagement can help to identify the community's values so that they can be better reflected in the revitalization process.
- Successful engagement can help DTNLV residents realize that they are experts on their communities, sparking recurring interest and activism in their neighborhoods and communities.

POTENTIAL ENGAGEMENT STRATEGIES

- Engagement should be fun, tactile, and celebratory – these are characteristics that are highly valued within Hispanic and Latino culture.
- Engagement should be quick and efficient so as not to tax resources or abuse resident's time.
- Engagement should meet people where they are physically, socially, and mentally. Work to understand barriers to community participation and design engagement events to break down these barriers.
- Latino perspectives tend to be focused on long-term outcomes for their children and the next generation and are generally more concerned with building community and social cohesion rather than focused on individual gain or development.
- Work to create space and convene in ways that disrupte established hierarchies of power. Facilitate activities in circles (positions participants and facilitators as co-learners), spend a minimal amount of time seated, and use microphones for every speaker, instead of staying within a seat of power.
- Engagement methods can include model building, storytelling, and art making.
- Create events that seek to understand how residents use their neighborhoods

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and civic space. Walking tours led by residents can help planners understand what is working and what is not working for residents.

- Seek to build opportunities for continued engagement and collaboration.

DTNLV POTENTIAL PARTNERS

- Ward 1 Council Office
- CNLV Communications
- Local non-profits
- Community leaders
- Community residents
- Culinary union
- Schools
- Faith-based organization

SEE MORE LIKE THIS

- *Place It! A design and participation based urban planning consultant*
- Lessons Learned from 4-H Latino Outreach Process
- Southern Nevada Strong Community Engagement Toolkit





Top: Brownsville's residents share their vision for the future. Bottom: Residents and artists create a model expressing their desires for the future city. Image sources: Las Imaginistas.

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APPENDIX

A. LITERATURE REVIEW 78

B. EXISTING CONDITIONS 78

C. STAKEHOLDER INTERVIEWS 78

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Year	Previous and ongoing planning	Improve safety for all transportation modes	Create a safe and attractive environment	Improve district identity	Support existing businesses and create opportunities	Support building rehab. and new development
2004	Parks and Recreational Facilities Plan		●			
2005	Visioning 2025 Strategic Plan	●	●	●	●	●
2006	North Fifth Street Transit Supportive Concept Plan	●	●	●		
2009	Downtown Master Plan and Investment Strategy	●	●	●	●	●
2010	Strategic Plan Update 2010-2015-2030	●	●	●	●	●
2011	CNLV Comprehensive Master Plan Update	●	●	●	●	●
2011	Comprehensive Trails and Bikeways Master Plan	●	●			
2014	CNLV Major Downtown Corridor Study	●				
2015	CNLV Complete Streets Corridor Ranking Study	●	●			●
2016	Lake Mead Village West, Ideas to Revitalize Downtown North Las Vegas	●	●	●	●	
2017	CNLV Arts & Culture Strategic Plan 2018-2020		●	●		
2017	RTC Regional Bike and Pedestrian Plan	●	●			
2017	RTC Regional Transportation Plan: Access 2040	●	●		●	
2019	CNLV Citywide Pedestrian and Bike Plan	●	●	●		
2019	Bruce Street Corridor Study	●	●			
2019	Deer Springs Livable Centers Study	●	●			

Fig. A-1

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A | LITERATURE REVIEW

Planning efforts in Downtown North Las Vegas (DTNLV) have long sought to realize the City's vision of a revitalized downtown core. In the years before and after the Southern Nevada Strong (SNS) planning process, planning efforts have focused on identifying the strengths and opportunities within downtown and offered strategies for overcoming some of the persistent challenges in this area.

The *SNS Downtown North Las Vegas Implementation Strategies Report* (2015) used information gathered by previous planning studies, and community and stakeholder input. This review incorporates this previously reviewed literature as well as planning studies and city initiatives that have occurred in the five years since the *SNS Downtown North Las Vegas Implementation Strategies Report* (2015) was adopted. The following pages provide an overview of each plan reviewed and discuss how each plan is relevant for continued planning efforts in DTNLV. Brief observations supporting the progress of each plan are also included.

Additionally, the literature review focuses on identifying how past planning efforts support (or diverge) from the *SNS Downtown North Las Vegas Implementation Strategies Report* (2015). These findings are summarized in Fig. A-1 and highlighted on the following pages as well.

PARKS AND RECREATION FACILITIES PLAN

2004
Plan Extent: Citywide

	Improve safety for all transportation modes
●	**Create a safe and attractive environment**
	Improve district identity
	Support existing businesses and create opportunities
	Support building rehabilitation and new development

VISION

To strive to offer safe and high-quality park, open space and recreational facilities that encourage residents and visitors to live, invest, and play in the community.

Parks in or near Downtown include: Tonopah Park, Hartke Park and pool, Petitti Park, and the Neighborhood Recreation Center. The downtown area has excellent coverage of small-size parks (neighborhood and mini-parks) but lacks access to a mid-sized community park. Survey results showed there is a high community interest in developing a downtown plaza and amphitheater.

GOALS

- Acquire, develop, and renovate a system of parks, recreational facilities, and open spaces that will be available to all segments of the population. These facilities will be safe, functional, fully accessible, and aesthetically pleasing public spaces.
- Provide recreation services that promote health and wellness for all citizens.
- Emphasize water conservation measures to reduce wasteful and unreasonable use of water resources and be more consistent with regional desert climate and setting.
- Develop partnership opportunities for delivery of park and recreational services throughout the city.

CHALLENGES FOR DOWNTOWN

- The city is far below the national standard for providing 7.5 acres of parkland per 1,000 residents.
- Achieving a balance of park and recreational facilities between the older, underserved neighborhoods and the newer, suburban areas of the city.
- Established areas generally lack centrally located or easily accessible community parks.
- The downtown zip code 89030 has the highest concentration of population but had the lowest response from survey respondents.

ELEMENTS RELEVANT TO DOWNTOWN

- Develop a downtown park with plaza and amphitheater space.
- Consider reconfiguring the Cheyenne Sports Complex into a community park.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- The City's new City Hall includes Liberty Park, a DTNLV greenspace and civic plaza.
- Plans to restore the historic Washington School include new civic and park space.

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VISIONING 2025 STRATEGIC PLAN

2005
Plan Extent: Citywide

●	**Improve safety for all transportation modes**
●	**Create a safe and attractive environment**
●	**Improve district identity**
●	**Support existing businesses and create opportunities**
●	**Support building rehabilitation and new development**

MISSION

To create and sustain a culturally rich, active, and diverse "community of choice" for residents, visitors, and businesses of North Las Vegas through quality municipal services, education, housing, recreation, economic vitality, security, public safety, strong community partnerships, and civic pride.

VISION ELEMENTS

Planned quality growth: Create more diversity within the built environment including mixed-use development, entry level housing, and nodal development along major transportation corridors and arterials in the city.

Pivotal centers: Downtown was identified as a pivotal center for new development and redevelopment.

Economic development: Diversify the city's economy, encourage new workforce training opportunities, and support minority-owned and small businesses.

Community service and amenities: Promote and support access to education and libraries, healthcare, and parks and recreation for all residents in North Las Vegas.

Safe and livable community: Increase community participation in community policing efforts and create a community in which all residents are safe.

Community spirit, relationships, and pride: Create a sense of civic pride among residents by increasing meaningful citizen participation in civic processes and expand opportunities for community engagement.

Fiscal policies and management: Adopt a long-term fiscal management plan and accompanying policies that ensures the City will have the capacity and resources for achieving the Vision 2025 plan.

ELEMENTS RELEVANT TO DOWNTOWN

- Develop and adopt a downtown master plan for developing downtown into a pivotal center.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- The *Downtown Master Plan* was adopted by the City of North Las Vegas in 2009.
- Many of the vision elements are reflected in the implementation strategies and in other recently adopted plans that focus on the downtown area.

N. 5TH STREET TRANSIT SUPPORTIVE CONCEPT PLAN

2006
Plan Extent: N. 5th Street corridor; 7-mile corridor between the Bruce Woodbury Beltway and Owens Avenue

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
●	IMPROVE DISTRICT IDENTITY
	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
●	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

To envision a new direction for transportation and land use in North Las Vegas by setting a course to create a compact, pedestrian-friendly, mixed-use arterial corridor.

VISION ELEMENTS

- Streets should be designed to facilitate mixed-use development, providing for multi-modal transit access and connections between existing neighborhoods.
- Create new zoning categories which will allow for future TOD-development along the 5th Street corridor.
- Adopt a core-center-edge philosophy for land use planning to allow for defined neighborhood centers with greater density, mix of uses, and improved transportation access for all users.

ELEMENTS RELEVANT TO DOWNTOWN

- Recommended land use categories include: Urban center, urban neighborhood, suburban center, suburban medium density, and suburban low density.
- Create a master plan for the Gateway Redevelopment District; include a mixed-use, high-capacity transit station at the Lake Mead/N. 5th St. intersection, create infill opportunities for existing neighborhoods, and encourage the redevelopment of existing commercial and office buildings on Lake Mead Blvd. and Las Vegas Blvd.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- Downtown zoning reflects the recommendations with the majority of the corridor zoned as Downtown Core and the surrounding neighborhoods zoned R-2 Medium Density Residential.
- The Lake Mead Village West plan was adopted in 2016 and serves as a vision for the Gateway Redevelopment District.
- Complete Street improvements have been completed on N. 5th Street between Owens and Carey Ave.



Cover of the North Fifth Street Transit Supportive Concept Plan by PB PlaceMaking

DOWNTOWN MASTER PLAN AND INVESTMENT STRATEGY

2009
Plan Extent: Downtown North Las Vegas, bounded by Cheyenne Ave, Owens Ave, Pecos Rd., and I-15

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
●	IMPROVE DISTRICT IDENTITY
●	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
●	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

Downtown is fully redeveloped into a community focal point with amenities and features that promote its unique identity and include aesthetically pleasing plazas, neighborhoods, commercial areas, and municipal facilities.

EXISTING CONDITIONS

Downtown is characterized by a high percentage of vacant land and a mix of commercial and residential uses. A large percentage of land is single-family residential. Commercial streets are not optimal for creating a mixed-use, pedestrian environment. Pedestrians and cyclists cannot access commercial areas using existing neighborhood streets.

Commercial buildings have large setbacks and footprints and a surplus of asphalt. The area is rich with small businesses and a diverse mix of residents. Jerry's Nugget and the Silver Nugget serve as anchors on Las Vegas Blvd.

GOALS

- Brand and market downtown with a unique sense of place and distinct themes.
- Make downtown safe and inviting for all modes of transportation.
- Celebrate the cultural past and present of the area.
- Improve downtown's economic vitality.
- Connect existing and new development.
- Identify an investment strategy.

ELEMENTS RELEVANT TO DOWNTOWN

- Create a corridor plan which identifies Las Vegas Blvd. as a signature, cultural corridor, Lake Mead as an office corridor, and McDaniel St. as a retail pedestrian street.
- Explore options for transforming Judson Ave into an east/west bike and pedestrian connector.
- Bolster neighborhood linkages.
- Rehabilitating existing neighborhoods and create new housing for all income levels.
- Explore development opportunities for catalytic opportunity sites.
- Adjust zoning to allow for high density development.
- Implement specific zoning recommendations identified in the plan.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- Capital improvement plans reflect a prioritization for improving streetscapes in the downtown.
- RDA is actively pursuing land acquisition and new development opportunities.
- New City Hall serves as an anchor in the north for Las Vegas Blvd. and McDaniel St.
- Maya Theaters adds new entertainment options to the area.

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STRATEGIC PLAN UPDATE 2010-2015-2030

2010
Plan Extent: Citywide

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
●	IMPROVE DISTRICT IDENTITY
●	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
●	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

North Las Vegas is a beautiful city where residents live in a safe community and enjoy premier parks, recreation activities, libraries and cultural opportunities. The city is a major business and higher education center in Southern Nevada, and residents and employees are engaged, take pride in the city and it is their preferred place to live.

MISSION

To show a passion for service and create an engaged community by providing municipal services of the highest quality in a financially sound and responsible manner.

CORE VALUES

- Quality service
- Respect
- Integrity
- Teamwork
- Creativity
- Accountability
- Leadership

GOALS

- To be a financially sustainable city government that provides services of the highest quality.
- To foster a growing and diverse local economy.
- To create a safe and beautiful city.
- Upgrade the city's facilities and infrastructure.
- Create a distinctive image and community identity for North Las Vegas.

ELEMENTS RELEVANT TO DOWNTOWN

- Prioritizes the implementation of the *Downtown Master Plan* (2009).
- Create neighborhood stabilization incentives.
- Emphasis on local businesses and the value of shopping local to attracting new restaurants and regional dining options.
- Revise the Municipal Development Code Title 17 to better reflect vision of the community.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- Monument signage at the N. 5th St. entryway welcomes travelers and commuters.
- New City Hall creates an anchor in the north for Las Vegas Blvd. and McDaniel St.
- Planning for new civic and park space near the historic Washington School are underway.

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COMPREHENSIVE MASTER PLAN

2011
Plan Extent: Citywide

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
●	IMPROVE DISTRICT IDENTITY
●	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
●	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

The plan divides the entire city into specific sub-areas. Downtown is identified as a priority activity center. Specific strategies for downtown include identifying and denoting gateways, improving pedestrian connections, implementing the N. 5th St. transit plan, supporting redevelopment, and creating strategic partnerships for bringing additional investment to downtown.

10 GUIDING PRINCIPLES

The plan identifies 10 guiding principles for planning and development activities, all of which have implications for planning and development activities in downtown.

1. Create quality housing and cohesive neighborhood communities.
2. Create thriving, attractive commercial and business centers.
3. Provide an integrated, multi-modal transportation system.
4. Provide a balanced land use mix.
5. Focus on pivotal centers for development.
6. Support a diverse, economic base.
7. Provide community services and amenities, and promote good stewardship of the environment.
8. Create a safe and livable community.
9. Promote community spirit, relationships, and pride.
10. Adopt good fiscal policies and management.

DOWNTOWN ACTION ITEMS

- Revise the municipal code
- Implement the *Downtown Master Plan* (2009)
- Implement the *North 5th Street Transit Supportive Concept Plan* (2006)
- Consider all types of strategies to increase the balance of housing
- Develop a neighborhood planning strategy
- Update the *Parks and Recreation Facilities Plan* (2004)
- Prepare a transportation master plan
- Improve pedestrian connections citywide
- Establish transportation improvement priorities
- Create design standards for new development
- Develop and fund new gateways
- Create an inventory of parcels for infill and adopt aggressive economic incentives to encourage development and redevelopment

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- Zoning recommendations in the *Downtown Master Plan* (2009) have been implemented.
- Complete Street improvements have been completed on N. 5th Street between Owens and Carey Ave and further Complete Street improvements are prioritized downtown.
- RDA is actively pursuing land acquisition and new development opportunities.

COMPREHENSIVE TRAILS AND BIKEWAYS MASTER PLAN

2011
Plan Extent: Citywide

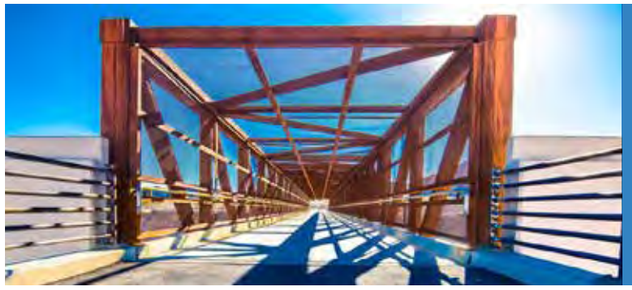
●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
	IMPROVE DISTRICT IDENTITY
	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

To establish a framework for the city where residents and visitors can enjoy recreation and exercise, contributing to a healthy lifestyle, and where commuting by bicycle using an integrated trails/road network becomes a realistic transportation alternative.

GOALS

- Create a continuous network of trails and bikeways throughout the city that provides access for all users to regional attractions, goods and services, and provides connectivity for all communities.
- Promote safety and increased use of a trails and bikeways network.
- Create a trails and bikeways network that emphasizes recreational trail experiences, expands transportation options for all users, and enhances community pride and livability.
- Coordinate the successful implementation of a trails and bikeways network in a manner that is strategic, sensitive to the environment, and sustainable.



A bridge on the Las Vegas Wash Trail.

BENEFITS

- Social benefits: Use of the trails and bikeways network can improve mental outlook and social relationships, and help build ties within communities.
- Transportation benefits: Transportation benefits of walking and bicycling include an increase in overall mobility, an increase in transit alternatives, and a reduction in traffic congestion and air pollution.
- Economic benefits: Trails and bikeways provide a variety of benefits to local economies during both construction and operational phases.

ELEMENTS RELEVANT TO DOWNTOWN

- There is opportunity to enhance connectivity, accessibility, and use of the Las Vegas Wash Regional Trail through the development of on-street bicycle facilities in downtown.
- New development occurring along an identified trail corridor should develop trail access.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- The Southern Nevada Health District has partnered with the City to provide recreational wayfinding in downtown.
- The City adopted the *Citywide Bike and Pedestrian Plan* in 2019.

MAJOR DOWNTOWN CORRIDOR STUDY

2014
Plan Extent: Downtown North Las Vegas; bounded by Carey Ave, Owens St, Pecos Rd, and I-15

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
	IMPROVE DISTRICT IDENTITY
	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

The primary purpose of the *North Las Vegas Major Downtown Corridor Study* (2014) was to identify and prioritize potential pedestrian and bicycle crossings. The report makes the following general recommendations:

PEDESTRIAN FACILITIES

- Construct new sidewalks in priority areas and construct or rehabilitate curbs at key intersections.
- Install tactile pads along curb ramps at key intersections.
- Restripe sidewalks in priority areas.
- Install safety equipment and signage in key locations.

BICYCLE FACILITIES

- Update and install bicycle routes and bike lanes on key bicycle routes in downtown.
- Install signage and wayfinding.
- Incorporate larger outside curb widths near bicycle routes and lanes in priority areas.

TRANSIT FACILITIES

- Install new transit shelters in areas of need.
- Move or relocate shelters so that they are in safer locations and set back 6′ behind the sidewalk.
- Install benches and other shelter amenities for improved comfort.
- Retool transit services on N. 5th Street and Carey Ave.
- Develop a mixed-use station within the Lake Mead Blvd. couplet with a corresponding pedestrian bridge over Lake Mead Blvd.
- Other recommendations related to access management, roadway capacity and public right-of-way occur throughout the plan as well. See tables ES-1 and ES-2 at the end of this section.

ELEMENTS RELEVANT TO DOWNTOWN

- All major streets in downtown have street-specific recommendations for improving pedestrian and bicycle facilities.
- Recommendations in the study include a multi-purpose trail along the Las Vegas Wash Channel from Civic Center Dr. to Lake Mead Blvd.
- Areas that generated the greatest concern for pedestrians include Lake Mead North at Yale St. (within the couplet) and Las Vegas Blvd. at the Silver Nugget Casino.
- Key bicycle routes in downtown include: McDaniel St., Judson Ave., Tonopah Ave., and Bruce St.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- A signalized crossing has been added at Las Vegas Blvd. and Hamilton St, just north of the Silver Nugget Casino at City Hall.
- RTC has upgraded transit shelters around the region where right-of-way has allowed.

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COMPLETE STREETS CORRIDOR RANKING STUDY

2015
Plan Extent: Citywide

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
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The *North Las Vegas Complete Streets Corridor Ranking Study* (2015) identified a set of community needs that could be addressed using Complete Street practices and strategies.

COMMUNITY NEEDS

Connectivity to centers of economic development: Improve access and connect the community to pivotal centers of development and to thriving, attractive business centers.

Health and active transportation: Encourage active and healthy lifestyles, improve access to community services and amenities, and reduce vehicle miles traveled and vehicle trips.

Safety and security: Enhance the safety and security of streets, reduce street fatalities and injuries for all street users and age groups.

Communities of concern: Encourage the mindset that streets need to be designed for everyone – people of all ages and abilities – and for all modes of transportation.



Graphic from the Complete Streets Corridor Ranking Study by Atkins.

ELEMENTS RELEVANT TO DOWNTOWN

- Several blocks in the downtown area are identified as the highest priority for implementing Complete Streets.
- Several downtown corridors have been ranked as having high potential for Complete Streets implementation.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- The City has prioritized downtown corridors for Complete Streets upgrades in their capital improvement plans.
- Las Vegas Blvd. is currently undergoing design and construction for Complete Streets improvements and McDaniel St. is planned for Complete Street upgrades in Phase II of this project
- Implementation of Complete Streets was found not viable for Lake Mead Blvd. and Carey Ave.
- The City of North Las Vegas adopted a Complete Streets policy citywide.

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LAKE MEAD VILLAGE WEST, IDEAS TO REVITALIZE DOWNTOWN NORTH LAS VEGAS

2016
Plan Extent: 160 acres around the intersection of Lake Mead Blvd and North Fifth St, bounded by East Judson Ave, East Tonopah Ave, Las Vegas Blvd, and I-15

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
●	IMPROVE DISTRICT IDENTITY
●	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

To shape downtown into a future-forward transit-oriented village offering meaningful, vibrant, and culturally influenced experiences along with housing, shopping, dining, and entertainment.



Concept diagram from the Lake Mead Village West plan by Bunnyfish Studio.

DEVELOPMENT GOALS

- Create an identity, enhance visibility, and reinforce a sense of community pride.
- Generate new business, job growth, and mobility.
- Increase density and offer new, unique and varied housing opportunities.

CONCEPTUAL PROGRAMMING IDEAS

Phase 1: Create an improved environment for development by gaining confidence through strategic public investment. Begin planning for the "Village Green" concept to take shape.

Phase II: Create a district identity through new monument signage and wayfinding and progress the "Village Green" concept by renovating the historic Washington School at 1901 White Street.

Phase III: Encourage development on RDA owned parcels to spur like-development on adjacent parcels and create new residential opportunities, pedestrian amenities, and connections to surrounding trails.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- Planning is underway for the rehabilitation of the historic Washington School site. The "Village Green" concept is being realized through civic and park space near the historic Washington School.
- The Redevelopment Agency has aquired much land downtown and is actively pursuing new development and investment.

ARTS & CULTURE STRATEGIC PLAN 2018-2020

2017
Plan Extent: Citywide

	Improve safety for all transportation modes
●	Create a safe and attractive environment
●	Improve district identity
	Support existing businesses and create opportunities
	Support building rehabilitation and new development

VISION

To be recognized as a progressive, family-friendly community with an engaging and rich cultural life accessible to all.



Photograph at the El Tiempo Fiesta in Craig Ranch Regional Park by Marcus Villagran.

GOALS

Year 1 Goals:

- Gear up for greatness – Gather resources and develop a brand slogan, "Head north for a change to your community of choice."
- Get into Action quickly - Increase the number of exhibits throughout the downtown, expand the "Beyond the Canvas" campaign, implement arts and culture bus tours around the city, and utilize the parquee digital billboard at Craig Ranch to advertise and promote arts initiatives.

Year 2 Goals:

- Begin new programs – Ideas include Second Saturday festivals and summer camp arts experiences, Craig Ranch concert series, expanding library programs, securing an "Our Town" grant, partnering with Neon Museum to document iconic signage, and create a signature art festival.
- Establish an arts administration/festival manager with the Parks and Recreation department.

ELEMENTS RELEVANT TO DOWNTOWN

- Downtown vision includes opportunities for arts partnerships around creating a distinct identity and brand, way finding, and improving streetscapes with public art.
- Use arts and programming to reinforce downtown as the cultural center of the city.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- City Hall is home to the Stone Soup Gallery.
- Silver Nugget is using their back lot space for events such as festivals and other cultural events.

RTC REGIONAL BIKE AND PEDESTRIAN PLAN

2017
Plan Extent: Region-wide

●	Improve safety for all transportation modes
●	Create a safe and attractive environment
	Improve district identity
	Support existing businesses and create opportunities
	Support building rehabilitation and new development

VISION

The *Regional Bicycle and Pedestrian Plan* (2017) envisions "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."

GOALS

Comfort & Safety: Develop comprehensive facilities throughout Southern Nevada to make bicycling and walking safe, comfortable and convenient for all ages and abilities.

Access: Improve bicycling and walking access to community destinations across Southern Nevada including connections to transit.

Education & Encouragement: Encourage broader participation, appreciation, and awareness of walking and bicycling through programs targeted at all ages and abilities.

Equity & Health: Recognize the transportation system's impact on air quality and community health while providing ladders of opportunity for underserved neighborhoods.

ELEMENTS RELEVANT TO DOWNTOWN

- Using demographic factors, the analysis identified neighborhoods whose transportation needs are underserved by the existing system, identifying downtown as an area with low equity.
- Crash-density analysis, performed as part of the study, identified DTNLV as having higher incidences of pedestrian and bicycle crashes when compared to other areas of the Valley. Though this may be a logical result of a higher rate of pedestrians and cyclists generally, it may be something that can be improved.
- Priority stakeholder recommendations include the installation of bicycle lanes.
- North Las Vegas is poised to see the greatest increase in overall bicycling and walking facility mileage (302%) compared to its existing network.
- Enhanced bicycle facilities are proposed throughout downtown. Proposed facilities include shared use paths for Lake Mead Blvd., enhanced facilities on Las Vegas Blvd., and the replacement of on-street parking with on-street bicycle lanes on Carey Ave.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- The City adopted a Complete Streets policy which includes prioritization for enhanced bicycle and pedestrian facilities.
- The City has prioritized downtown corridors for Complete Streets upgrades in their Capital Improvement Plans.
- Las Vegas Blvd. is currently undergoing design for Complete Streets improvements, and McDaniel St. will get Complete Street upgrades in Phase II of this project.

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REGIONAL TRANSPORTATION PLAN: ACCESS 2040

2017
Plan Extent: Region-wide

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
	IMPROVE DISTRICT IDENTITY
●	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

The transportation system of Southern Nevada will enhance and balance our defining regional characteristics in the following areas: Strong and vibrant economy, diverse and welcoming quality of life, and valuable natural and infrastructure resources.

Vision survey results show that Southern Nevadans want a transportation system that allows them to safely and efficiently access the places they need or want to go while also providing choices for how they travel.

GOALS

Strengthen Regional Economic Competitiveness: Strategically develop the transportation system to provide equitable and efficient access to jobs and enhance the region's attractiveness for business and enterprise.

Maintain and Enhance Quality of Life for Southern Nevadans: Use improvements and enhancements to the transportation system to ensure that Southern Nevadans can live safely and equitably with access to services and goods they need or want.

Ensure Sustainable Use of Infrastructure and Resources: Maintain high quality of existing infrastructure and protect future opportunities by sustainably managing resources and environmental quality.

ACCESS 2040 STRATEGIES

Primary Strategies:

- Improve safety (for all users)
- Manage congestion
- Enhance multimodal connectivity
- Maintain current infrastructure

Secondary Strategies:

- Improve access to essential services
- Provide an accountable and transparent planning process
- Enhance freight movement
- Improve public health related to transportation
- Conserve and protect natural resources
- Use innovative planning to address emerging technologies & trends

ELEMENTS RELEVANT TO DOWNTOWN

- Access2040 identifies Downtown North Las Vegas as a primary regional access zone with critical transportation activity occurring between the region's core and the northeast area of the valley (North Las Vegas).

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- The *Citywide Bike and Pedestrian Plan* (2019) seeks to increase access to downtown for all transportation modes.

CITYWIDE PEDESTRIAN AND BIKE PLAN

2019
Plan Extent: Citywide

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
●	IMPROVE DISTRICT IDENTITY
	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

The North Las Vegas *Citywide Pedestrian and Bicycle Plan* (2019) aspires to encourage and accommodate people who need or want to get around on foot, wheelchair, bike, or other means that fall under the umbrella of active transportation.

GOALS

Transportation Choice: Develop a connected, convenient active transportation network and first-last mile connections to improve access to more transportation choices.

Comfort & Safety: Develop and maintain transportation facilities and roadways that are safe, appealing, and comfortable, and reduce crashes involving pedestrians and cyclists.

Equity & Health: Prioritize access and accessibility for traditionally underserved communities, people with disabilities, and ensure that children can safely walk or bike to school. Improve air quality and environmental benefits through active transit options.

Programs: Encourage active transportation and promote empathy for vulnerable users.

POLICY RECOMMENDATIONS

- Enhance standards for street and pedestrian connectivity.
- Create a unified wayfinding and branding system for navigating active transportation infrastructure.
- Enhance the Complete Streets standards and incorporate them into a Streets and Highways Master Plan update.
- Establish priority pedestrian zones that have heightened standards for pedestrian comfort.

ELEMENTS RELEVANT TO DOWNTOWN

- Downtown and the Lake Mead couplet are identified as high priority areas.
- Lake Mead Blvd. was identified as a "crash hot spot" and as a high priority gap connection.
- Downtown was noted for its lack of connectivity and several recommendations were made to improve street crossings.
- Downtown is identified as a "low equity" area and investment in bicycle and pedestrian facilities is encouraged.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- The City has prioritized downtown corridors for Complete Streets upgrades in their capital improvement plans.
- *Bruce St. Corridor Study* (2020) planning is complete.
- The Southern Nevada Health District has partnered with the city to provide recreational wayfinding in downtown.

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BRUCE STREET CORRIDOR STUDY

2020
Plan Extent: Bruce St. corridor; Bruce St. between Charleston Ave. and N. Las Vegas Blvd.

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
	IMPROVE DISTRICT IDENTITY
	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

VISION

To envision Bruce Street as a multi-modal link between Downtown North Las Vegas and Downtown Las Vegas. The purpose of the study is to provide an analysis of the feasibility of implementing multi-modal infrastructure throughout the Bruce Street Corridor.

The study identifies gaps in the existing pedestrian, bicycle, and green infrastructure and makes recommendations for short- and long-term improvements for enhancing the safety, accessibility, and usability of the corridor.

FINDINGS

- The Regional Bicycle Network Gap Analysis identified Bruce Street from Maryland Parkway to Lake Mead Blvd as a high priority recommendation for on-street bicycle facilities.
- Currently, there are no sidewalks north of Lake Mead Blvd. on Bruce Street.
- Key locations along the corridor within the downtown footprint include: St. Christopher School, Squires Elementary School, J.D. Smith Middle School, City of North Las Vegas Neighborhood Recreation Center, and North Vista Hospital.

RECOMMENDATIONS

- Spot improvements include: sidewalk infill, enhanced transit stops, school zone flasher upgrades, enhanced pedestrian facilities, enhanced user signage, and restriping the corridor.
- Short-term improvements along the length of the corridor include: buffered bike lanes, medians for access management, lane reductions, and other traffic calming measures
- Long-term improvements along the length of the corridor require that the existing curb line be moved to allow for landscaping and green improvements on each side of the corridor.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- Implementation of the Bruce St. recommendations will create connections to the proposed shared use path on Lake Mead Blvd. and the proposed enhanced bike facilities on Las Vegas Blvd.
- Enhancing the Bruce St. corridor will improve the connection between DTNLV and Downtown Las Vegas, increasing regional connections and establishing DTNLV as a regional destination.
- Downtown corridors have been prioritized in the City's capital improvement plans for Complete Streets implementation.

DEER SPRINGS LIVABLE CENTERS STUDY

2020
Plan Extent: Deer Springs District; Bruce Woodbury Beltway, Centennial Pkwy., Walnut Rd., and N. Commerce St.

●	IMPROVE SAFETY FOR ALL TRANSPORTATION MODES
●	CREATE A SAFE AND ATTRACTIVE ENVIRONMENT
	IMPROVE DISTRICT IDENTITY
	SUPPORT EXISTING BUSINESSES AND CREATE OPPORTUNITIES
	SUPPORT BUILDING REHABILITATION AND NEW DEVELOPMENT

The Deer Springs District is outside of the DTNLV boundary and is a separate planning effort to advance the City of North Las Vegas' vision for creating a transit, pedestrian, and bicycle friendly, economically successful, and socially vibrant community. However, the plan offers new insights and strategies that may be applicable to the planning efforts in downtown and thus was reviewed as well.

VISION

To foster multi-modal access and connectivity, a mix of uses, a diversity of housing options, and a sense of place within the Deer Springs District.

GOALS

Create value for the city through coordinated public investments, attracting private investment.



Vision rendering of a new linear park in the Deer Springs District by Asakura Robinson.

Build resilience to economic and environmental challenges.

Make Connections to streets, trails, sidewalks, and transit.

Prioritize Health by building upon the unique assets of the VA Hospital and the North Las Vegas Job Creation Zone to utilize health as a key driver of economic development and livability for the community.

Develop with Distinction The Deer Springs District will be a unique, distinct destination.

ELEMENTS RELEVANT TO DOWNTOWN

- The Deer Springs District is located at the north end of the proposed N. Fifth Street transit corridor, connecting the district to the downtown Lake Mead couplet.

RELEVANT DOWNTOWN ACCOMPLISHMENTS

- Downtown corridors have been prioritized in the City's capital improvement plans for Complete Streets implementation, including N. 5th Street and future high-capacity transit.

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Table ES-1: Summary of Recommended Near-Term Transportation Improvements

Description of Improvements	Recommended Actions and Locations
Pedestrian Facilities	• Construct new sidewalks at Lake Mead Boulevard North/Yale Street (southeast and northwest corners), Lake Mead Boulevard South/Yale Street (northwest side of corridor), Lake Mead Boulevard South/White Street (southeast side of corridor), and Lake Mead Boulevard/Las Vegas Boulevard (northwest corner fronting 7-Eleven)
	• Install tactile pads along curb ramps at the following signalized intersections: Lake Mead Boulevard/Bruce Street (all 4 corners), Lake Mead Boulevard/McDaniel Street (all 4 corners), Lake Mead Boulevard/Civic Center Drive (northwest, northeast, southeast corners), Lake Mead Boulevard/Belmont Street (all 4 corners), Las Vegas Boulevard/Owens Avenue (southwest and southeast corners), Civic Center Drive/Constitution Way (all 4 corners), Main Street/Owens Avenue (all 4 corners), Civic Center Drive/Owens Avenue (all 4 corners)
	• Install tactile pads along curb ramps at the following unsignalized intersections: Lake Mead Boulevard North/Yale Street (all 4 corners), Lake Mead Boulevard South/Yale Street (northwest and northeast corners), Lake Mead Boulevard/White Street (southwest and southeast corners), Lake Mead Boulevard/McCarran Street (all 4 corners), Lake Mead Boulevard/Palmer Street (southwest and southeast corners)
	• Construct or rehabilitate curb ramps at the following intersections: Lake Mead Boulevard North/Yale Street (southeast and southwest corners), Lake Mead Boulevard/Crawford Street (northeast and northwest corners), Las Vegas Boulevard/Owens Avenue (southeast and southwest corners), Civic Center Drive/Owens Avenue (all 4 corners), Civic Center Drive/Constitution Way (southwest corner)
	• Restripe the following crosswalks: Las Vegas Boulevard/Lake Mead Boulevard, Las Vegas Boulevard/Civic Center Drive, Las Vegas Boulevard/Tonopah Avenue, Lake Mead Boulevard/McDaniel Street, Lake Mead Boulevard/Civic Center Drive, Lake Mead Boulevard/ Bassler Street (Danish Offset location), Lake Mead Boulevard/Belmont Street, Las Vegas Boulevard/Owens Avenue, Las Vegas Boulevard/Silver Nugget Casino, Las Vegas Boulevard/Hamilton Street-City Hall, Civic Center Drive/Owens Avenue, Civic Center Drive/Constitution Way
	• Install RRFB at Las Vegas Boulevard/Silver Nugget Casino
	• Install HAWK System at Lake Mead Boulevard/McCarran Street and Lake Mead Boulevard/Palmer Street
	• Install pedestrian prohibition and corresponding signage at Lake Mead Boulevard North/Yale Street
	• Encourage Washington Continuation Junior High School and St. Christopher Catholic School to join the Safe Routes to School program
Bicycle Facilities	• Install proposed bicycle routes on Carey Avenue (I-15 to Pecos Road); Pecos Road (Owens Avenue to Carey Avenue); Tonopah Avenue (Las Vegas Boulevard to Pecos Road); Hunkins Drive (Bruce Street to McDaniel Street); Donna Street (Carey Avenue to Lola Avenue); Judson Avenue (Yale Street to Donna Street); and Main Street (Owens Avenue to Las Vegas Boulevard)
	• Install proposed bicycle lanes on Bruce Street (Owens Avenue to Las Vegas Boulevard); Belmont Street (James Street/Owens Avenue to Belmont Street/Carey Avenue); and Owens Avenue (I-15 to Pecos Road)
	• Designate and install bicycle routes on McDaniel Street (Owens Avenue to Civic Center Drive); Stocker Street (Owens Avenue to Tonopah Avenue); and Tonopah Avenue (Stocker Street to North Las Vegas Roundabout)
	• Remove proposed bicycle route designation on Las Vegas Boulevard (North Las Vegas Roundabout to Carey Avenue); designate and install bicycle lanes on Las Vegas Boulevard (Owens Avenue to Bruce Street); and designate and incorporate shared transit/bicycle lanes on Las Vegas Boulevard (Bruce Street to Carey Avenue)
	• Remove proposed bicycle route designation on Civic Center Drive (Owens Avenue to Carey Avenue); designate and install bicycle lanes on Civic Center Drive (Owens Avenue to Lake Mead Boulevard) with 14' outside curb lane width; and designate and incorporate shared curbside shoulder/bicycle lane on Civic Center Drive (Lake Mead Boulevard to Carey Avenue)
	• Remove proposed bicycle route designation on Main Street (Owens Avenue to North Las Vegas Roundabout); designate and install bicycle lanes on Main Street (Owens Avenue to North Las Vegas Roundabout)
	• Designate and incorporate shared transit/bicycle lanes on North 5th Street (Las Vegas Roundabout to Carey Avenue)
	• Designate and incorporate bicycle route on Judson Avenue (Donna Street to Pecos Road); includes acquiring right-of-way through "triangle" and installing a 10' bicycle/pedestrian path (Donna Street to Constitution Way); placing a bicycle/pedestrian bridge over the Las Vegas Wash; connecting to the Las Vegas Wash Trail; extending route through North 5th Street (within original proposed Judson Avenue Route from Yale Street to Donna Street); and removing the gate located at Judson Avenue/Constitution Way
	• Sign all bicycle lanes and bicycle routes
Transit Facilities	• Install transit shelters on Route 110 at Civic Center Drive/Carey Avenue Southbound, Civic Center Drive/Lake Mead Boulevard Southbound (has one shelter, needs double shelter); on Route 210 at Lake Mead Boulevard/Civic Center Drive Westbound (might need relocation before placement), Lake Mead Boulevard at Las Vegas Boulevard (needs double shelter); on Route 111 at Pecos Road/Lake Mead Boulevard Southbound
	• Move transit shelters 6' behind sidewalk on Route 210 at Civic Center Drive/Lake Mead Boulevard Northbound, Civic Center Drive/Constitution Way Northbound; on Route 111 at Pecos Road/Carey Avenue Southbound; on Route 210 at Lake Mead Boulevard/North Vista Hospital Eastbound, Lake Mead Boulevard/McDaniel Street Eastbound, Lake Mead Boulevard/Bruce Street Westbound, Lake Mead Boulevard/North Vista Hospital Westbound, Lake Mead Boulevard/McDaniel Street Westbound, Lake Mead Boulevard/Palmer Street Westbound; and on Route 214 at Carey Avenue/Donna Street Eastbound, Carey Avenue/Bruce Street Eastbound
	• Relocate transit stops placed within sidewalk and against walls on Route 111 at Pecos Road/Perliter Avenue Southbound; on Route 209 at Owens Avenue/Patricia Street Westbound, Owens Avenue/McDaniel Street Westbound; and on Route 210 at Lake Mead Boulevard/Belmont Street Eastbound, Lake Mead Boulevard/Palmer Street Eastbound
	• Install benches at shelters on Route 209 at Owens Avenue/Civic Center Drive Westbound, Owens Avenue/Las Vegas Boulevard Westbound, and Owens Avenue/Davis Place Westbound
	• Begin transit service along North 5th Street (once North 5th Street bridge is completed)
	• Reestablish transit service for Route 214 along Carey Avenue from Las Vegas Boulevard to Pecos Road
Access Management	• Construct raised channelized median islands on Lake Mead Boulevard (Civic Center Drive to Pecos Road) and Las Vegas Boulevard (Tonopah Avenue to Bruce Street)
	• Consolidate median access points at locations less than 660' apart (including along the recently constructed Civic Center Drive from Owens Avenue to Lake Mead Boulevard)
	• Consolidate driveways less than 200' apart and intersections less than 660' apart on major corridors, where applicable
Roadway Capacity	• Lake Mead Boulevard/Civic Center Drive: convert northbound left-turn bay to dual left-turn bay and extend to 400', convert southbound left-turn bay to dual left-turn bay and extend to 300'
	• Lake Mead Boulevard/Las Vegas Boulevard: extend southbound right-turn bay to 305'
	• Lake Mead Boulevard/Belmont Street: extend eastbound left-turn bay to 150'
	• Las Vegas Boulevard/Carey Avenue: extend westbound left-turn bay to 150'
Public Right-of-Way	• Dedicate public right-of-way on Lake Mead Boulevard (northwest corner of Lake Mead Boulevard/Pecos Road intersection) and on North 5th Street (Tonopah Avenue to Lake Mead Boulevard South - western side of North 5th Street; Lake Mead Boulevard North to Carey Avenue (most of the section has not been dedicated))

Recommendations found in the Major Downtown Corridor Study. Recommendations focus on access management, roadway capacity, and public right-of-way issues.

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Table ES-2: Summary of Recommended Long-Term Transportation Improvements

Description of Improvements	Recommended Actions and Locations
Bicycle Facilities	• Incorporate 14' outside curb lane width on Las Vegas Boulevard (Owens Avenue to Bruce Street) next to bicycle lane
Transit Facilities	• Develop mixed use station within Lake Mead Boulevard couplet with corresponding pedestrian bridge over Lake Mead Boulevard (project is put on hold for the foreseeable future)
Roadway Capacity	• Lake Mead Boulevard/Civic Center Drive: extend westbound dual left-turn bay to 300'
	• Lake Mead Boulevard/Las Vegas Boulevard: extend southbound right-turn bay to 400' (use right-turn pocket as transit turnout), extend eastbound dual left-turn bay to 350'
	• Civic Center Drive/Carey Avenue: extend northbound dual left-turn bay to 180'
	• Las Vegas Boulevard/Carey Avenue: extend eastbound left-turn bay to 300', extend northbound left-turn bay to 250'
	• Las Vegas Boulevard/Civic Center Drive: convert southeastbound left-turn bay to 120' dual left-turn bay
	• Las Vegas Boulevard/Owens Avenue: convert northbound left-turn bay to 250' dual left-turn bay, extend southbound left-turn bay to 150'

Recommendations found in the Major Downtown Corridor Study. Recommendations focus on access management, roadway capacity, and public right-of-way issues.

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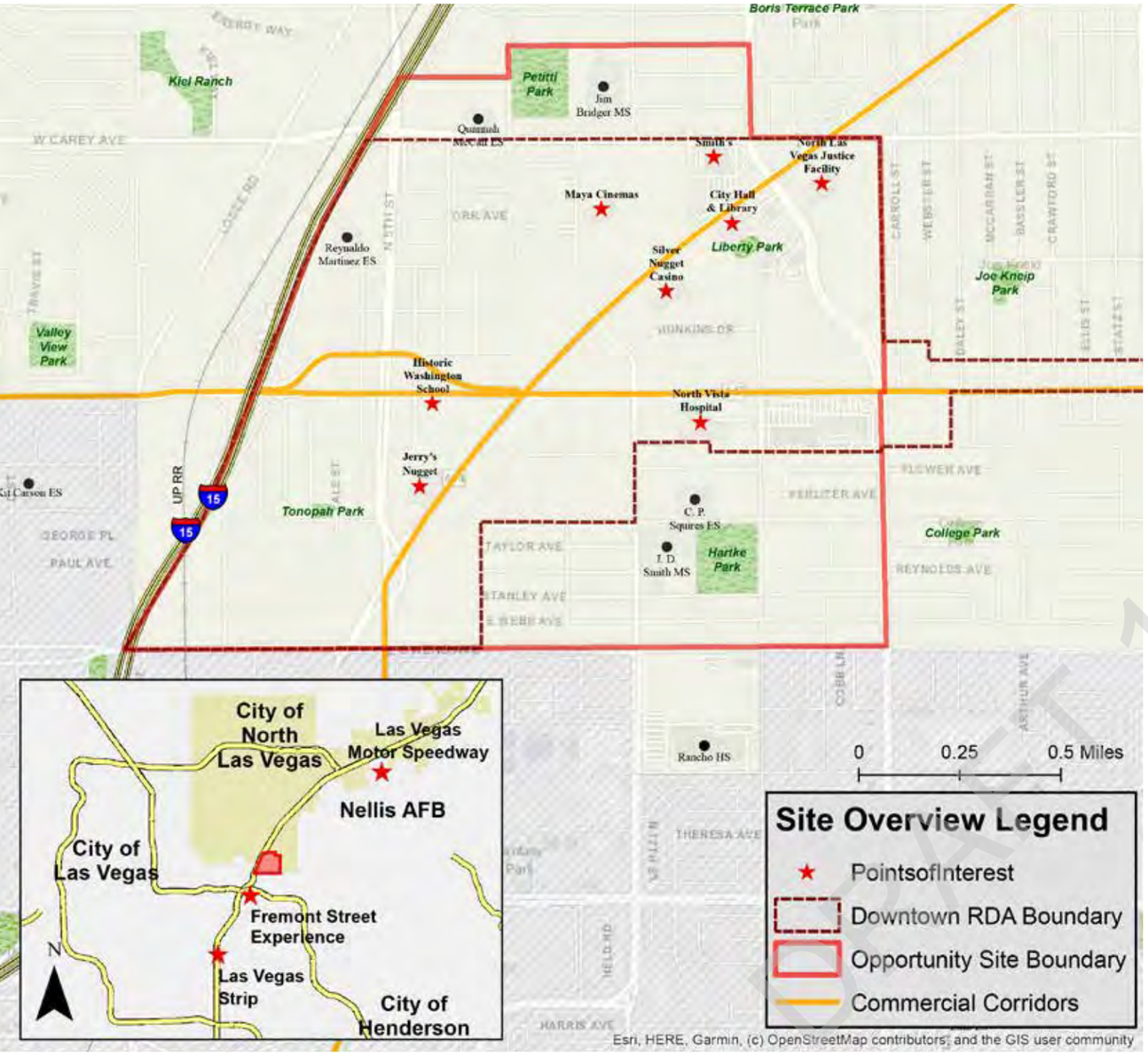
B

EXISTING CONDITIONS

The *SNS Downtown North Las Vegas Implementation Strategies Report* (2015) provides a high level overview of the existing conditions within downtown. During this effort, this information was gathered from past planning and market studies that were conducted as part of the Southern Nevada Strong planning process. These studies are provided in the Appendices section of the *SNS Downtown North Las Vegas Implementation Strategies Report* (2015) and include an *Opportunities and Barriers Report,* a *Business Outreach Memo*, and a summary of the community outreach conducted during the planning process.

Many of the existing conditions that were found then are still true today. This section provides a fresh look at these conditions and provides some additional information for future planning efforts in Downtown North Las Vegas.

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Map B-1

OPPORTUNITY SITE OVERVIEW

Located at the southern edge of North Las Vegas, Downtown North Las Vegas (DTNLV) borders the northern edge of the City of Las Vegas and sits just east of Interstate Highway I-15, a major north-south transportation corridor for Southern Nevada. Downtown is just two miles north of the Fremont Street Experience and four miles north of the Las Vegas Strip, and is also located just south of the Las Vegas Motor Speedway. All of these are major tourist destinations in the region. This unique position in the northern section of the valley creates an opportunity for DTNLV to become a thriving urban center, attracting residents and visitors alike.

The *Downtown Master Plan* (2009) identifies DTNLV's boundaries as Cheyenne Ave. and Owens Ave. to the north and south, and Pecos Rd. and I-15 to the east and west. The downtown core sits within this area and is the focus of this study. Bounded by Carey Ave. to the north, Owens Ave. to the south, Civic Center Dr. to the east, and I-15 to the west, the analysis looks at both the downtown core as well as its edges. These boundaries have been modified slightly from the previous *SNS Downtown North Las Vegas Implementation Strategies Report* (2015) in order to better align with previous and current planning efforts and investment strategies for the area.

The downtown core is primarily characterized by two commercial corridors. The primary commercial corridors run along Las Vegas Blvd. and Lake Mead Blvd., and include major destinations such as Jerry's Nugget, the Silver Nugget Casino, and the North Vista Hospital. Also, within the downtown core is the city's civic center, which includes the North Las Vegas City Hall and Justice Facility. Small-businesses, many of which are Hispanic-owned, are located throughout the commercial corridors as well. These businesses cater to various groups with mixed incomes and backgrounds.

A significant portion of the downtown core is located within the city's redevelopment area (RDA). Primarily focused on the blocks surrounding Las Vegas Blvd., Lake Mead Blvd., and N. 5th St., the RDA works to focus investment in these key areas, building a foundation for future investment and development in downtown. Recent efforts have seen the opening of Maya Cinemas, an amenity that was much desired by the local community.

Existing development downtown is characterized by superblock development, which is typical of mid-late 20th century development and planning. New development has followed these trends as well, with buildings set back from the right-of-way and large surface parking lots sited adjacent to the roadways.

The commercial corridors are surrounded by older, single-family residential neighborhoods and the I-15 provides a hard edge at downtown's western boundary. Entryways and transitions between the commercial corridors and the neighborhoods are not well defined and downtown as a destination is not clearly identified. The city gateway at the convergence of Las Vegas Blvd. and N. 5th St. provides visitors with some clarity regarding their location in the region, but there is little else to place oneself in the downtown core.

The surrounding neighborhoods primarily consist of older housing stock, with the majority of properties built between the 1930s and the 1950s. By simple observation, it's difficult to identify whether or not the housing stock would qualify for historic district designation, but some standalone examples of early residential housing styles certainly exist. The neighborhoods are primarily single-story, cottage and ranch style homes, but newer infill has allowed for some two-story single family and multi-family development as well.

Residents of downtown are served by several schools including C.P. Squires Elementary School, Reynolds Martinez Elementary School, McCall Elementary School, St. Christopher's

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Example of historic housing in DTNLV. House is located on Bartlett Ave.

Catholic School, J.D. Smith Middle School, and Jim Bridger Middle School. Rancho High School sits just outside of downtown's boundaries on the south.

Downtown also has excellent coverage of small-sized parks but lacks access to a mid-sized community park. Furthermore, poor access and connections throughout downtown make it difficult for residents to access their existing parks. Liberty Park at City Hall provides for additional park space in downtown, an amenity that was identified as an area of need by residents, but it is currently an underused asset as most City programming occurs at the regional Craig Ranch Park. Planning for new civic and park space near the historic Washington School is currently underway as well, which will provide more open space downtown at the southeast corner of Lake Mead Blvd. and Glider St.

Overall, downtown is well positioned for new investment and development. The area has several amenities and a solid foundation for becoming a thriving urban hub for entertainment and culture in North Las Vegas. The biggest challenges are to improve connections for easier access and travel within the area as well as ensuring new development occurs in ways that will enhance walkability in DTNLV.

COMMUNITY PROFILE

Since downtown was adopted as an opportunity site in 2015, demographic indicators within the community have not substantially changed. Figure B-1 provides a brief update on the demographics of downtown. Some items of note include:

- Downtown continues to see a decline in population growth, despite growth within the city and the region
- The majority of residents in downtown are Hispanic/Latino and speak Spanish as their primary language. A common challenge for governments and organizations working to message their efforts in downtown is overcoming this language barrier.
- A significant portion of housing downtown is renter-occupied and there is a high residential vacancy rate.
- A lack of income is still a concern for the area. Median and mean incomes are significantly below the city and regional averages.
- Very few of the residents downtown have higher than a high school education.
- The majority of residents are employed in the hospitality sector (arts, entertainment, and food service), retail, and construction. These industries are highly susceptible to economic downturns, leading to periods of cutbacks and potential job loss.

	Clark County	North Las Vegas	Downtown NLV
Total population	2,141,574	236,986	6,724
Population change since 2010	9.75%	9.23%	-18.08%
Median age	37.1	32.6	29.75
Race/Ethnicity (select)			
Asian	9.60%	6.20%	0.04%
Black or African American	11.50%	20.80%	13.94%
White	60.70%	54.30%	58.57%
Hispanic/Latino	30.92%	41.06%	76.12%
Spanish speakers (5 years and older)	23.51%	33.51%	72.17%
Total households	767,954	72,532	2,199
Average household size	2.79	3.27	3.06
Median household income	$56,802	$57,723	$26,794
Mean household income	$76,812	$69,949	$39,339
Owner-occupied housing units	53.13%	57.01%	28.97%
Renter-occupied housing units	46.87%	42.99%	71.03%
Vacancy rate	13.57%	8.82%	19.01%
Median home value	$238,300	$208,100	$125,877
Median rent	$1,088	$1,168	$759
Civilian employed population (16 years+)	1,003,320	104,611	2,704
Bachelors degree or higher (25 years+)	23.86%	16.85%	2.40%
Households earning $75k or more	36.80%	36.20%	12.78%
Employment by Industry (select)			
Construction	6.49%	8.61%	12.91%
Retail trade	11.83%	11.79%	11.43%
Edu., health care, and social assistance	15.16%	15.93%	9.54%
Arts, entertainment, food services	28.12%	25.56%	32.58%
Professional services	11.49%	9.98%	12.46%

Fig. B-1. Source: US Census Bureau, American Community Survey, 5-year estimates (2014-2018)

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Map B-2



Photo of transit shelter on Las Vegas Blvd.



Photo of North Fifth Street improvements.

TRANSPORTATION INFRASTRUCTURE

Downtown North Las Vegas is located just east of Interstate Highway I-15, a location which provides for good regional access throughout Southern Nevada and beyond. As such, DTNLV is easily accessed and traversed by vehicle, but circulation within the area is challenging.

Public transportation downtown is provided by the Regional Transportation Commission's (RTC's) bus service, which includes five routes that connect riders to other parts of the region.

North-south access in downtown is provided by either the 113 or 110. The 113 provides service on Las Vegas Blvd. between the Downtown Las Vegas Bonneville Transit Center and Nellis Air Force Base, while the 110 provides service between the St. Rose Hospital in Henderson and the College of Southern Nevada's northern campus.

East-west access is provided by the 214, 210, or 209. The 214 follows Carey Ave at the north end of downtown a short distance across the I-15 between Las Vegas Blvd. and Commerce St. The 210 runs the entire length of Lake Mead Blvd., providing service between the Sunrise Mountain area and Summerlin Medical Center, and 209 provides service along Owens Ave. at DTNLV's southern edge.

Very few streets in downtown have dedicated bicycle facilities. Las Vegas Blvd. features a shared access bus/bike only lane along both sides of the street. Bruce St., Owens Ave., and Tonopah Ave also have segments with bike lanes.

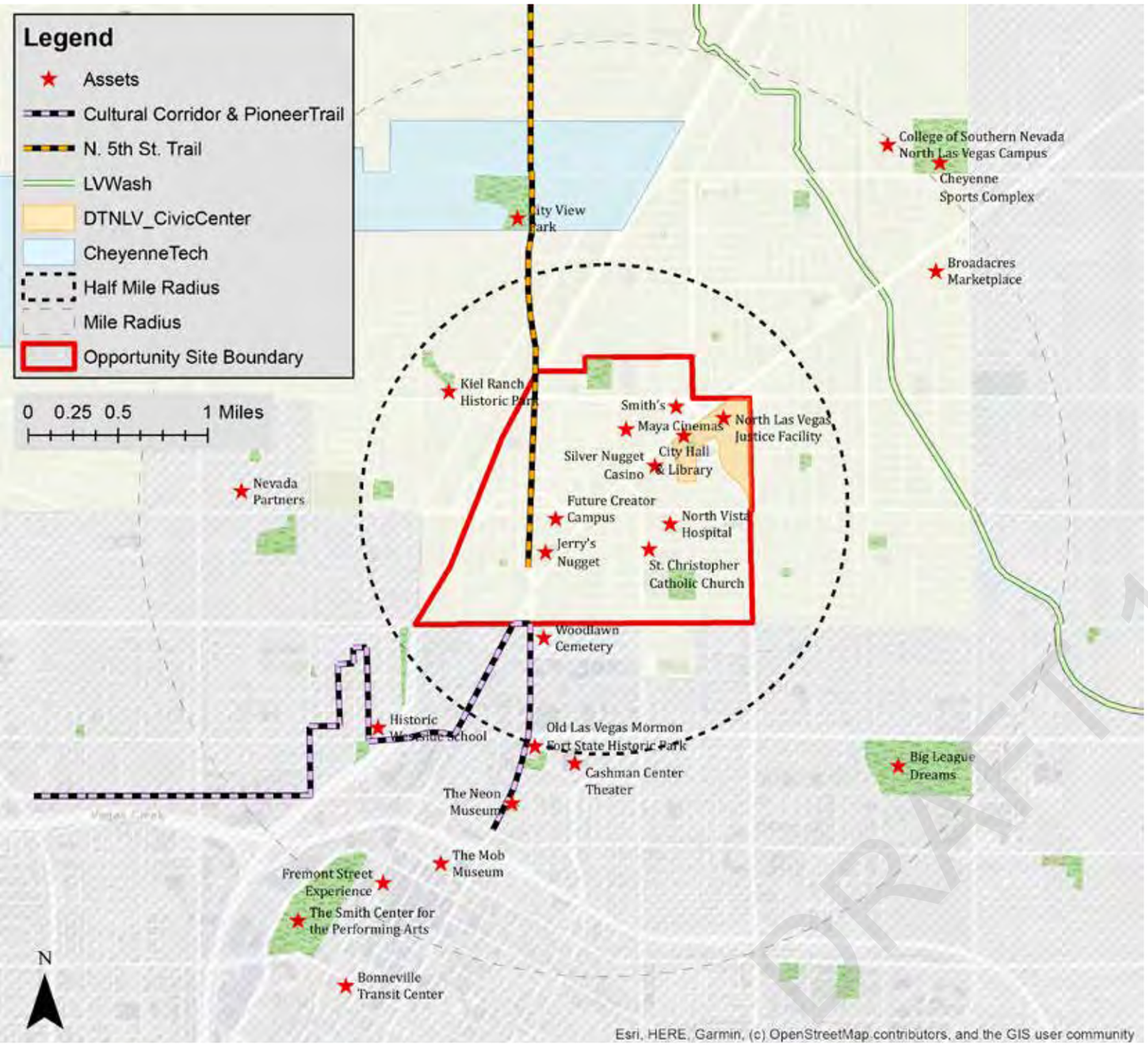
Pedestrian infrastructure in DTNLV is robust but may be improved. While the roadway network is almost entirely coupled by sidewalks, long block widths and few dedicated pedestrian crossings make foot travel inconvenient in the downtown area. Many curb cuts and driveways also impede pedestrian and cyclist travel in DTNLV.

Additionally, much of the activity downtown is disconnected from one another. Downtown streetscapes are characterized by long, inactive stretches of road which are adjacent to vacant lots and unused surface parking. The lack of ground level activity makes short distances within downtown feel much longer than they are, hindering pedestrian activity in the area.

There is also a lack of connectivity within and around downtown. This is especially true east of Las Vegas Blvd. In this area, neighborhood streets lack multiple connection points to the commercial corridors, making travel distances long and burdensome for pedestrians and cyclists.

Improving transportation infrastructure and choice in downtown has been a planning priority over the last decade. Complete Streets projects have been funded in downtown throughout recent capital improvement plans, but improvements have been difficult to implement. In the next few years, Complete Streets projects are planned for Las Vegas Blvd., Civic Center Dr., McDaniel St., and Hunkins Dr.

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Map B-3

REGIONAL AND LOCAL ASSETS

Downtown is the historic heart of the City of North Las Vegas and is home to unique historic resources, vintage establishments, and eclectic retail and commercial options. Las Vegas Blvd. is anchored on either end by Jerry's Nugget and the Silver Nugget Casino. Many of the businesses downtown, including Jerry's Nugget, still boast neon signage from their opening in the 1950s and 60s, which has become a tourist attraction born out of the popularity of the Neon Museum. Additionally, the historic Washington School remains intact at the corner of Lake Mead Blvd. and White St., which the City plans to renovate for new use in the near future.

The German American Social Club provides for a one-of-a-kind cultural amenity and hosts community events such as Octoberfest throughout the year. Maya Cinemas offers more family-friendly entertainment and the Hispanic businesses provide for a distinct cultural identity downtown. New development in the Civic Center Shopping Plaza has added new retail options to the area as well.

The surrounding neighborhoods provide for naturally occurring affordable housing options, although the market can make the longevity of this unpredictable. However, their unique historic character opens the door for many improvement opportunities.

Downtown also hosts the city's civic center, anchored by the new North Las Vegas City Hall and Justice Facility. The former City Hall provides for unique redevelopment opportunities as the 1960s civic building is a strong example of modern design and civic pride.

Along Lake Mead Blvd. is an emerging medical corridor, anchored by the North Vista Hospital. With the purchase of the old police station, North Vista has a shown a commitment to remain and invest in the area, creating some certainty for the future. This can help spur more medically-related investment in the area.

Many other cultural assets sit just outside downtown's boundaries. Kiel Ranch, one of the oldest properties in the region, is located just west of the I-15 on Carey Blvd. The site was recently renovated as a historic park and visitors can explore the late 19th century adobe structure and natural landscapes.

Also within a half-mile is access to the Pioneer Trail and the Cultural Corridor. Both are located just south of downtown in the City of Las Vegas and provide routes for visiting regionally significant sites such as the Old Las Vegas Mormon Fort and Woodlawn Cemetery.

Located within just a mile or so of the center of downtown are many other regionally significant sites and destinations. The Neon Museum and Mob Museum boast thousands of visitors every year while Fremont Street, the Grant Sawyer State Offices, and the College of Southern Nevada's northern campus are significant employment and activity centers in the region. The Cheyenne Technology Corridor, which is an economic development priority area for the City, is located just outside of downtown to the northwest.

North of downtown on Las Vegas Blvd. is Broadacres Marketplace, a community gathering destination that offers vendor-style shopping and dining as well as family entertainment. Broadacres is a beloved destination among the Hispanic community and offers opportunities for engagement and outreach with residents of downtown and beyond.

Access to the region's largest urban trail, the Las Vegas Wash Trail, is also located within a mile of downtown to the northeast. Several access points along the area's major arterials provide residents and visitors with access to the lower wash trail. The trail provides for a variety of recreational uses including walking, biking, picnicking, and scenic enjoyment.

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LAND USE

The land use master plan identifies the entirety of downtown as the Downtown Business District. Intent is for downtown to serve as a high-quality, defining center of the city with a strong sense of place and a mix of uses. The west half of the plan is a future Transit Influence Area with the future N. 5th Transit Route running along N. 5th St. The route will connect downtown to the Cheyenne Technology Corridor, a mixed-use employment area, and the future Deer Springs Livable Community.

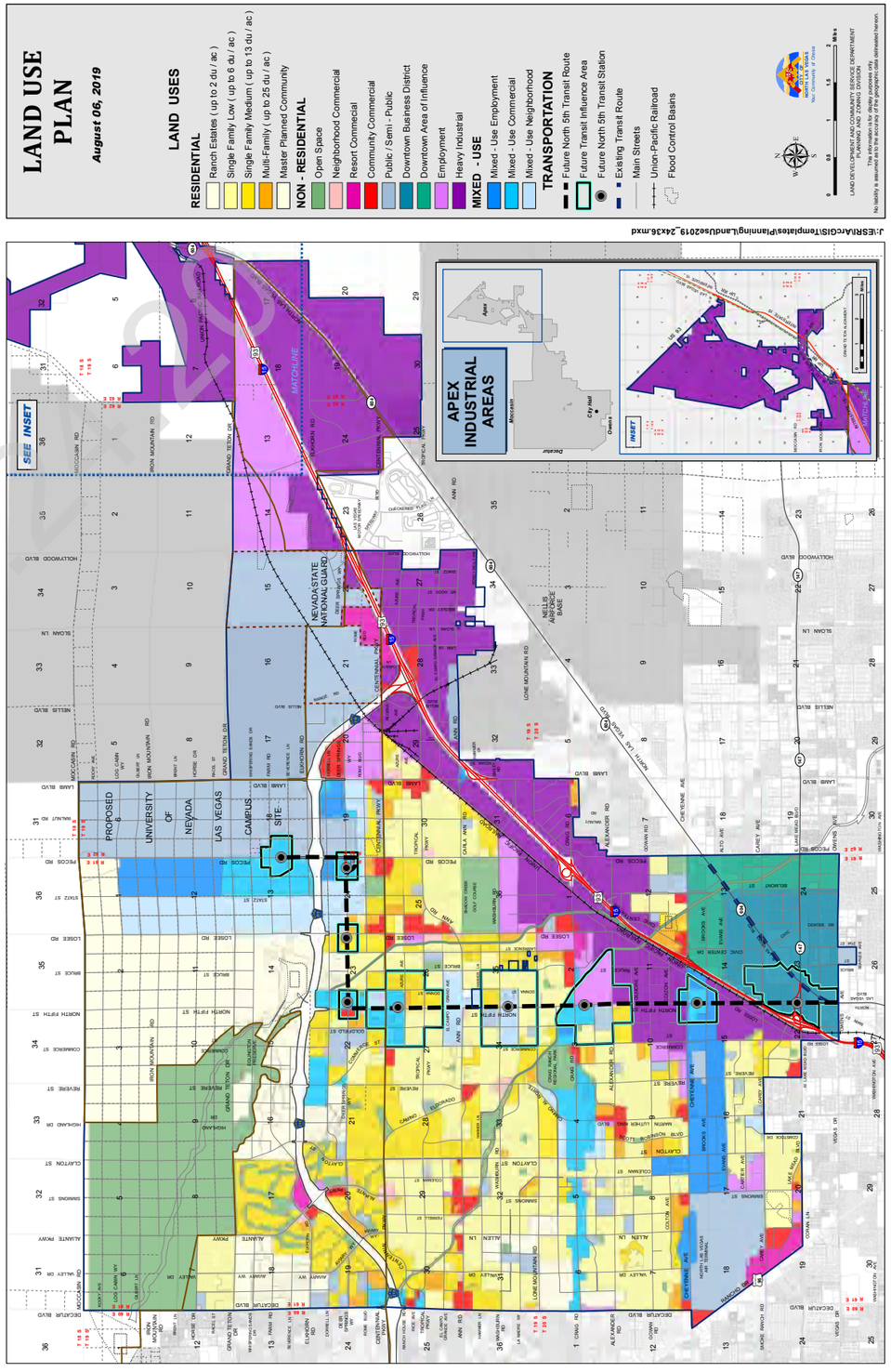
The City of North Las Vegas has six zoning categories including residential, downtown redevelopment area sub districts, commercial, industrial, mixed-use centers, and other. Most of DTNLV is zoned under the downtown redevelopment area sub districts. The purpose of the Redevelopment Area District is to further the goals of the North Las Vegas Downtown Master Plan and Investment Strategy. These goals include making downtown a local and regional destination with a unique identity, addressing traffic and safety concerns for all users within downtown, retaining and supporting existing residents and businesses, and coordinating new development to provide for cohesive design and connections to local and regional amenities.

The majority of downtown is classified as Downtown Core, which promotes pedestrian-friendly, high-intensity development to support a mixture of commercial, office, entertainment, public, and residential uses.

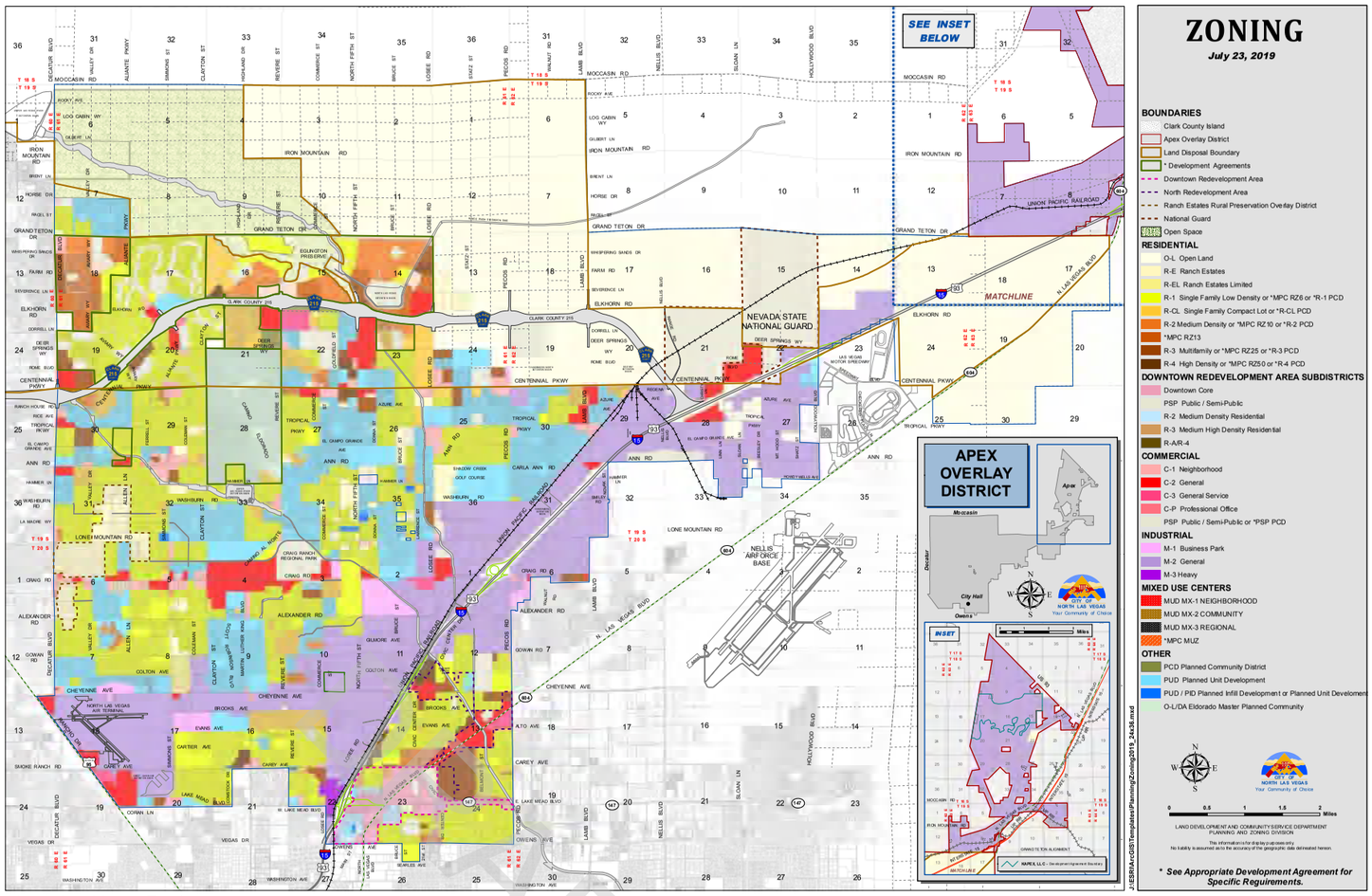
Other zoning classifications in the downtown redevelopment area sub districts are Medium Density and Medium-High Density Residential. These provide for increased density through multi-family development in order to support the mix of uses within the downtown core.

Traditional zoning that provide for a separation of uses surround the downtown core which include residential and commercial uses. These classifications include: R-1/Single Family Low Density, R-2/Single-Family Medium Density, R-3/Multi-Family Residential District, R-4/High Density Residential, M1/Business Park Industrial, and M2/General Industrial. The majority of the surrounding residential is R-1, low-density single-family residential, with some areas providing for increasingly higher densities and multi-family development. The industrial areas are limited to the southwest portion of downtown and allow for uses within the following categories: animal care, eating and drinking establishments, indoor recreation and entertainment, retail sales and service, and vehicle sales and service.

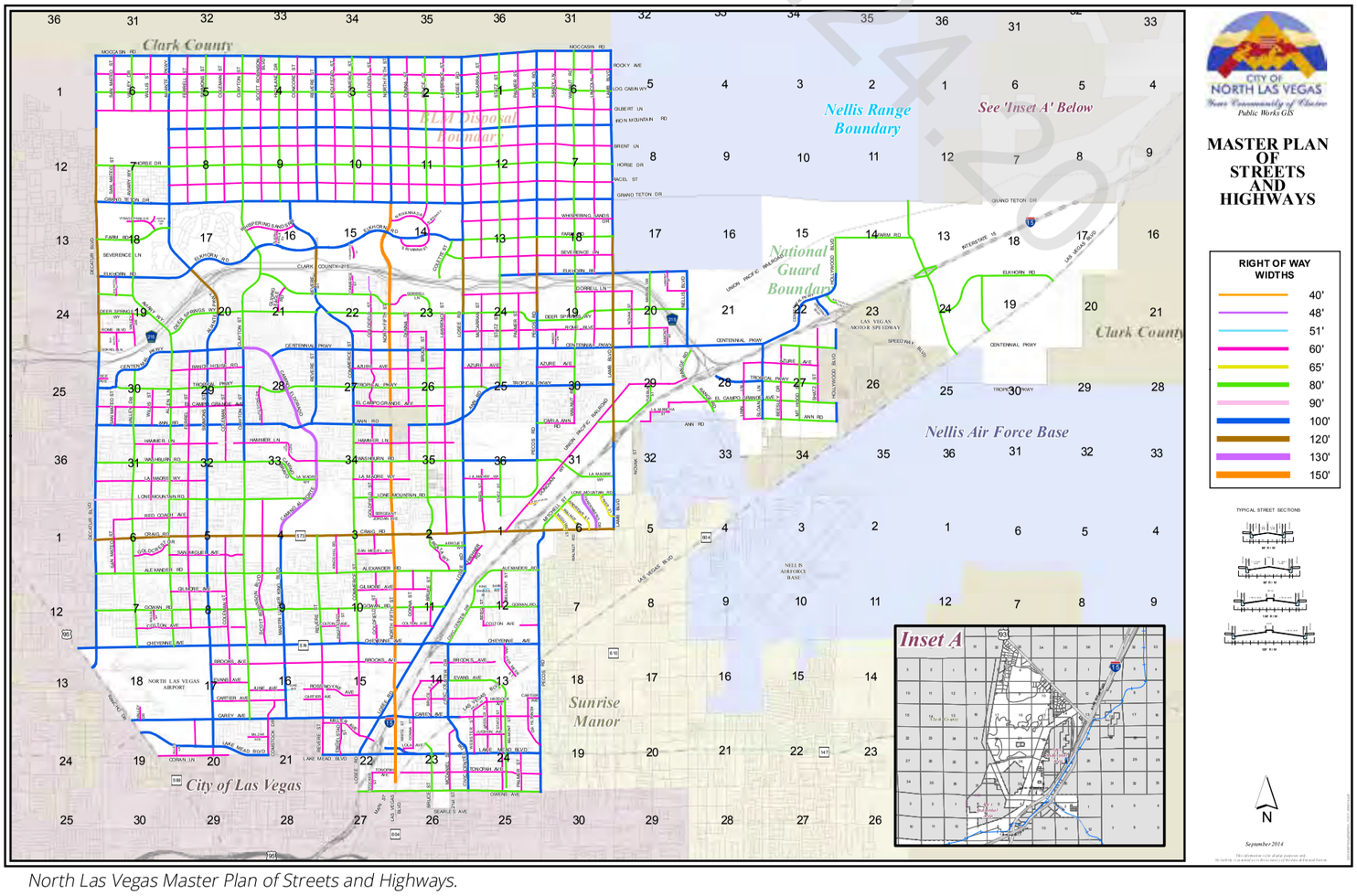
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North Las Vegas Land Use Master Plan.



North Las Vegas Zoning map.



North Las Vegas Master Plan of Streets and Highways.

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STAKEHOLDER INTERVIEWS

In conducting this research, the RTC regional planning team conversed with several stakeholders to learn more about the work of partner agencies in DTNLV. The team's findings from these conversations have been incorporated into the 5-yr Progress Report and were used to inform the progress and recommendations section of the report. Below is a list of stakeholders that were interviewed as part of this work.

Interviewed stakeholders include:

- Ellen Marciel, RTC, Manager of Transit Amenities
- Scott Edelblute, RTC, Transit Amenities Supervisor
- Bobbi Ann Howell, NV Humanities, Program Wrangler
- Patricia Herzog, NV Main Street, Director
- Rick Damian, City of North Las Vegas, Housing and Neighborhood Services Manager
- Tom Brady, City of North Las Vegas, Director of Utilities
- Mike Hudgeons, City of North Las Vegas, City Traffic Engineer
- Ken Evans, Urban Chamber of Commerce, President

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600 S. Grand Central Pkwy., Ste 350
Phone: 702.676.1500
E-mail: SouthernNevadaStrong@rtcsnv.com
Web : sns.rtcsnv.com

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SNS Opportunity Sites: Downtown North Las Vegas

SOUTHERNNEVADASTRONG
OUR VALLEY. OUR VISION. OUR FUTURE.

DTNLV Opportunity Site 5-year Progress Report

Research & data gathering

- Lit review
- Existing conditions analysis
- City staff & stakeholder discussions

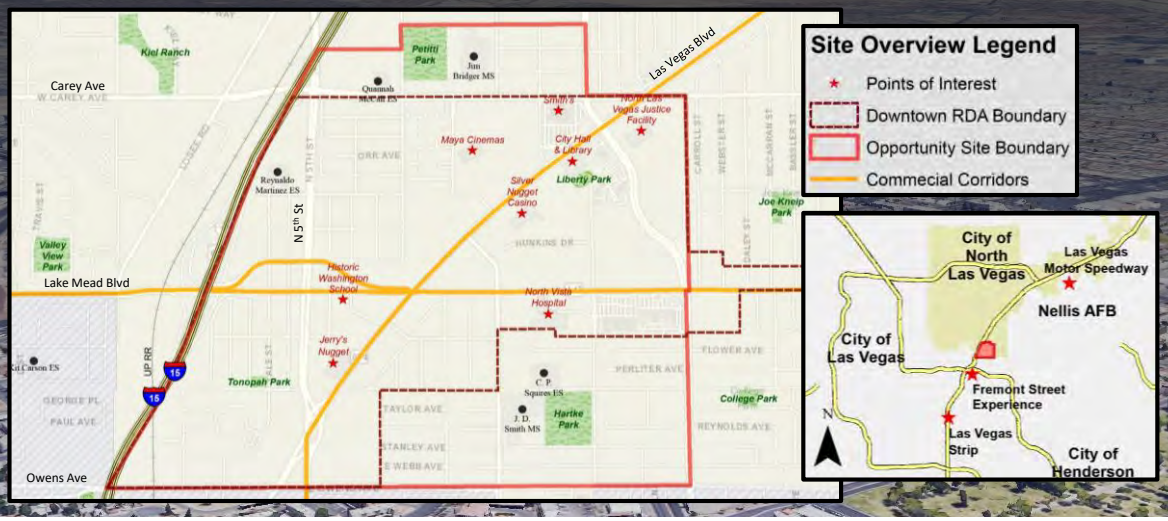
Evaluate & update

- Review major accomplishments & barriers
- Evaluate & update implementation strategies

Deliverables

- 5-year Progress Report
- Site specific deliverables

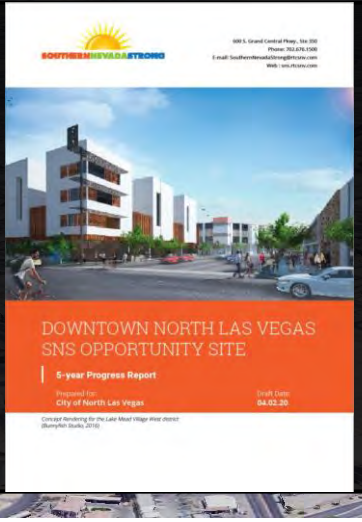
DTNLV Opportunity Site
5-year Progress Report



DTNLV Opportunity Site
5-year Progress Report

Vision

Progress



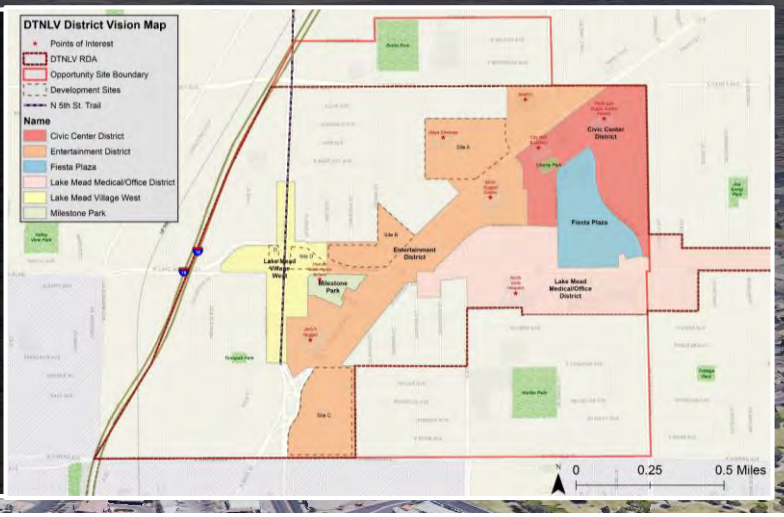
Recommendations

Case Studies

DTNLV Opportunity Site 5-year Progress Report

Vision

- District placemaking
- Downtown streetscapes
- Catalytic development opportunities



DTNLV Opportunity Site 5-year Progress Report

Progress

- Summary of accomplishments and challenges
- Evaluation matrix for all 60% of implementation strategies are complete or on track

PROGRESS

CREATE A SAFE AND ATTRACTIVE ENVIRONMENT SUB-ACTIONS	COMPLETE	ON TRACK	NOT STARTED	NO LONGER RELEVANT
Increase code enforcement. Identify and secure funding for more frequent inspections and assessments.		●		
Graffiti abatement program. Consider increasing fee on water utilities to help to fund the program; could also be funded by businesses.	●			
Establish "clean and safe" program. In conjunction with an Improvement District (see below) or as a stand-alone effort, establish enhanced maintenance and patrol for downtown area.			●	
Enhance home improvement assistance program. Identify funding mechanisms and design program to support homeowner investments in existing housing stock. Existing programs include the Single Family Owner Occupied Rehabilitation Program and the Blight Removal Program.			●	
Restructure and market façade improvement program. Identify demonstration program, identify demonstration projects, marketing materials and design assistance support; Target Lake Mead Blvd as a starting place.		●		
Foster civic organizations to promote civic pride and encourage volunteerism in downtown and neighborhood beautification. Promote landlord incentives and recognition.		●		

Fig. 3.2

Implementation Strategy Actions

1. Improve safety for all transportation modes
2. Create a safe and attractive environment
3. Improve district identity
4. Support existing businesses and create opportunities
5. Support building rehabilitation and new development

DTNLV Opportunity Site
5-year Progress Report

Recommendations

- 5 previous implementation strategies remain the same
- NEW strategy added!
  - Action 6: Coordinate plan implementation





RECOMMENDATIONS

ACTION 3: IMPROVE DISTRICT IDENTITY

Establish an identified brand for downtown and implement a placemaking program that creates downtown as a unique, livable destination

2015 IMPLEMENTATION STRATEGIES	2020 UPDATED STRATEGIES (CHANGES TO EXISTING STRATEGIES)	RECOMMENDATIONS (ACTIONABLE STEPS FOR PROGRESSING THE 2020 UPDATED STRATEGIES)
Develop identity branding campaign	Develop a unique brand and identity for DTNLV and identify downtown districts	Update the Downtown Master Plan (2009) and establish a district plan based on the vision for DTNLV. Each district may have its own brand. Develop a historic context for the City of North Las Vegas and use the city's history to inform brand/identity for downtown. Conduct a historic resource survey and identify areas/districts for preservation or commemoration. • Use to inform public art installations • Use to inform cultural heritage programs such as walking and food tours.
Increase events and programming in DTNLV	Seek partnerships for increasing events and programming in DTNLV	Develop new programming like food truck events, group bike rides, etc.
Work with arts committee to establish a mural program	Work with the Arts Committee and other cultural arts partners to implement the Arts & Culture Strategic Plan (2017) and bring public art to DTNLV	Identify grant opportunities for installing downtown gateway monuments, art installations, and other placemaking projects downtown (see potential arts funding sources). Establish arts grants to support public art and local artists for murals
Improve open space amenities	Continue to increase open space and seek ways to activate under-utilized public space downtown	See recommendations above.

DTNLV Opportunity Site
5-year Progress Report

Recommendations

- National and regional partners
  - Technical assistance
  - Funding
  - Programs and services
  - Implementation



RECOMMENDATIONS

TECHNICAL ASSISTANCE AND FUNDING RESOURCES BY TOPIC AREA

SOURCE	PURPOSE/DETAILS	WEBSITE
ARTS/CULTURE/HISTORY/PLACEMAKING		
Kresge Foundation	Placemaking and arts funding for nonprofit organizations	https://kresge.org/
National Endowment of the Arts	Funding for art programs and public art installations	https://www.arts.gov/
ArtPlace America	Connects local artists to arts funding and supports state arts agencies	https://www.artplaceamerica.org/
kaBoom	Placemaking and arts funding for building kid friendly spaces in the public realm	https://kaboom.org/about
Better Block	Placemaking resources for building safer, more inclusive streetscapes and public spaces	https://www.betterblock.org/
Nevada State Historic Preservation Office	Technical Assistance and grant funding for historic preservation and cultural programming	https://shpo.nv.gov/
Transportation for America	Provides resources for creative placemaking	http://creativeplacemaking.transamerica.org/
SMALL BUSINESS TECHNOLOGY/INNOVATION/COMMUNITY DEVELOPMENT		
Urban Chamber	Resources for small businesses, including education (i.e. coaching) and assistance in procuring capital. Can support new and growing businesses through incubator program	https://www.urbanchamber.org/
Latin Chamber of Commerce	Facilitates business and educational relationships. Can support growing businesses	https://vlcc.starchapter.com/index.php
Dream Spring	CDFI that invests in small businesses and entrepreneurs by increasing access to credit, loans, and community support. Can support new and growing businesses	https://www.dreamspring.org/

DTNLV Opportunity Site 5-year Progress Report

Case Studies

- Case studies address challenges related to:
  - Complete Streets and placemaking
  - Community engagement
  - Neighborhood revitalization
  - Economic development

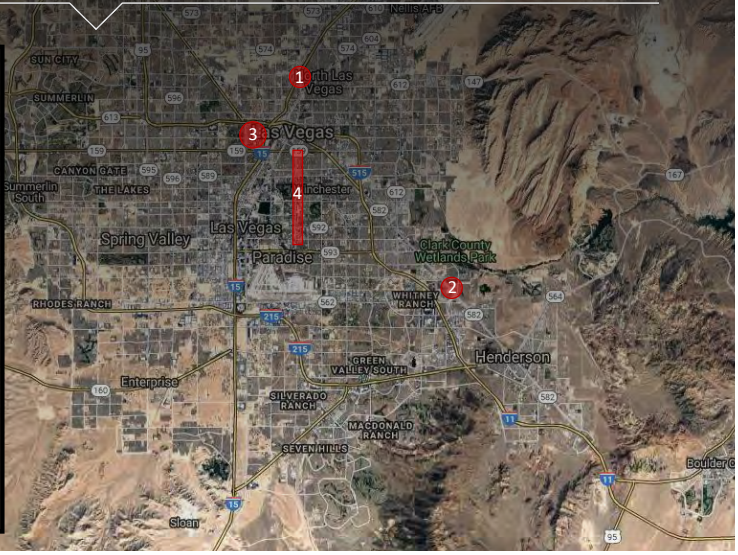






SNS Opportunity Sites 5-year Progress Reports

1. Downtown North Las Vegas
2. Boulder Highway at Gibson/Broadbent
3. Las Vegas Medical District
4. Maryland Parkway corridor




Opportunity Sites Plan Review
Downtown North Las Vegas
Questions?
SOUTHERNNEVADASTRONG
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REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

Metropolitan Planning Organization [ ]	Transit [ ]	Administration and Finance [X]

SUBJECT: CITIZENS PARTICIPATION

PETITIONER: M.J. MAYNARD, CHIEF EXECUTIVE OFFICER
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

RECOMMENDATION BY PETITIONER:
THAT THE EXECUTIVE ADVISORY COMMITTEE CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM

FISCAL IMPACT:
None

BACKGROUND:
In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada Executive Advisory Committee (Committee) shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the Committee's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the Committee can direct that it be placed on a future agenda.

Respectfully submitted,

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JOHN R. PEÑUELAS, JR., P.E.
Senior Director of Engineering

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EAC Item #28
December 17, 2020
Non-Consent