

OS



**NOTICE AND AGENDA OF
PUBLIC MEETING**

**TRANSPORTATION RESOURCE
ADVISORY COMMITTEE AND
COMMUNITY COLLABORATION**

3:00 P.M. MARCH 3, 2016

**Southern Nevada Water Authority
100 N. City Parkway, Suite 700
Las Vegas, NV 89106
(702) 676-1500**



This agenda with full backup is available at the Regional Transportation Commission Administration Building, 600 S. Grand Central Pkwy, Las Vegas, Nevada; the Regional Transportation Commission's website, <http://www.rtcnv.com>; or by contacting Marin DuBois at (702) 676-1836.

THIS MEETING HAS BEEN PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS:

Clark County Government Center
500 S. Grand Central Pkwy.
Las Vegas, NV 89155

City of Henderson
Office of the City Clerk
240 Water Street
Henderson, NV 89015

CC Regional Justice Center
200 Lewis Ave.
Las Vegas, NV 89155

RTC
600 S. Grand Central Pkwy.
Las Vegas, NV 89106

RTC website
www.rtcnv.com

BY: _____

DocuSigned by:
Marin DuBois
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OS

Item 2 is for possible action. Items 1 and 3 through 10 are discussion items and no action can be taken. Please be advised that the Transportation Resource Advisory Committee and Community Collaboration 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. APPROVAL OF MINUTES: Meeting of February 4, 2016 (FOR POSSIBLE ACTION)
3. RECEIVE AN OVERVIEW OF THE TRAC AGENDA
4. RECEIVE AN UPDATE ON PROJECT NEON
5. DISCUSS REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA FUNDING PROJECTIONS AND DISCUSS REGIONAL COMPARISONS
6. RECEIVE A PRESENTATION ON THE PROCESS OF SELECTING REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA PROJECTS
7. RECEIVE A PRESENTATION ON UNFUNDED PROJECTS INCLUDING PROJECT COMPONENTS AND GOALS
8. DISCUSS THE CRITERIA FOR THE TRANSPORTATION WORKSHOP
9. CONDUCT AN OPEN DISCUSSION OF REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA FUTURE ROADWAY PROJECTS AND UNFUNDED PROJECTS
10. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

During the initial Citizens Participation, any citizen in the audience may address the 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.

Each citizen must be recognized by the Chair. The citizen is then asked to approach the microphone at the podium, to state his or her name, and to spell the last name for the record. The Chair may limit remarks to three minutes' duration, if such remarks are disruptive to the meeting or not within the Committee's jurisdiction.

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

**The Regional Transportation Commission Meeting Room and Conference Room are 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 a forty-eight hour advance request to the Regional Transportation Commission offices.
Phone: (702) 676-1500 TDD (702) 676-1834**

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

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

| | | |
|---|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: CITIZENS PARTICIPATION | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION 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 Transportation Resource Advisory Committee and Community Collaboration (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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TINA QUIGLEY
General Manager

***TRAC Item #1
March 3, 2016
Non-Consent***

MINUTES
TRANSPORTATION RESOURCE ADVISORY COMMITTEE
AND COMMUNITY COLLABORATION
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
FEBRUARY 4, 2016

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.

THIS MEETING WAS PROPERLY NOTICED AND POSTED
IN THE FOLLOWING LOCATIONS ON JANUARY 28, 2015

Clark County Government Center
500 S. Grand Central Pkwy.
Las Vegas, NV 89155

City of Henderson
Office of the City Clerk
240 Water Street
Henderson, NV 89015

CC Regional Justice Center
200 Lewis Ave.
Las Vegas, NV 89155

RTC
600 S. Grand Central Pkwy.
Las Vegas, NV 89106

RTC website
www.rtcnv.com

CALL TO ORDER

Chair Don Snyder called the meeting to order at 3:03 p.m. in the Colorado River Room of the Southern Nevada Water Authority offices located in the Molasky Corporate Center, 100 N. City Parkway, Suite 700.

MEMBERS PRESENT:

Don Snyder, Chair, Community Advocate
Fran Almaraz, Nevada Alliance of Retired Americans
Mauricia Baca, Outside Las Vegas Foundation
James Duddleston, GCW
Paul Enos, Nevada Trucking Association
Ken Evans, Urban Chamber of Commerce
Mike Feldman, Team Las Vegas Cyclery
Peter Guzman, Latin Chamber of Commerce
Warren Hardy, Associated Builders and Contractors
Lynn Hunsinger, Nevadans for the Common Good
Alan Jeskey, AJB General Contractor
Windom Kimsey, Henderson Development Association
Robert List, Kolesar and Latham
Jim Long, Sun City Anthem Resident
Leonard Marshall, Las Vegas Metropolitan Police Department
Tommy Morley, Laborers Local 872
Jonas Peterson, Las Vegas Global Economic Alliance
Marc Rubinstein, Affinity Gaming
Alan Schlottmann, University of Nevada, Las Vegas
Shawna Simmons, Transit Rider
Todd Sklamberg, Sunrise Hospital
Judy Stokey, NV Energy
Danny Thompson, Nevada State AFL-CIO
Carole Vilardo, Nevada Taxpayers Association
Matt Walker, Southern Nevada Homebuilders Association
Tom Warden, The Howard Hughes Corporation

MEMBERS ABSENT:

Yvanna Cancela, Culinary Union 226
MaryKaye Cashman, Cashman Equipment
Len Jessup, University of Nevada, Las Vegas
Keith Lynam, Greater Las Vegas Board of Realtors
Paul Moradkhan, Metro Chamber of Commerce
Jean Peyton, Blindconnect

TRAC Item #2
March 3, 2016
Non-Consent

MEMBERS ABSENT CONTINUED:

Mike Shoehet, NAIOP
Mike Saltman, Vista Group
Sean Stewart, Nevada Contractors Association
Cathy Tull, Las Vegas Convention and Visitors Authority

TECHNICAL ADVISORY COMMITTEE MEMBERS PRESENT:

David Bowers, City of Las Vegas
Erin Breen, University of Nevada, Las Vegas
Jorge Cervantes, City of Las Vegas
Jennifer Doody, City of North Las Vegas
Scott Hansen, City of Boulder City
Robert Herr, City of Henderson
Tracy Larkin-Thomason, Nevada Department of Transportation

MEETING FACILITATOR:

Thom Reilly, The Reilly Group

RTC STAFF:

Debra March, City of Henderson City Council and Vice-Chair of the RTC Board of Commissioners
Tina Quigley, General Manager
Ed Garcia, Legal Counsel
M.J. Maynard, Deputy General Manager
Fred Ohene, Deputy General Manager
David Swallow, Senior Director of Engineering and Technology
Angela Castro, Senior Director of Government Affairs and Media Relations
Raymond Hess, Director of Planning Services
Mike Hand, Director of Engineering Services
Marc Traasdahl, Director of Finance
Brian Hoeft, Director of Freeway and Arterials System of Transportation (FAST)
Craig Raborn, Manager of Transportation Planning
David Clyde, Government Affairs and Legal Supervisor
Marin DuBois, Management Analyst

CONSULTANT TEAM:

Guy Hobbs, Hobbs Ong & Associates
John Restrepo, RGC Economics LLC

INTERESTED PARTIES:

Travis Anderson, City of Mesquite
Sue Baker, Clark County
Susan Berkley, Atkins Global
Debi Bohnet, CH2M
Cindy Creighton, Nevada Taxpayers Association
Cleveland Dudley, Nevada Department of Transportation
Robert Hoo, Nevadans for the Common Good
Tony Illia, Nevada Department of Transportation
Dale Keller, Nevada Department of Transportation
Cesar Malaga, Muller Construction

INTERESTED PARTIES CONTINUED:

Curtis Myles, Las Vegas Monorail
Shaundell Newsome, SUMNU
Ingrid Reisman, Las Vegas Monorail
Patrick Smith, NEDCO
Jacob Snow, The JABarrett Company
Bill Tsiforas, Jacobs Engineering
Bill Wellman, Las Vegas Paving
Joe Yatson, Clark County Public Works

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. APPROVAL OF MINUTES: Meeting of January 7, 2015 (FOR POSSIBLE ACTION)

Comments:

No comments were made.

Motion:

Ms. Carole Vilardo made a motion to approve the meeting minutes.

Vote/Summary:

22 Ayes. 0 Nays. The motion carried.

Item:

3. RECEIVE AN OVERVIEW OF THE TRAC AGENDA

Comments:

Chair Don Snyder introduced the City of Henderson's Mayor Pro Tem and Regional Transportation Commission of Southern Nevada (RTC) Board of Commissioners (Board) Vice-Chair Debra March. She thanked everyone and noted that Southern Nevada Strong (SNS) was the culmination of a critical three-year effort. She noted that the SNS Plan (Plan), which involved the private, public, and nonprofit sectors, resulted in adoption by 13 partner agencies. She explained the RTC Board assumed responsibility as SNS administrator in 2015 and emphasized that the Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) was essential to the success of SNS.

*** Mr. Jonas Peterson arrived at 3:07 p.m.*

Vice-Chair March said that everyone on the Committee needed to work together to ensure the Plan's infrastructure is put in place for the future. She reiterated that residents have shown they want transportation choices.

*** Mr. Todd Sklamberg arrived at 3:08 p.m.*

Vice-Chair March introduced the TRAC facilitator, Mr. Thom Reilly, to give an overview of the agenda.

****Mr. Ken Evans arrived at 3:08 p.m.**

**** Vice-Chair Debra March left at 3:09 p.m.**

Mr. Reilly said the meeting's purpose was to receive a briefing on the role the RTC plays in the community, its current funding sources and the projects that have been funded and will soon be constructed. He noted that Nevada Department Of Transportation (NDOT) was also going to speak about its current projects.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

4. DISCUSS THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S ROLE IN EDUCATING TRAC AND THE GENERAL PUBLIC REGARDING THE FUEL REVENUE INDEXING PROGRAM

Comments:

Chairman Don Snyder introduced the topic of education and advocacy as it related to the Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) and introduced Ed Garcia, Legal Counsel for the Regional Transportation Commission of Southern Nevada (RTC).

Mr. Garcia noted that there would be a November 2016 ballot question dealing with the Fuel Revenue Indexing (FRI) program. He explained that public funds or resources could not be used for or against a candidate or ballot question. He referenced Nevada Revised Statute (NRS) 281A, which restricts a public officer or employee from requesting or otherwise causing a government entity to incur an expense or make an expenditure to support or oppose a ballot question. Mr. Garcia noted that there had been past court cases that dealt with the role of public agencies in providing education. The ethics courts, he continued, found that while education is a vital role of an agency, public officials should be cautious to not advocate on behalf of any ballot question. He added that legal counsel would review the outreach activities, vetting them for appropriateness.

Chair Snyder noted that this discussion arose from the January 7, 2016 TRAC meeting. He asked Mr. Garcia how this impacted the Committee members. Mr. Garcia replied that what members did in an individual capacity is flexible, but the RTC and its staff would maintain an informational role.

Mr. Warren Hardy stated that he saw no issues with how members worked in a private capacity, but wondered whether members should disclose that they are members of the Committee to avoid any impropriety. Mr. Garcia answered that it was not necessary to disclose the affiliation, but Committee members could if they so choose.

Ms. Carole Vilardo inquired if it was permissible for the RTC to present information to groups such as the Rotary or Kiwanis. Mr. Garcia answered affirmatively, noting the RTC had instituted a process to accommodate those requests.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:**5. DISCUSS THE GOALS OF TRAC****Comments:**

Following a detailed PowerPoint presentation [attached], Ms. Tina Quigley, General Manager for the Regional Transportation Commission of Southern Nevada (RTC), provided the details of the goals of the Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee). She quoted Margaret Mead, saying, “Never doubt the ability of a small group of thoughtful citizens to change the world; indeed, it’s the only thing that ever has.” Ms. Quigley thanked the Committee members for their help in changing the economic development of Southern Nevada. She noted that the community is in growth mode and needs to be prepared to discuss that growth. She remarked that transportation needs remained a large part of that, with over \$6 billion of unfunded projects collectively throughout the various entities. She added that the Committee was formed to obtain input and expertise as transportation and transit projects are selected and realized.

Ms. Quigley noted that the Committee would examine roadway projects the first half of the year and transit operations during the second half of the year. She explained that those were separate discussions because each had different funding sources and required very different conversations. The Committee, she continued, would be asked to assist in finding funding solutions and develop any potential legislative asks for the 2017 or 2019 Nevada Legislative Sessions. Ms. Quigley defined success as the ability to identify the community’s transportation priorities and potential funding alternatives for those priorities.

*** Mr. Peter Guzman arrived at 3:21 p.m.*

Ms. Quigley emphasized that personal preferences needed to be removed as the premise of this was to keep Southern Nevada competitive.

Mr. Thom Reilly reiterated the schedule of roadway discussion through July, and after the summer break the discussion would pick up with transit. He emphasized the importance of developing recommendations for the priority areas. Mr. Reilly gave an overview of what would be discussed at each meeting through July.

He remarked that the present meeting included understanding the roles and responsibilities of the RTC, its budget, how projects are prioritized and current funded projects. Additionally, he noted, the Nevada Department of Transportation (NDOT) would make a presentation on its projects in Southern Nevada. The March meeting, he continued, would include information on the Maryland Parkway corridor, McCarran International Airport, Downtown and the Transportation Investment Business Plan (TIBP), which focuses on transportation in the resort corridor. He stated that unfunded projects and traffic safety issues would also be discussed in March. Then in April, he continued, the meeting would include a transportation priorities workshop to rank and identify roadway priorities and needs from unfunded list. In May, he reported, a panel would present information about how other communities have funded similar projects. He said the June meeting would include another workshop to identify possible funding options based on the priorities previously discussed. Finally, he remarked that the July meeting would bring a consensus about the roadway priorities and the funding recommendations. He noted the Committee will take a couple months off and reconvene in the fall to discuss transit priorities and funding.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:**6. RECEIVE A PRESENTATION OVERVIEW OF THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA****Comments:**

Following a detailed PowerPoint presentation [attached], Ms. Tina Quigley, General Manager for the Regional Transportation Commission of Southern Nevada (RTC), provided an overview of the RTC. She said that the RTC is the most unique transportation organization in the United States, as it oversees the bulk of transit and transportation related activities in Southern Nevada, with the exception of taxis and the privately-owned Las Vegas Monorail. She elaborated that this included the public transit system, the traffic management system, known as the Freeway and Arterial System of Transportation (FAST), and was the designated Metropolitan Planning Organization (MPO). Generally, Ms. Quigley explained, these different focus areas are managed by separate agencies.

Ms. Quigley noted that the RTC is an independent agency created by Nevada state statute, requiring governance by a Board of Commissioners (Board) whose members consist of the following representation: two members from the county commission, two members from the largest incorporated city and one member from each of the incorporated cities of the county. Additionally, she stated that the Director of the Nevada Department of Transportation serves as an ex-officio member of the Board.

Ms. Quigley remarked that the RTC is one of the youngest transit agencies in United States, as it was only formed in 1992, which she believed had allowed it to be more nimble because it does not have the historical legacy or bureaucracy that can come with an older agency. She said that according to the Federal Transportation Administration's (FTA) database, the RTC is the most efficient transit agency in the United States. She explained that the RTC has been able to recoup 50 percent of fare box revenue funds from the transit system where that number is generally closer to 20 percent at other agencies. Ms. Quigley noted those numbers are significant and the RTC is envied by other transit agencies in that regard. She accounted for that with three reasons: 1) The RTC has a policy not to sprawl the system and will not add a new route unless there will be 20 passengers per service hour; 2) The service is contracted out, meaning the bus drivers and maintenance employees are not RTC employees; and 3) The Resort Corridor, which moves more people than any other route. Ms. Quigley noted that the Resort Corridor route is the only route in the United States that makes a profit and that profit averages 163 percent. She also mentioned that the RTC carries more bikes on its buses than Portland, Oregon.

Mr. Peter Guzman asked for clarification on the profit Ms. Quigley noted. Ms. Quigley explained the profit exists because the route is so dense and residential routes do not make a profit. Transit, she continued, exists for the sake of community mobility and economic development.

Mr. Robert List mentioned that he had seen seemingly empty buses, including the double decker and the extended buses, in his area. He said it appeared as though a lot of funds are spent on equipment relative to the ridership. Ms. Quigley replied that at the end or beginning of a route, it was not uncommon for the buses to be empty. When the transit route is planned, she explained, it is done on a bell curve with the idea that the bus begins and ends its route empty. She stated that capacity builds as the bus travels to the core area, but if the route is full at the its start, it would run into capacity issues as it moved along its route. She offered to provide Mr. List an overview of the philosophy, but noted that is one of the considerations.

Mr. List asked about the cost of the vehicle and equipment versus the percentage of occupied seats. Ms. Quigley answered that the FTA funds the capital purchase of the vehicles and it is an 80-20 split on vehicles, 80 percent federal funds and 20 percent local funds. Mr. List wanted to know if that was what

factored into a percentage of the capital costs. Ms. Quigley replied affirmatively.

Mr. Ken Evans asked what the other revenue source was if only 50 to 55 percent of revenue came from the fare box. Ms. Quigley said the remainder came from sales tax revenue. Regular service, she continued, costs the RTC \$2.17 to move one passenger, contrasted with Americans with Disabilities Act (ADA) Paratransit (Paratransit) service, which is a federally mandated requirement. She explained that the RTC is required to provide Paratransit service to certified participants living within three-quarters of a mile of fixed route service. Furthermore, she said, Paratransit customers pay only \$3.00 per trip while it costs the RTC approximately \$30.00 per trip, which is 10 times the amount of the fare collected. She commented that while it is costly, it moved 1.1 million people last year and allows people to live independently. She said it is a great service for the community, but needs to be managed so it is not abused.

Mr. Paul Enos asked if the Paratransit service is contracted out as well. Ms. Quigley replied affirmatively, stating that the RTC also contracted out with the firm that performs certification ensuring that passengers meet the specified criteria for using the service.

Mr. Ken Evans asked where the unfunded and funded amounts come from. Ms. Quigley noted that all transit funding that does not come from fare box originates from sales tax revenue and that sales tax is the only source that can support transit.

Mr. Warren Hardy asked if the same contractor provides the service and the certification for Paratransit. Ms. Quigley replied negatively, explaining that two separate companies perform those services.

Mr. Enos asked if the provisions in Article 9, Section 5 of the Nevada Constitution prevented the RTC from using other funding sources for transit. Ms. Quigley answered affirmatively.

Ms. Quigley added that in addition to fixed route and Paratransit service, the RTC offers senior transportation services, providing transportation to and from senior housing complexes. She said the senior transportation services provided through Silver STAR and Flexible Demand Routes (FDR), exist in areas where there are high concentrations of seniors. This service, she continued, provides relief to the demand of Paratransit service which leads to a cost savings. Ms. Quigley explained that the Silver STAR typically operates two days per week and provides a loop transportation service to areas with a high concentration of senior residential housing. The service, she continued, takes seniors to neighborhood shopping centers, grocery stores and banks. Alternately, she explained, the FDR is more of a curb to curb service that is available to specific senior communities where residents are able to call and schedule rides to locations in their area.

Ms. Carole Vilardo asked what fees are associated with the FDRs and if the riders must be certified to use the service. Ms. M.J. Maynard, Deputy General Manager for the RTC, answered that the service is donation based. She elaborated by saying that riders are asked to donate a minimum of 50 cents for using the service, but they could contribute more if they desired. Ms. Maynard noted that the only requirement for using the service is to be a senior citizen. She said riders pay less as it is a limited service. She added that the FTA does provide limited funding assistance to provide the service.

Ms. Vilardo asked if there are restrictions on the age or the amount charged for the FDR services. Ms. Maynard responded that the FTA only mandates what may be charged for Paratransit. She detailed that Paratransit trips that the RTC may not charge more than twice the amount of a fixed route fare. Ms. Quigley added that transit would be discussed in more detail at a later meeting and the RTC would provide more details about fares.

Mr. List asked to see the relative amounts of capital expenditures versus operating costs and how federal funds fit into that as it related to the ratio of fare box revenue. Ms. Quigley replied that the information would be provided to him.

Ms. Fran Almaraz asked if a route map exists for these services, wondering if the services pick up at a rider's home. Ms. Quigley noted that the two different routes operate differently. Ms. Maynard said the Silver STAR service targets senior housing and senior centers, picking up several people at one location and drive in a loop. The FDR, she continued, operated on a more limited schedule, riders made appointments and performed a more door-to-door service. Ms. Maynard said route maps were available.

Ms. Quigley reminded the Committee that the TRAC meetings after the summer break would detail transit, its associated costs, fare box recovery policies and other issues related to the same.

Then, Ms. Quigley explained that traffic management and related technology falls under the purview of FAST. She informed the Committee that FAST keeps traffic flowing as smoothly as possible and the ultimate goal is to have all traffic signals in the Las Vegas Valley connected on FAST's fiber. She described the FAST facility, which is co-located with the Nevada Highway Patrol at Decatur Boulevard and Sunset Road, and its video wall that includes approximately 30 different views of traffic cameras. FAST staff, she continued, has the ability to monitor traffic flow and make adjustments as needed in order to react to crashes or synchronization issues.

The General Manager stated that the RTC is the Metropolitan Planning Organization (MPO) for Southern Nevada, meaning it is the designated transportation planning and funding agency for the region. As the MPO, she continued, the RTC works with the various local entities to identify transportation priorities and subsequently find funding for those projects.

Ms. Quigley touched on some of the projects underway, beginning with the Flamingo Corridor Improvements. She reported that improvements include dedicated transit and bike lanes, widened sidewalks and new bus shelters. The project, she explained, spans 14 miles and has involved coordination with utilities and the Southern Nevada Water Authority to complete work simultaneously and minimize disruptions to the community.

Next, Ms. Quigley described the Interstate-11 (I-11) project, also known as the Boulder City Bypass. She noted that the RTC was overseeing 11 miles of construction and NDOT was building two miles. She announced that the project was on time and the first phase of I-11 came in \$60 million under budget and employed the design-build method, which combined with the contractor's creative cost cutting contributed to the overall savings.

Ms. Quigley shared that the National Environmental Policy Act (NEPA) environmental document was underway for the Maryland Parkway mass transit project. Mr. David Swallow, Senior Director of Engineering and Technology for the RTC, said the document would be completed this year and a would be made by the end of the year on how to proceed.

Mr. Enos asked how the RTC determined whether or not a project would be a design-build project. He noted that the cost savings for the I-11 Phase I project was substantial and could be reassigned to other projects. He commended the RTC for the innovation and frugality behind the cost savings. Mr. Fred Ohene, Deputy General Manager for the RTC, responded that the decision to follow the design-build method depended on the complexity of a project. He explained that the project's cost influenced the alternative methods investigated and used. For example, he said, design-build was employed for the I-11

because the project was estimated to cost \$300 dollars. He noted that the RTC also uses Construction Management at Risk (CMAR) for projects.

Mr. Guzman asked if statistics are kept regarding how much has been saved using design-build. Mr. Ohene answered in the affirmative, noting that the RTC tracks the numbers for both design-build and CMAR. Furthermore, Mr. Ohene stated, that for the five projects the RTC has used CMAR on, they have come in below two percent, whereas a traditional construction process might start at a low number, it increases as costs change.

Ms. Quigley then spoke about the major initiatives currently at the RTC:

- Southern Nevada Strong (SNS) - This is the first federally recognized regional plan for Southern Nevada. The goal of SNS is to align the different regional partners and have a conversation as to how to improve the community.
- Transportation Investment Business Plan (TIBP) – This is a study to determine how best to connect McCarran International Airport, Resort Corridor, the Las Vegas Connection Center, Downtown, the University of Nevada, Las Vegas (UNLV) and the Medical District, improving the ease of movement among those areas. These improvements are important to stay competitive for conventions and visitors.
- Fuel Revenue Indexing (FRI) – The RTC continues to educate the community by talking about the program and demonstrate what has been accomplished through the funding. Due to cost savings, FRI projects increased from 199 projects to 220. Nearly 4,500 jobs have been created. In addition to FRI funded projects, Southern Nevada has seen an increase in private development and utility construction. The increase is felt by drivers throughout the Las Vegas Valley and the RTC is working to better coordinate projects and improve the conversation among the groups contributing to the issue.
- Transportation Resource Advisory Committee (TRAC) – The purpose of TRAC is to identify transportation priorities for Southern Nevada and determine how to fund them.
- Freight Rail – This came to the RTC via the 29th Special Session of the Nevada Legislature held in December 2015. The RTC was authorized to construct, maintain and operate freight rail service to support Faraday Future's coming North Las Vegas manufacturing plant through a rail spur to its facility. The RTC will contract out the operations and maintenance of the rail.
- Nevada Center for Advanced Mobility – The Governor's Office for Economic Development (GOED) created entity will offer grants to those who have potential products or services that could improve transportation and increase mobility. The RTC, NDOT and UNLV are partnering in this endeavor. The goal is to issue Requests for Proposals (RFP), identify issues and invite companies to apply for grant funding. If there are viable products created, they will be marketed locally and internationally.

Mr. Robert List asked about the responsibility of the RTC as it relates to the construction and maintenance of all roads, outside of federal and state highways. Ms. Quigley confirmed that it is the funding source for most of the transportation infrastructure, but the entities bid and manage the projects. She noted that there are a few exceptions when it is transit related with transportation infrastructure tied to it. Mr. List queried if the RTC determines the prioritization among construction and maintenance projects.

She replied that the RTC convenes the conversation and publishes the final prioritization, emphasizing that the RTC works closely with local Public Works departments to determine what projects need to take place.

Mr. Alan Schlottmann asked who is the RTC's UNLV contact regarding the development of new technological applications in the context of transportation. Ms. Quigley said it is Tom Piechota, Interim Vice President for Research and Economic Development for UNLV.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

7. RECEIVE A PRESENTATION ON THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA'S ROADWAY BUDGET, INCLUDING THE FUEL REVENUE INDEXING PROGRAM

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Marc Traasdahl, Director of Finance for the Regional Transportation Commission of Southern Nevada (RTC), provided the an overview of funding sources and expenditures for the RTC.

Mr. Traasdahl explained that 25 percent of the RTC's revenue comes from sales tax, noting that the RTC received only half a percent of the overall sales tax generated in Clark County to fund transit and streets and highways. In comparison, Ms. Tina Quigley, General Manager for the RTC, remarked that the City of Denver, Colorado receives one percent of the Colorado's sales tax to fund only transit, where the RTC is funding both transit and streets and highways from that source. Mr. Traasdahl added that the RTC only receives three-eighths of a percent to fund transit and the remaining one-eighth is allocated to streets and highways. He stated that compared to other cities, the RTC ranks low in the amount of subsidy received for transit. The sources of revenue percentages, he continued, vary year to year depending on capital needs, cash balances and bond proceeds and information provided in this meeting represents the RTC's Fiscal Year 2016 budget.

Additionally, Mr. Traasdahl said, 22 percent of funding comes from grants, mostly for capital. He stated that the RTC does collect a higher rate of passenger fares compared to most transit agencies. The Motor Vehicle Fuel Tax rate, he said, is nine cents per gallon. He noted the Fuel Revenue Indexing (FRI) is the newest source of revenue for the RTC.

Chair Don Snyder asked if both the Motor Vehicle Fuel Tax and FRI included diesel fuel. Mr. Traasdahl replied that Motor Vehicle Fuel Tax included gasoline only, but FRI included diesel, compressed natural gasoline (CNG) and liquefied petroleum gasoline (LPG).

Mr. Traasdahl noted that there are some other small sources of revenue for the RTC.

In referring to the RTC's expenditures, Mr. Traasdahl remarked that capital outlay is the major expense for the RTC for 2016. He explained that the RTC is midway through FRI construction with 138 contracts. He noted that services and supplies represents 23 percent of the budget which is made up of mostly contracted transit services. The RTC, he continued, has \$861 million of debt outstanding and the associated debt servicing is approximately nine percent of expenses. Finally, he stated that three percent of the total budget includes salaries and benefits for all RTC employees.

Mr. Todd Sklamberg inquired as to the total revenue for 2016. Mr. Traasdahl replied that the budget is approximately \$750 million. He noted that 75 percent of the sales tax revenue goes to transit and will be detailed in Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) meetings in the fall. The remaining 25 percent of sales tax, he explained, goes to streets and highways, noting that federal funds and grant provide additional assistance.

Ms. Lynn Hunsinger asked why the fuel tax was established and if other states have one as well. Mr. Traasdahl answered in the affirmative, explaining that the basic theory is the people who pay the tax get the benefit, in this case roadways. Mr. Paul Enos noted that Nevada is different in that it has a segregated highway fund as not every state, or even the federal government, do it that way. Ms. Carole Vilardo noted that there are 23 or 24 states with dedicated highway trust funds.

Mr. Traasdahl said that from 2002 to 2012, the RTC spent approximately \$136 million per year on road construction. In 2013, he continued, a ten-year projection was completed and it was determined that there would only be about \$22.4 million per year to spend on roads in the future. For example, he related, that amount would pay for one interchange, one mile of roadway or one beltway segment – without a bridge, per jurisdiction. [Note: Subsequent to the meeting, RTC staff clarified that the presentation should be corrected to read one mile of roadway per jurisdiction, or one interchange or one mile of beltway without a bridge in Southern Nevada.] He expressed how there was a need to find additional funding for the demand of road projects, and local entities were aware that Washoe County had indexed its fuel tax. He explained that in response, legislation was created and passed in 2013, via Assembly Bill (AB) 413, to index fuel tax in Southern Nevada.

Mr. Traasdahl went on to clarify what FRI is, simply stated, adjusting fuel taxes for inflation. He said that AB 413 enable the Clark County Commission to index the tax for gasoline, diesel fuel, LPG and CNG and the increases are tied to the Producer Price Index (PPI), noting the tax is capped at 10 cents over three years. He explained that after the three years, there would be a ballot question and voters would need to approve the program to continue it for ten years. He noted that the measure would require a vote every 10 years.

Mr. Robert List inquired if it would be capped during each of the 10-year periods. Mr. Traasdahl replied that it is not a dollar cap, but there is a cap on the PPI percentage of 7.8 percent.

Next, Mr. Traasdahl expounded upon the makeup of vehicle types contributing to the fuel tax. He emphasized that electric vehicles or red dye diesel used off road for construction do not contribute to the fuel tax. Then he explained that, per data from the Nevada Department of Motor Vehicles (DMV), there are 1.5 million vehicles on the road in Clark County, of which 95 percent use gasoline, 3 percent use diesel and 2% are hybrids, and due to rounding there is one-tenth of a percent electric and other. He said this means 99.9 percent of vehicles on the road are contributing to FRI.

Chair Snyder asked what other states are doing in regards to electric and red dye diesel vehicles, wondering if those numbers get captured. Mr. Traasdahl replied that he had not seen information on the red dye diesel fuel as it is for off road vehicles, which is why tax is not applied to it. As for electric vehicles, he continued, there is an additional registration fee built in for the road use. Chair Snyder added that a fair solution needed to be crafted as there will be an increase of electric vehicles on the road and the issue should be examined in a complete context. Ms. Quigley noted that RTC staff could provide a report on what other states are doing, noting that the additional registration fee was the only method the RTC had seen used.

Mr. Warren Hardy agreed with Chair Snyder that a solution needed to be developed, noting that other states were investigating the use of Vehicle Miles Traveled (VMT), which was not popular with the public as people find it intrusive. Mr. Hardy continued to say that it was good that other vehicles cover over 99 percent of the costs, but that would not be the case in the long term. He emphasized the need to identify a solution, noting it should be a goal of the Committee to make a recommendation to the Nevada Legislature as to how this could be addressed. Chair Snyder concurred, saying this would become a significant issue as there are more significant investments in electric vehicles. Mr. Hardy followed up saying that someone is going to need to take the lead on that discussion, which may be this Committee or another, but the conversation must take place. Mr. Traasdahl remarked that there were 826 electric vehicles registered with the DMV in Clark County in 2015.

Mr. Traasdahl then explained how the indexing was determined. He stated that the base fuel tax is 52.2 cents per gallon. AB 413, he continued, requires the RTC to use a 10-year rolling average PPI. He noted that the PPI is quite volatile so using a 10-year rolling average helps balance it out and is capped at 7.8 percent, per AB 413. He recounted that 6.22 percent was the highest the RTC had used up to this point. To calculate FRI, the RTC took the base fuel tax of 52.2 cents and multiplied it by the 6.22 percent PPI ten-year rolling average, reaching 3.25 cents of FRI for the first increase. That was added to the base fuel tax, making it 55 cents, he continued. For the second year, Mr. Traasdahl explained, the PPI ten-year rolling average was 6.05 percent, which was multiplied by the new 55 cent base. He said that there have been three increases and the total Motor Vehicle Fuel Tax and indexing is currently at almost 62 cents.

Chair Snyder asked if FRI would expire at the end of 2016. Mr. Traasdahl answered that FRI will continue as long as there is debt pledged against it. He expounded upon that by noting that there will not be additional increases, but the tax would still be assessed at the final 10 cent amount.

Mr. Enos wanted to know if the motor vehicle fuel tax was applied to special fuels. Mr. Traasdahl clarified that it was assessed on only regular gasoline, noting the other fuels have specific tax rates.

Mr. Traasdahl stated that there had been three indexing experiences. The initial indexing, he said, occurred in 2014 over a six-month period and \$12.3 million was collected. Subsequently, he continued, \$53.3 million was collected the following year when the indexing increased to 6.6 centers per gallon. Finally, he noted, the increase will cap out at 10 cents per gallon on July 1, 2016. He asserted that the average motorist in Clark County pays approximately 10 cents per day on average over the three-year period. He emphasized that an important aspect of FRI is that any revenue generated in Clark County must be spent in Clark County. Through FRI, Mr. Traasdahl declared that the RTC expected to borrow \$700 to \$800 million, funding nearly 200 projects and creating 9,000 jobs.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

8. DISCUSS FUNDED ROADWAY PROJECTS

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Raymond Hess, Director of Planning Services for the Regional Transportation Commission of Southern Nevada (RTC), provided an overview of the funded roadway projects.

Mr. Hess promised more information would be provided on this topic at the April TRAC meeting. He

then highlighted the current process for how projects are selected. He explained a project generally develops through a four-step process: 1) Identify a need; 2) Identify a sponsor; 3) Identify the funding sources; and 4) Project implementation.

Mr. Paul Enos asked if a cost-benefit analysis is done to determine prioritization in terms of safety, economic development, etc. for projects. Mr. Hess said that currently, that is determined by the project sponsors as they complete the necessary legwork.

Mr. Hess reported that the federal government has mandated Metropolitan Planning Organizations (MPO) to do more regionally focused prioritization. He related the importance of assessing projects against the priorities and asking what areas should be considered. Keeping this in mind, he continued, the proposed prioritization process would reflect this additional step. Furthermore, he stated, it is important to ascertain how well a project aligns with other regional plans like Southern Nevada Strong. Projects must accomplish certain goals as required by the federal government, he reminded, and this process would support that.

Chair Don Snyder interjected that due to the late hour, the Nevada Department of Transportation (NDOT) had agreed to postpone its presentation until a later meeting. He noted if time permitted, NDOT would provide a brief overview, but would have the opportunity to provide a more detailed presentation to the Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) at the following meeting.

Next, Mr. Mike Hand, Director of Engineering Services for the RTC, discussed the partnerships required to move projects forward. He mentioned the three sources of funds for local roadway projects, which includes Question 10 Funds, Motor Vehicle Fuel Tax (MVFT) and Fuel Revenue Indexing (FRI). He provided a 10-year snapshot moving forward of how funds are allocated. He noted the charge that came from the 2013 Nevada Legislative Session and from the Clark County Board of Commissioners was to take the FRI funds and, in addition to completing transportation projects, create jobs in Southern Nevada. He explained the RTC continues to work toward that goal and the member entities are an integral part of that.

Mr. Hand provided a brief overview of what the current FRI funding had produced. He related that the initial project count was 199, but because projects were being awarded below engineers estimates, \$46.4 million had been saved and reallocated to additional projects. The total project count to date, he noted, was 220. To date, he continued, 132 projects had been awarded. Moreover, he said, of the 190 companies that had received projects, 72 were local, small and minority businesses. He reported that \$328 million contracts had been awarded and created an estimated 4,200 jobs. He emphasized the importance of letting the public know how its contributions were at work.

Referring to the handouts [attached], Mr. Hand noted that the FRI program would reach approximately \$700 million. He stated that \$195 million had been spent so far. He explained that over the next 10 years, FRI would be at \$505 million, while Question 10 funds during that same time would be around \$200 million, noting a shortage of \$50 million. Finally, he explained that MVFT, which can only be spent for improvements in public right-of-way, is \$421 million over the 10-year period.

Mr. Ken Evans requested to have an overlay of the impact of the ballot measure, if it passes in 2016, to the 10-year funding allocation chart for future funding sessions. Mr. Hand noted the request.

Mr. Hand described the graphs on the handouts [attached]. He explained that the charts were color coded

to match up to the graph. Ms. Tina Quigley, General Manager for the RTC, noted that the handouts showed where the dollars are being allocated. Mr. Hand reiterated that the charts broke out how each of the funding types are allocated for the ten-year period. He summarized where the funds would be spent over that period.

Chair Snyder inquired about the disparity between the \$1.1 billion listed for the 10-year period as opposed to the \$6 billion number mentioned. Mr. Hand responded that the \$1.1 billion is funded with current revenues, but the \$6 billion refers to projects that are not yet funded, noting this will be discussed at length in a later meeting. Ms. Tina Quigley, General Manager for the RTC, added that the RTC was looking for guidance on the prioritization of projects for future funding. Mr. Hand said the handouts were to demonstrate the scale of projects and how they range in size and cost.

Mr. Hand explained that the project priorities were listed on the handout and marked accordingly by project. The priorities, he mentioned, were roadway, freeway, traffic management and bicycle and pedestrian improvements. Mr. Hand summarized the projects and mentioned specific projects from the list.

Chair Snyder asked if the RTC Board of Commissioners (Board) had approved the \$1.1 billion project list. Mr. Hand answered affirmatively, noting it is approved annually by the Board.

Mr. Robert List asked if these projects are funded through bond money. Mr. Hand responded that it is often a combination of funds. Mr. Marc Traasdahl, Director of Finance for the RTC, confirmed that half are funded through debt and the other half are pay-as-you-go funded. Mr. List asked how close the RTC is to reaching bond capacity. Mr. Traasdahl said that the RTC had borrowed \$185 million in the FRI program and had \$515 million remaining to borrow.

Mr. Danny Thompson stated that in the December 2014 special session, Tesla received tax breaks and incentives. He remarked that the factory is 14 percent complete and when done, it will be 86 feet short of a mile in length. He noted the factory is currently producing battery home packs. Mr. Thompson commented that special attention has been given to Faraday Future to construct a factory at Apex, with the understanding they will start with manufacturing high-end cars and move on to build lower-end cars. He remarked that with knowing this plan and the speed with which it is happening, these cars will begin to proliferate to the masses. He asked if any of the 10-year period calculations took that into account. Mr. Traasdahl responded that the 10-year calculations were speculation and there is no way of knowing how electric vehicles will ultimately impact the numbers.

Mr. Thompson noted the importance of indexing fuel and of this Committee to discuss how to fund transportation. He noted that the assumption is that less expensive vehicles will be manufactured within the next year or two, making them available to more people in the near term. He reiterated the importance of those vehicles contributing fairly to roads as mentioned in the discussion earlier in the meeting. Chair Snyder commented that this was a thoughtful analysis and fair to everyone.

Mr. Enos asked for the relevance of where it stands currently and out a percentage increase as it is relevant, noting it may be a 100 percent increase or a 10,000 percent increase. RTC staff noted the request.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:**9. RECEIVE AN OVERVIEW OF THE NEVADA DEPARTMENT OF TRANSPORTATION'S ROLES AND RESPONSIBILITIES AND DISCUSS CURRENT FUNDED PROJECTS****Comments:**

Following a detailed PowerPoint presentation [attached], Ms. Tracy Larkin-Thomason, Deputy Director for the Nevada Department of Transportation (NDOT), provided a brief overview of some of NDOT's projects.

Ms. Larkin-Thomason noted that NDOT was working on the first phase of the \$82 million Interstate-11 (I-11) project, also known as the Boulder City Bypass. She noted that \$22 million of that was Fuel Revenue Indexing (FRI). She described this phase as a 2.5 mile stretch of four-lane highway from Foothill Road to Silverline Road. She explained that it included a direct flyover from southbound I-11 to US-93 to Boulder City. Additionally, Ms. Larkin-Thomason continued, a complete interchange would be built at Railroad Pass, restoring train tracks that were previously severed by US-93. She said it also included a pedestrian bridge that would connect the Henderson trail system to the Mountain Loop Trail.

Mr. Paul Enos asked if the rail crossing at Railroad Pass would be at grade. Ms. Larkin-Thomason replied that it would go over.

Ms. Larkin-Thomason provided an overview of NDOT's Project Neon. She said the \$560 million project is being overseen by Kiewit, with Atkins Global providing consulting services. She noted that Dale Keller, Project Manager of Project Neon, would provide a more in-depth explanation at a later meeting.

Another NDOT project taking place, Ms. Larkin-Thomason stated, is the \$32 million pedestrian bridge upgrade at Tropicana Avenue and Las Vegas Boulevard. She said the project was slated to begin in March 2016, but was delayed to June 2016 to coordinate with the opening of the MGM Grand's arena.

Ms. Larkin-Thomason noted the \$47 million Centennial Bowl project is building north and south bound US-95 connectors to the east and west bound beltway as well as a southbound collector distributor road. She noted that it is being constructed by Las Vegas Paving and will be completed in 2017.

Then, Ms. Larkin-Thomason noted some upcoming projects along US-95 that includes the widening of US-95 to add one general purpose lane and one auxiliary lane, in each direction, between Durango Drive and the Kyle Canyon Road and expand the RTC Park and Ride lot at Durango Drive. This phase also includes Elkhorn direct access ramps, she stated. Then, she continued, the following phase will construct a new interchange at Kyle Canyon Road. She estimated the costs to be approximately \$57 million for these. She noted that there are three more phases planned for the area that include the relocation of a Kern River Gas line, construction of ramps in various directions between US-95 and the CC-215 Beltway.

Ms. Larkin-Thomason mentioned the Starr Interchange which will connect with Dean Martin Drive and Las Vegas Boulevard and remain an at-grade intersection with Starr going underneath Interstate-15.

Ms. Larkin-Thomason said, for the Apex project, NDOT's portion will build a full interchange on I-15 near Apex with five miles of access updates as well as other improvements. She described a conceptual drawing of the overpass updates in the area.

Finally, Ms. Larkin-Thomason described the I-15 improvements in North Las Vegas, which includes widening the freeway in phases.

Chairman Snyder said the information is available in the books or online. He suggested hearing about Project Neon at next meeting.

Dale Keller, NDOT, mentioned that Project Neon is laying the groundwork for the Transportation Investment Business Plan and looked forward to providing additional information at a later meeting.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

10. CONDUCT AN OPEN DISCUSSION OF REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC) FUNDED ROADWAY PROJECTS AND CURRENT RTC FUNDING

Comments:

Ms. Carole Vilardo asked if the Transportation Resource Advisory Committee and Community Collaboration (TRAC or Committee) could receive meeting presentations and handouts prior to the meeting to review. Chair Snyder answered in the affirmative, saying it would help facilitate the conversation. Mr. Thom Reilly, TRAC Facilitator, stated the Committee will get the presentations electronically.

Ms. Judy Stokey said she had seen the signs around Southern Nevada proclaiming that Fuel Revenue Indexing (FRI) helped fund the road. She asked for more information about the project dubbed the Centennial Bowl. Ms. Quigley noted that the signage is produced and placed by the contractors. Additionally, she said that Mr. Guy Hobbs could provide Ms. Stokey with the details of the budget and that he was available for questions.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

11. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Comments:

Chair Don Snyder called on Mr. Cesar Malaga, Muller Construction, who made the following comment:

Good evening, my name is Cesar Malaga and I'm the owner of Nevada DB certified general contracting company Muller Construction. Also, I sit on the board of the national association of minority contractors. Fourteen years ago, when I first met with the RTC at a community connectors meeting, I was a little skeptical because we had very little success with contracting on government projects. It was very frustrating because I would attend those meetings and nothing would change for my company. Shortly after that meeting, I was contacted by Ken Evans and Urban Chamber President Shaundell Newsome. Ken said he wanted to help me get government contracts. He told me that I needed to acquire a new license to be considered for the fuel revenue projects and he said he would help me to get there. Shaundell coordinated a meeting with the RTC and helped me better understand the process for getting these contracts. I met with the RTC team, Jay, Tonita Mack, and Angela Castro. They gave me advice on how to bid. Later, my wife and I took classes like money smart and the business success series at the Urban Chamber to make my company better. I joined Toastmasters to prepare myself to communicate better in public and in presentations for my company. That's why I'm doing a good job today. I started to

study to become a licensed contractor while my wife was pregnant with our first child. It was a challenge but I continued to study – I did not want to quit. It was tough but I had to keep going because the license would open doors for my company. I failed the test a couple times, but finally in September, I got my license and it was a huge weight off my chest. During this time, my wife had our son, Adrien. Immediately, I called Ken and Shaundell and thanked them for helping me with this journey but I told them that I understand that getting this license is only the beginning. I have to compete so I put a few bids out and lost them before I finally won a bid. Thank you.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 5:05 p.m.

Respectfully submitted,

DocuSigned by:

Marin DuBois

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Marin DuBois, Recording Secretary

DocuSigned by:

Robyn Ouchida

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Robyn Ouchida, Transcription Secretary



TRANSPORTATION
RESOURCE ADVISORY
COMMITTEE & COMMUNITY
COLLABORATION

February 4, 2016



Item #1

CITIZENS PARTICIPATION



Item #2

APPROVAL OF MINUTES



Item #3

OVERVIEW OF TRAC AGENDA

TRAC Item #4

THE NEED FOR TRAC

TRAC Item #5

TRAC GOALS



Committee Goals

- Learn about the RTC including its roadway and transit priorities, as well as projects and priorities of state and local governments
 - Pre-summer: Roadway
 - Post-summer: Transit
- Provide input on our transportation and mobility priorities and projects
- Determine if additional funding is necessary and if so provide recommendations on funding mechanisms for projects.



Meeting Framework

- February 4:** Discussion about the RTC with a focus on Funded Roadway Projects and the Fuel Revenue Indexing Program
- March 3:** Future Roadway Projects – Unfunded Projects Discussion
- April 7:** Transportation Priorities Workshop
- May 5:** Roadway Funding & Panel of Experts on Roadway Funding
- June 2:** Roadway Funding Workshop
- July 7:** Recap on Roadway Priorities and Funding Recommendations



Item #6

RTC'S RESPONSIBILITIES AND INITIATIVES

RTC 101

THE REGIONAL
TRANSPORTATION
COMMISSION OF
SOUTHERN NEVADA



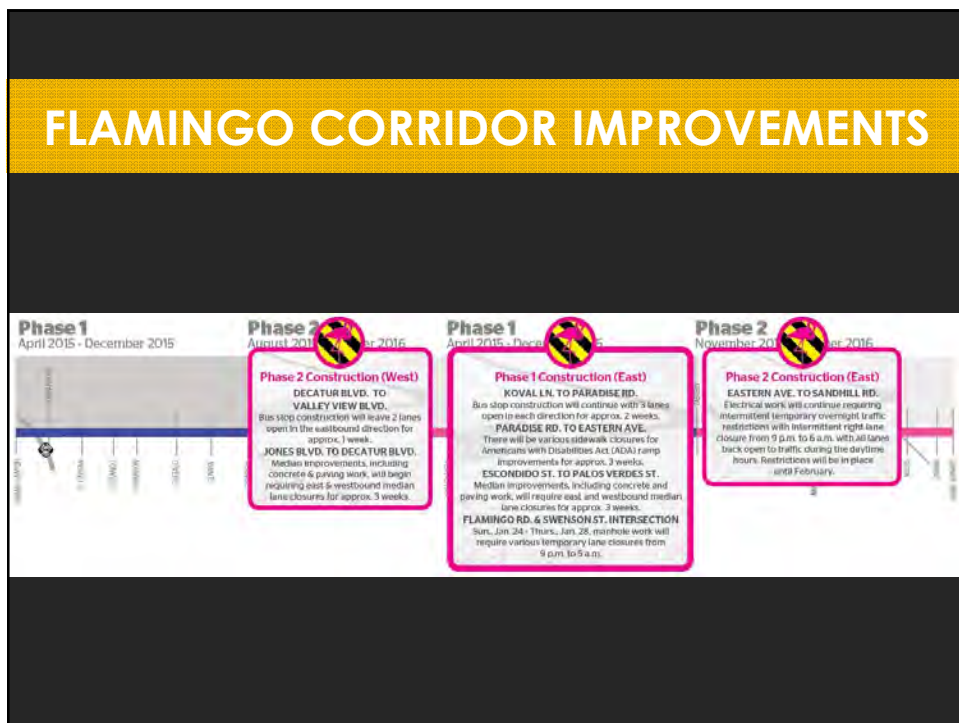


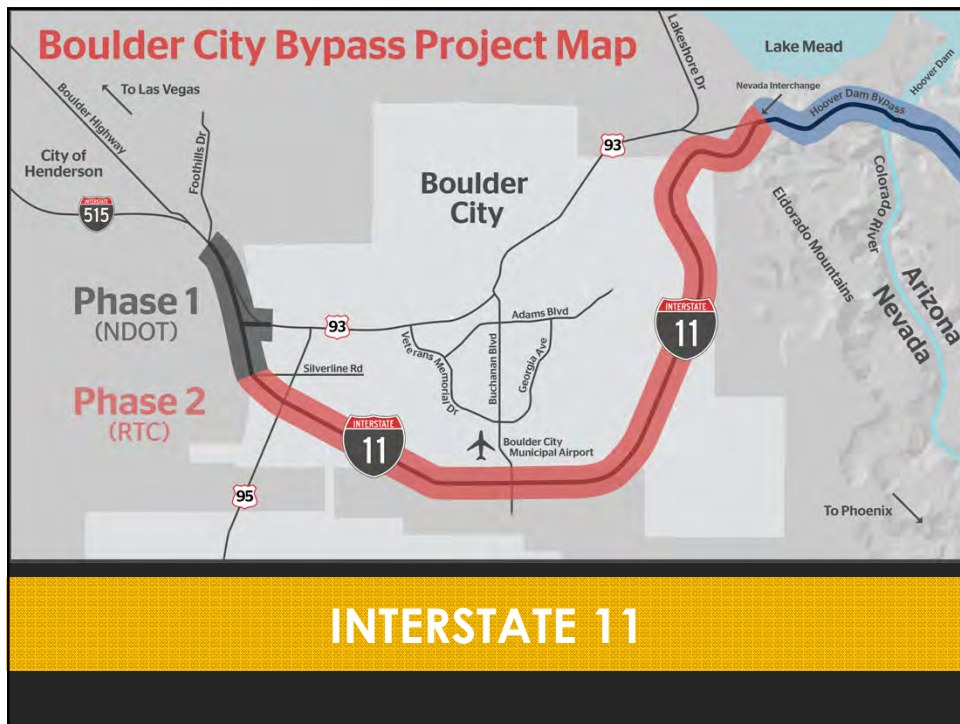


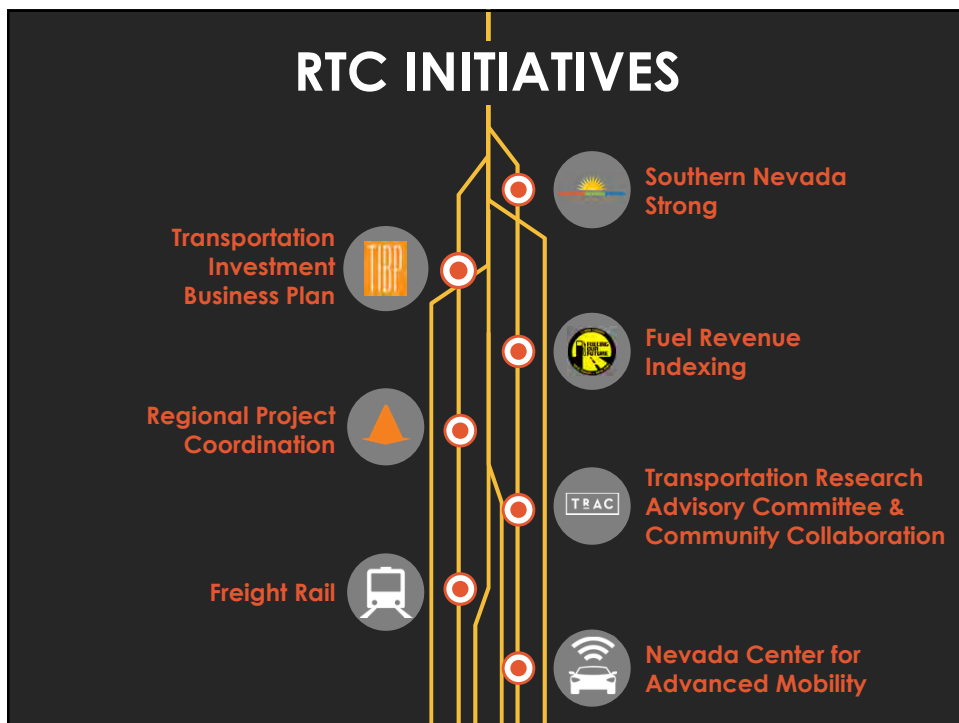


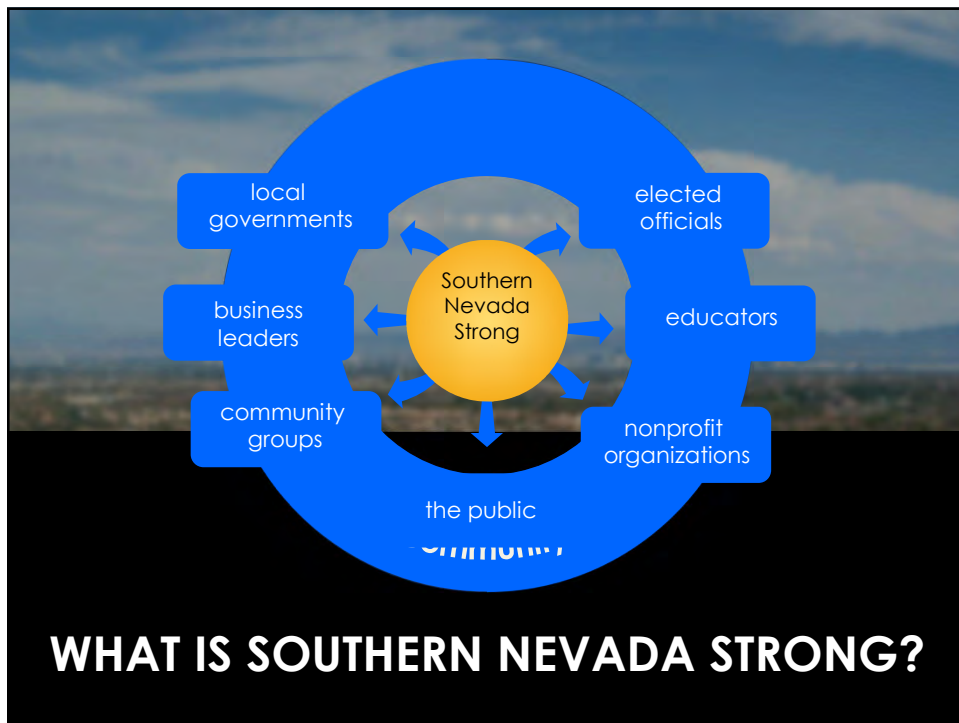


- RAMP METERS
- TIMING & COORDINATING OF SIGNALS
- DYNAMIC MESSAGE SIGNS
- TRAFFIC CAMERAS

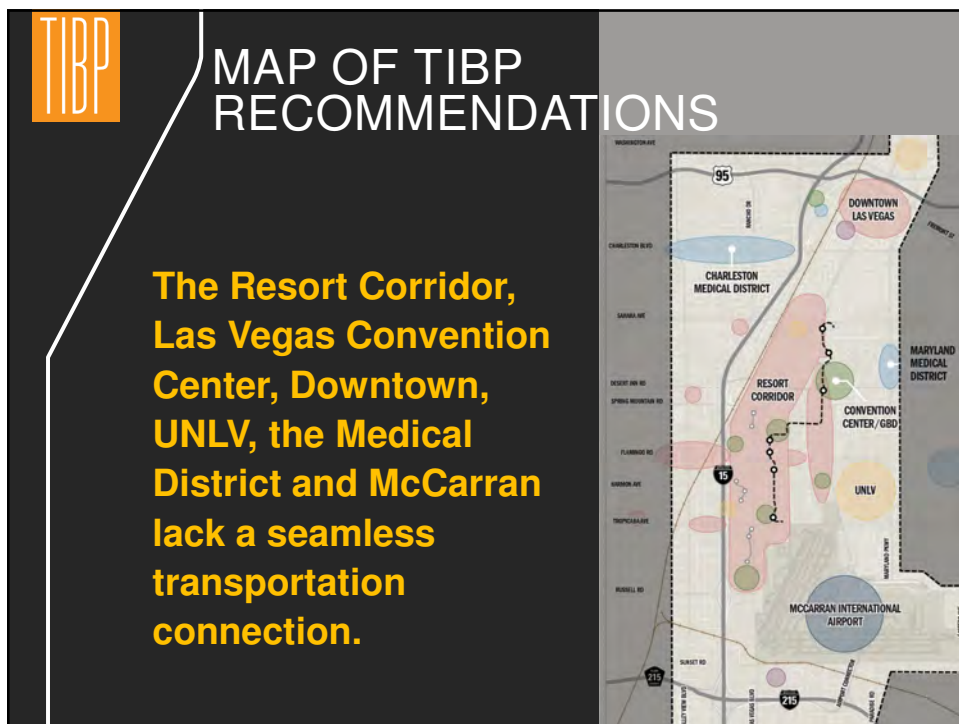














don't let
CONSTRUCTION
trip you
UP

Questions about construction cones in your area?

VISIT
SeeingOrangeNV.com

CALL
702-928-CONE (2663)

REGIONAL PROJECT COORDINATION

A graphic with a dark, textured background featuring a blurred image of orange and white construction cones. The text "don't let CONSTRUCTION trip you UP" is centered in a mix of orange and dark blue fonts. Below this, in smaller white text, is "Questions about construction cones in your area?". Further down, the words "VISIT" and "CALL" are in bold orange, followed by the website "SeeingOrangeNV.com" and the phone number "702-928-CONE (2663)" in white. At the bottom, a solid yellow horizontal bar contains the text "REGIONAL PROJECT COORDINATION" in white, bold, sans-serif font. The graphic is framed by thin yellow lines that resemble circuit board traces.





SOUTHERN NEVADA TOURISM INFRASTRUCTURE COMMITTEE



SOUTHERN NEVADA FORUM





TRAC *Item #7*
February 4, 2016 *Presentation*

TRAC Item #7

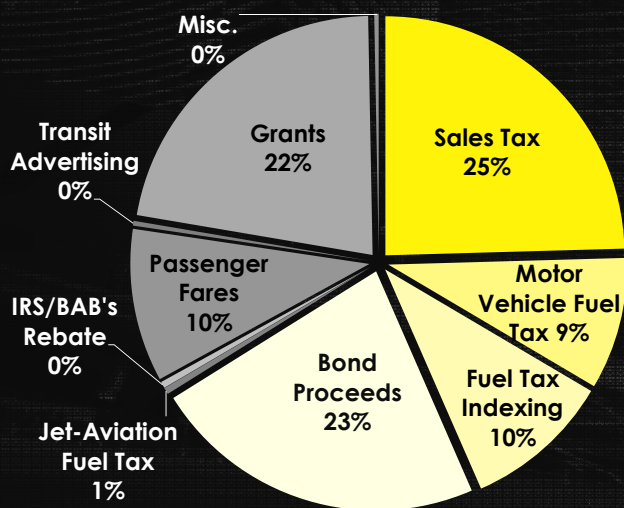
RTC'S ROADWAY BUDGET,
INCLUDING THE FUEL REVENUE
INDEXING PROGRAM

FUNDING & FUEL REVENUE INDEXING

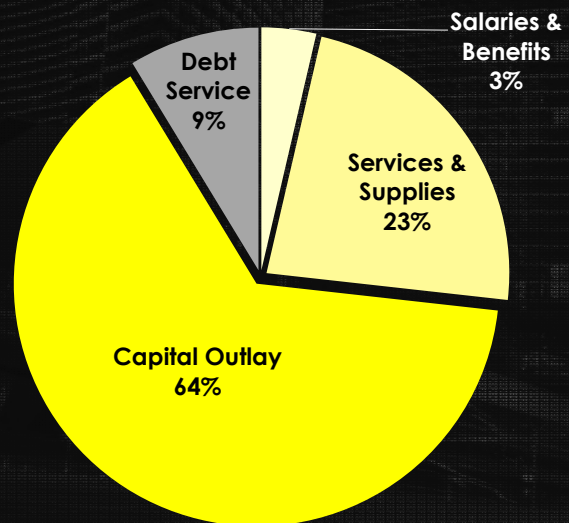
THE REGIONAL
TRANSPORTATION
COMMISSION OF
SOUTHERN NEVADA



RTC Sources of Revenue:



RTC Expenditures:



RTC Sources of Funding: Transit



Sales Tax

Fare Revenue

Federal Grants



RTC Sources of Funding: Streets and Highways



Sales Tax



Federal Funds



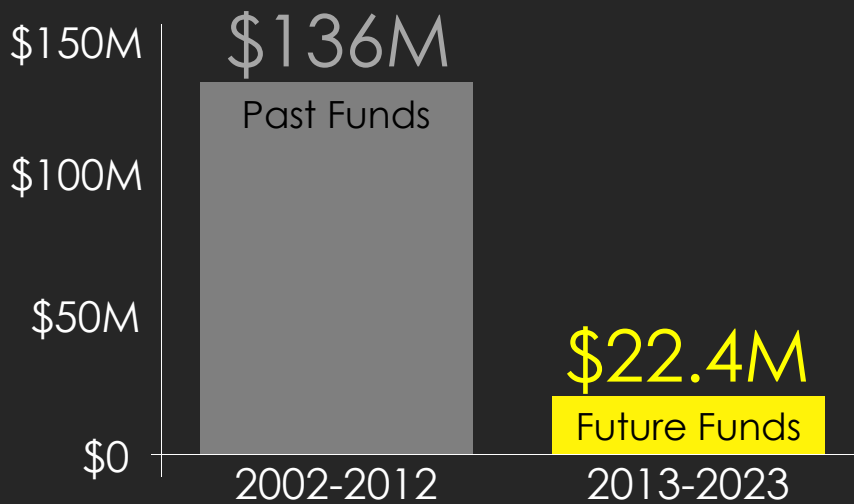
Motor Vehicle
Fuel Tax



Fuel Revenue
Indexing



Streets and Highway Average Spent and Projected Available



\$22.4 Million available

1 Interchange
or
1 Mile of Roadway
or
1 Beltway Segment without Bridges

Without Fuel Revenue Indexing

**WHAT
IS FRI?**



AB 413 & County Ordinance

Enabled County Commission to index fuel tax for gasoline, diesel, LPG, and CNG

Fuel Tax increases tied to PPI

County Ordinance Capped at \$0.10

Public will consider indexing beyond 2016



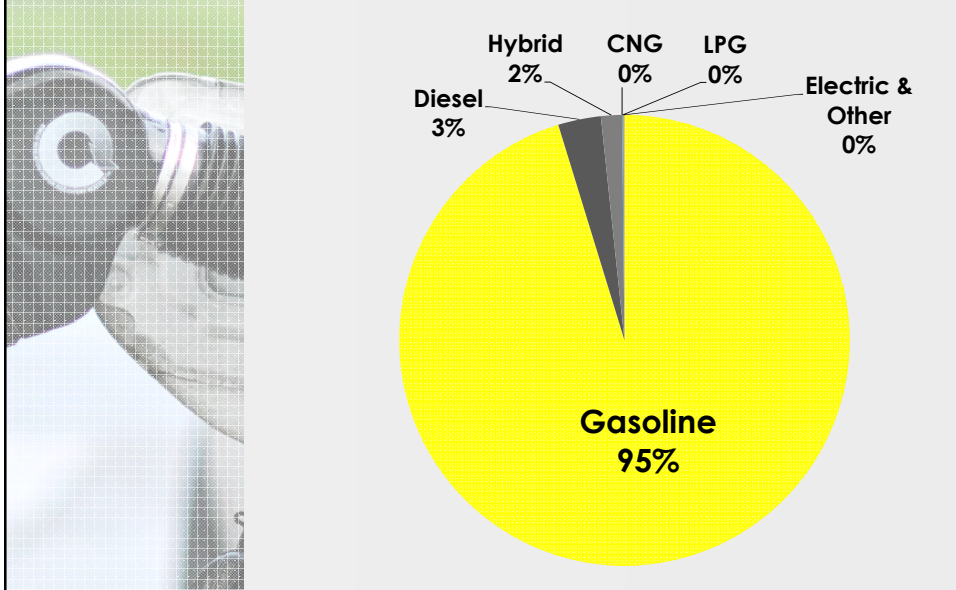
What AB 413 Doesn't Cover

Electric Vehicles

Red Dye Fuel



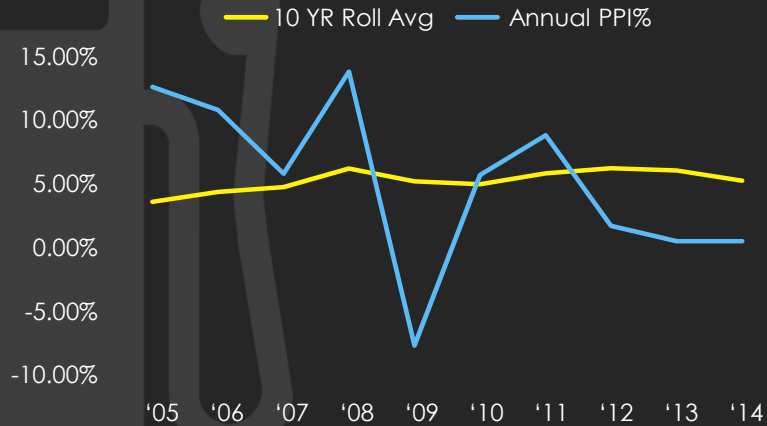
Clark County Vehicle Fuel Type



Base Gasoline Tax

| | |
|---------------|-------------------|
| Federal | \$ 0.18400 |
| State | 0.18455 |
| County/Cities | 0.06350 |
| RTC | 0.09000 |
| Total | \$ 0.52205 |

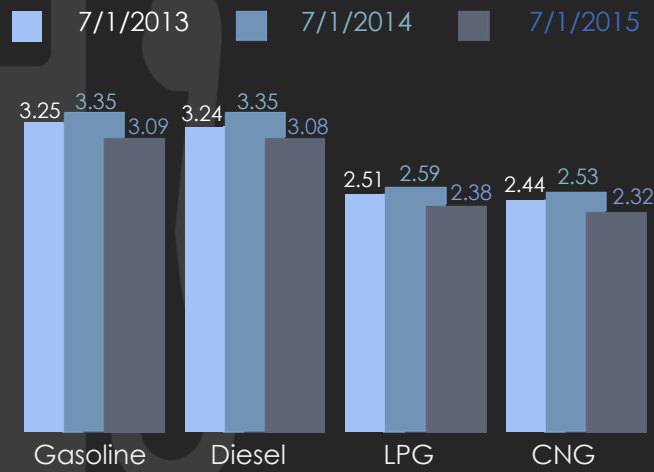
PRODUCER PRICE INDEX (PPI)



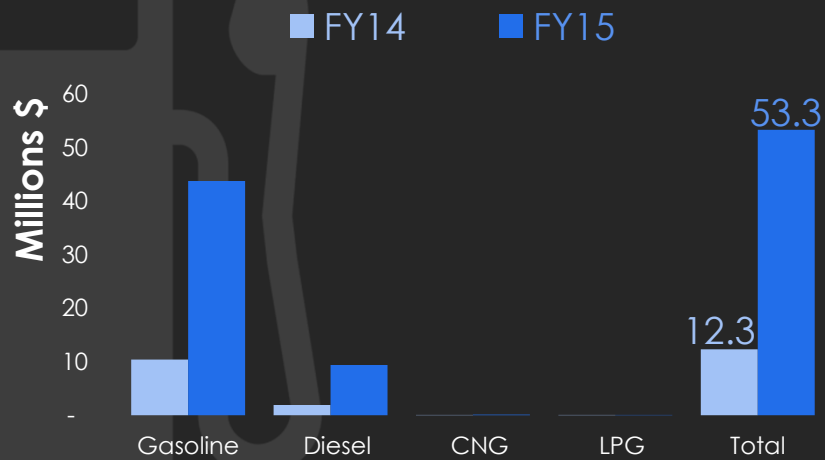
BREAKING DOWN THE NUMBERS

| | | | | |
|------------------|---|------------------|---|----------|
| MVFT \$0.5221 | X | PPI AVG 6.22% | = | \$0.0325 |
| | | | | |
| MVFT \$0.5545 | X | PPI AVG 6.05% | = | \$0.0335 |
| | | | | |
| MVFT \$0.5880 | X | PPI AVG 5.25% | = | \$0.0309 |
| | | | | |
| MVFT \$0.6189 | | | | |

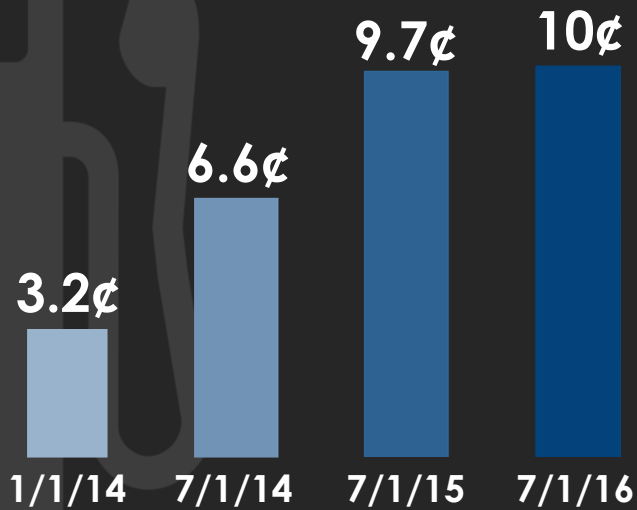
CENTS(¢) PER GALLON TAX INCREASE



RTC REVENUE COLLECTED FROM INDEXING



RATE PER GALLON OF GAS



AVERAGE MOTORIST IMPACT



2014- \$26.55

2015- \$43.91

2016- \$53.07

FRI COLLECTED IN CLARK
COUNTY MUST BE SPENT IN
CLARK COUNTY ON ROADS



WHAT WILL FRI DO?



THE RTC EXPECTS TO BOND APPROXIMATELY
\$700-\$800 MILLION

TO BUILD
**199 TRANSPORTATION
PROJECTS**

THAT WILL CREATE
9,000+ JOBS



VISIT OUR WEBSITE
rtcsnv.com/fri



Item #8

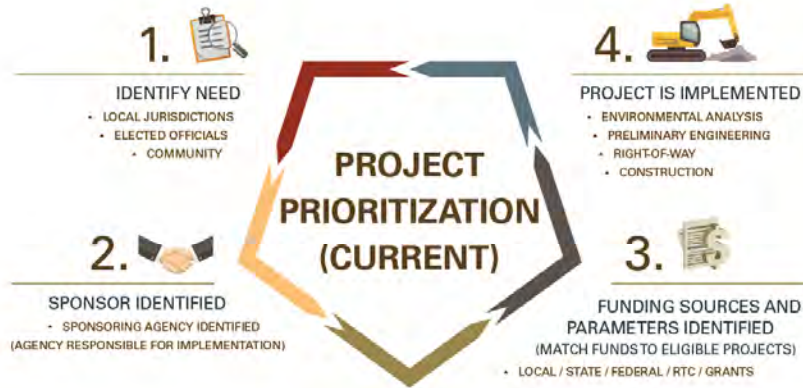
FUNDED ROADWAY PROJECTS

FUNDED ROADWAY PROJECTS

THE REGIONAL
TRANSPORTATION
COMMISSION OF
SOUTHERN NEVADA



Project Prioritization



Project Prioritization





LOCAL FUNDING PROGRAM UPDATES

OVER A THREE-YEAR PERIOD,
THE RTC EXPECTS TO BOND APPROXIMATELY

\$700-\$800 MILLION

TO BUILD

**199 TRANSPORTATION
PROJECTS**

THAT WILL CREATE

9,000+ JOBS

COST SAVINGS



AMOUNT SAVED: \$46.4M

220
~~199~~

TOTAL PROJECTS

CONTRACTS AWARDED
THROUGH DEC 31



LOCAL SMALL
BUSINESSES



AMOUNT AWARDED
THROUGH DEC 31



JOBS CREATED
THROUGH DEC 31



GROUNDBREAKINGS

FLAMINGO CORRIDOR IMPROVEMENTS



GROUND BREAKINGS

INTERSTATE 11



GRAND OPENINGS

CITY OF NORTH LAS VEGAS COMPLETED PROJECTS



GROUNDBREAKINGS

VOLUNTEER BOULEVARD & EXECUTIVE AIRPORT DRIVE



GROUNDBREAKINGS

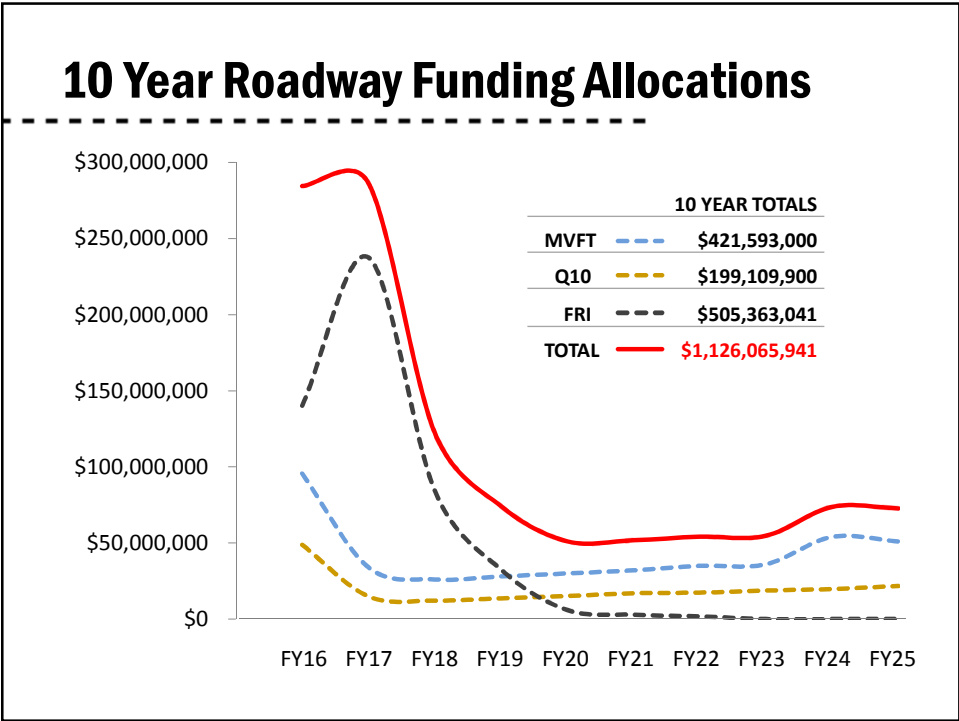
CITY OF MESQUITE



GROUND BREAKINGS

"CENTENNIAL BOWL"





----- **\$1.1B Investment** -----
Throughout Clark County

In Roadway, Freeway, Traffic Management, and Bike & Pedestrian Improvements.

The bottom section of the slide features a photograph of a suburban neighborhood with a grid street pattern and houses, likely representing the areas benefiting from the investment.



----- **Traffic Management** -----
\$21 Million



----- **Bike and Pedestrian** -----
\$19 Million



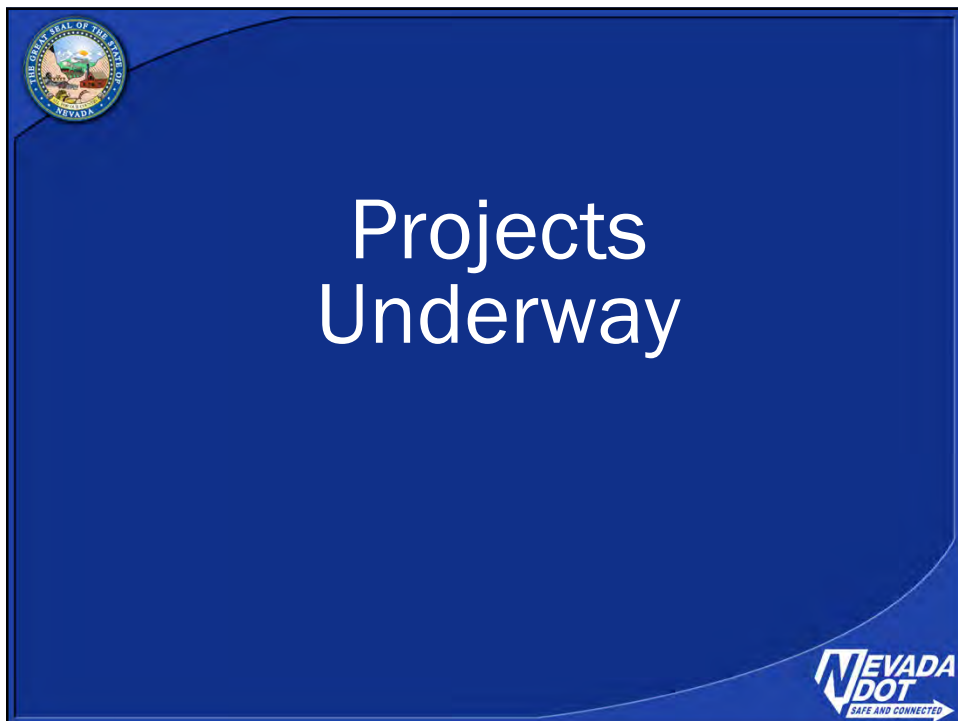
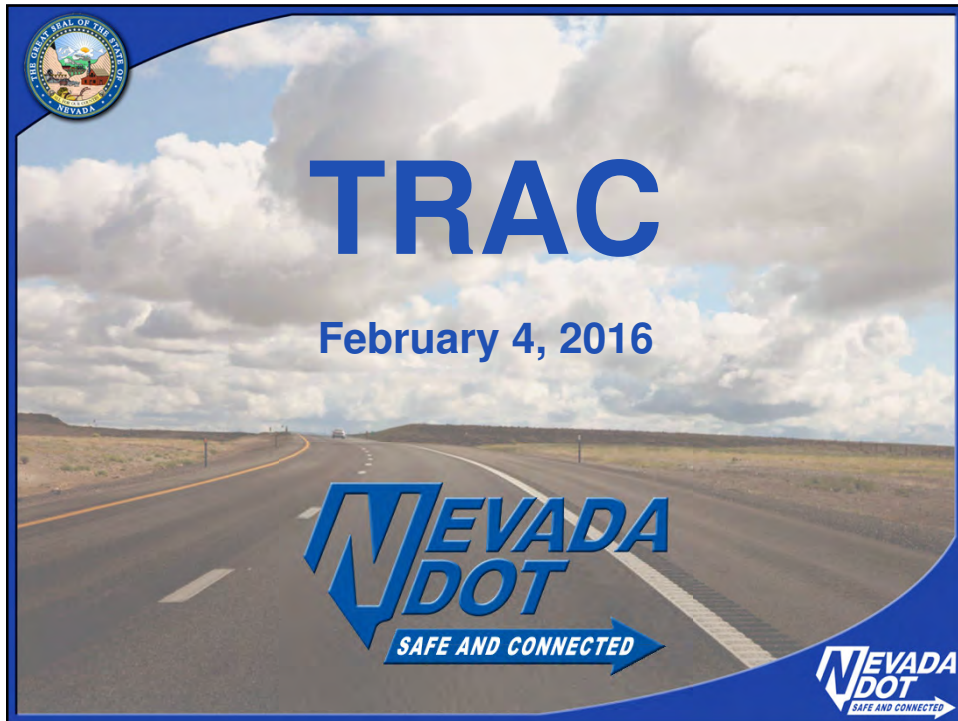
**Plus 71% of Roadway Projects Include
Bike & Pedestrian Improvements**

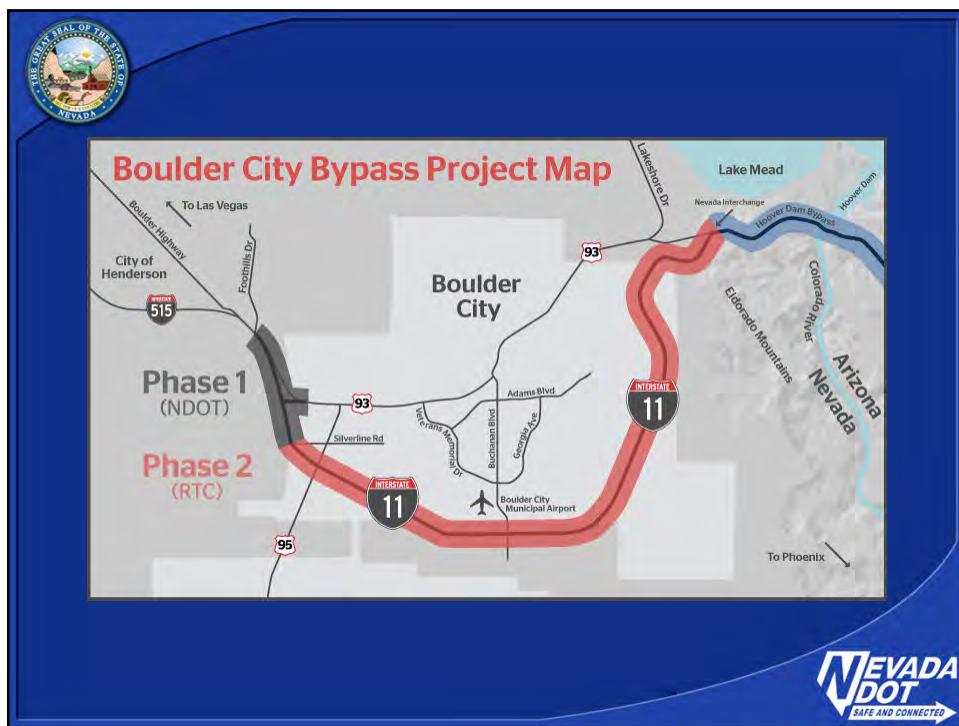


TRAC *Item #9*
February 4, 2016 *Presentation*

TRAC Item #9

NEVADA DEPARTMENT OF
TRANSPORTATION'S ROLES AND
RESPONSIBILITIES AND CURRENT
FUNDED PROJECTS









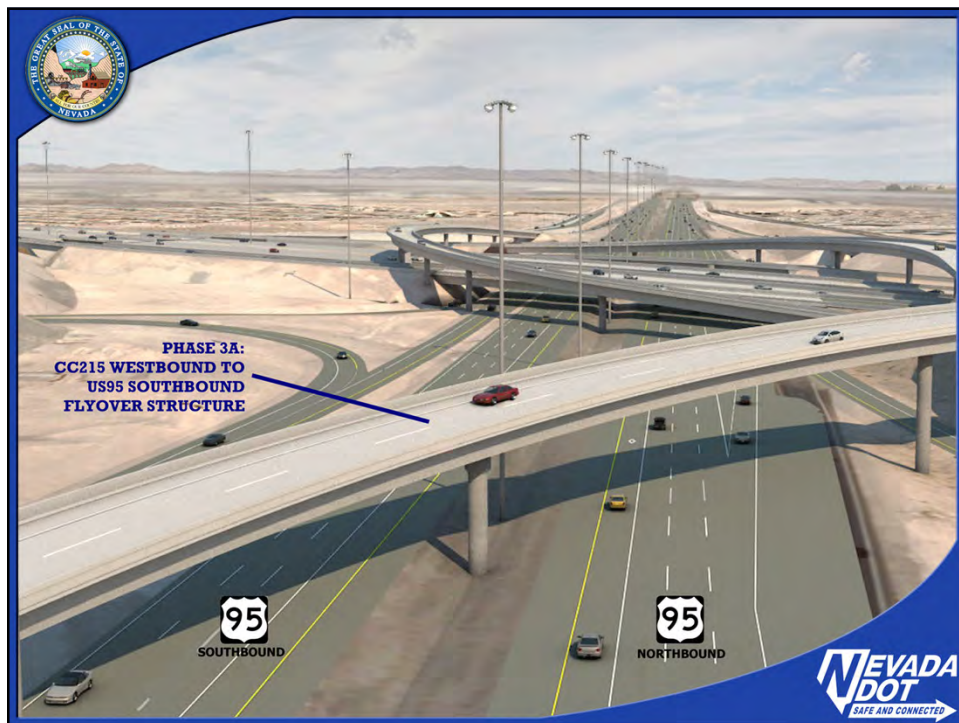
Phase 3A | US 95/CC 215 Connector Ramps



Construct new connector ramps for:

- Westbound CC 215 to southbound US 95
- Northbound US 95 to eastbound CC 215

Construction began in mid-October and is scheduled to be complete in 2017

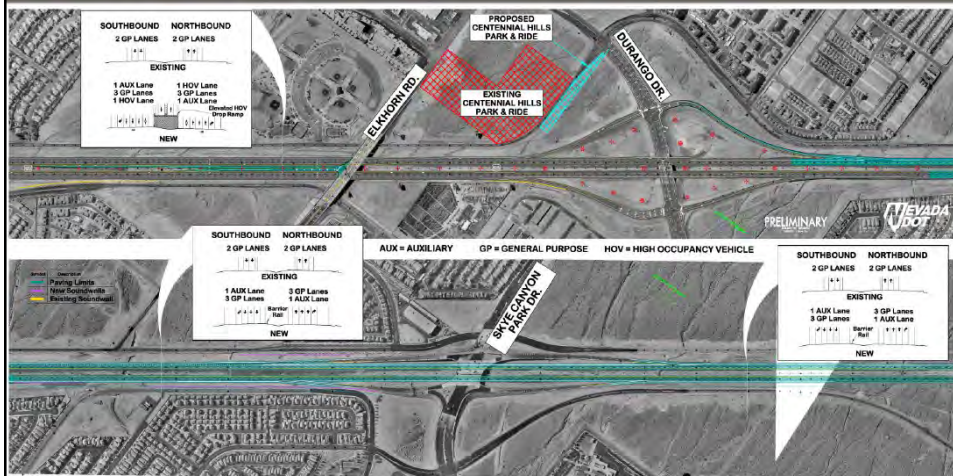




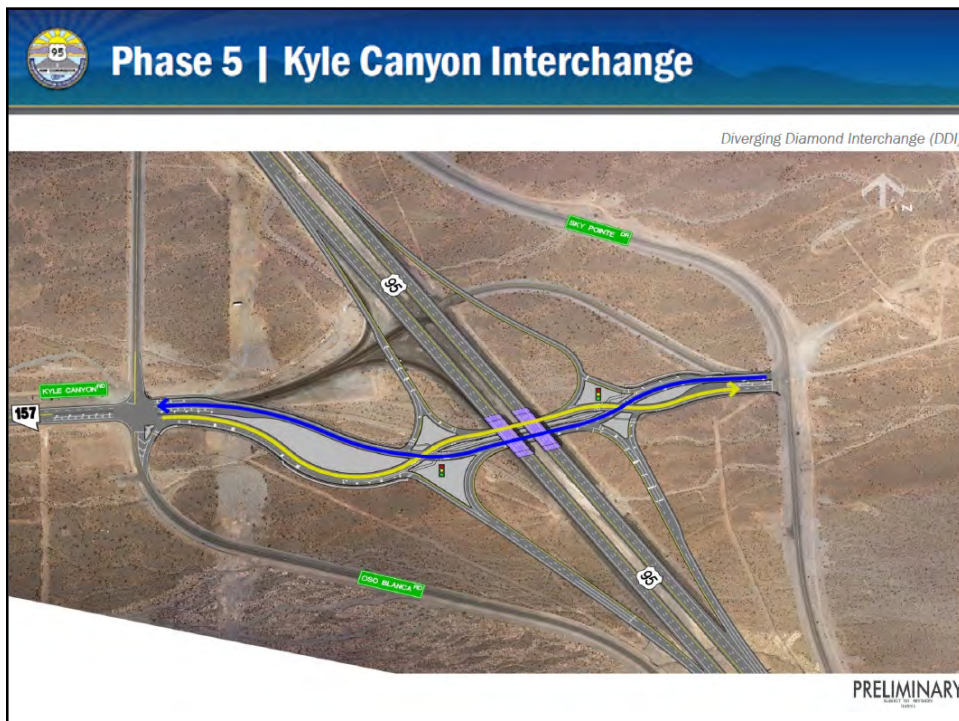
Upcoming Projects (funded)

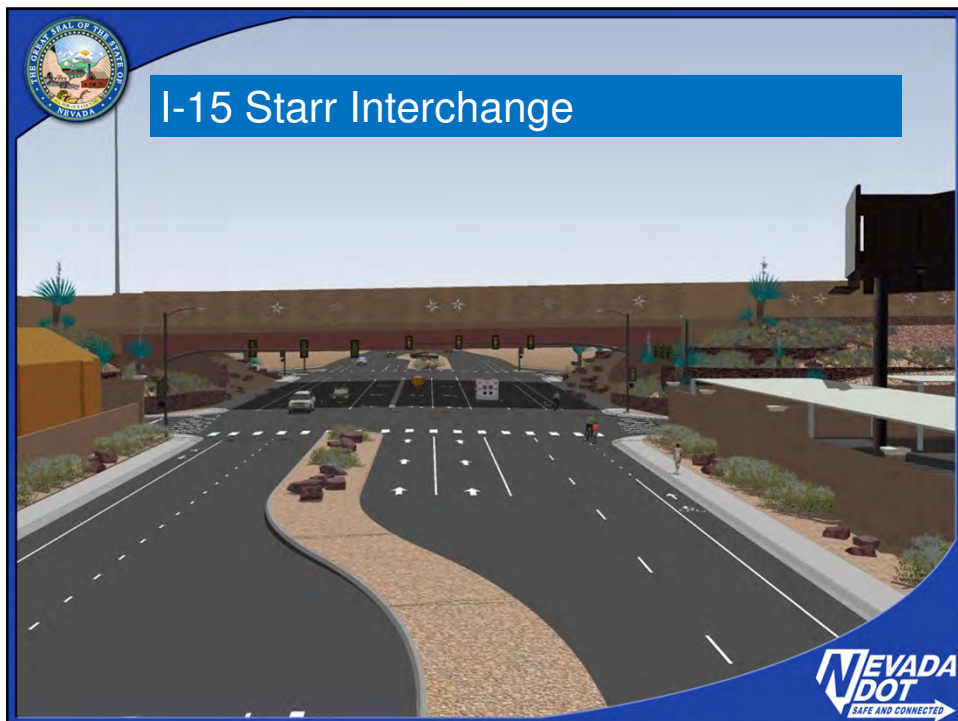


Phase 2B | Durango Drive to Kyle Canyon Road



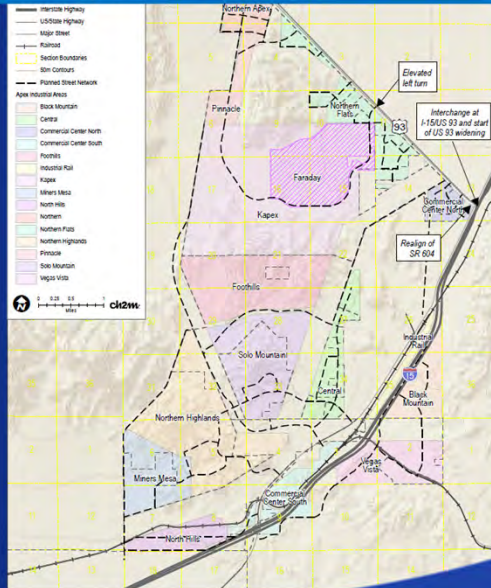
PRELIMINARY







Apex Improvements



Apex Improvements



Conceptual Rendering of Flyover Ramp Option at I-15 and US 93





I-15 North



Phase 2: Craig Rd to Speedway Blvd.
Status: 2B – Completed Sept 2012. &
2A - Construction in 2016.
Cost to Construct – \$ 43 – 45 M

Phase 3: Speedway Blvd to Apex
Interchange.
Cost to Construct - \$ 88 to 101 M.
Construction planned for 2020.

Phase 4: System to System
Interchange CC-215 and I-15.
Status - Project Scoping ,
Environmental & Conceptual Design is
underway.
Cost to Construct-\$ 130 M to \$ 146 M.
Construction of first package 2019.



www.nevadadot.com







THE PROJECT

- ★ Two decades in the making
- ★ Largest transportation project in Nevada's history
- ★ Main project area: 3.7-mile stretch of I-15 between Sahara and the Spaghetti Bowl

THE NEED

- ▶ Busiest stretch of roadway in Nevada
- ▶ 300,000 vehicles per day
- ▶ 25,000 lane changes per hr
- ▶ 3 crashes each day





Nevada Department of Transportation

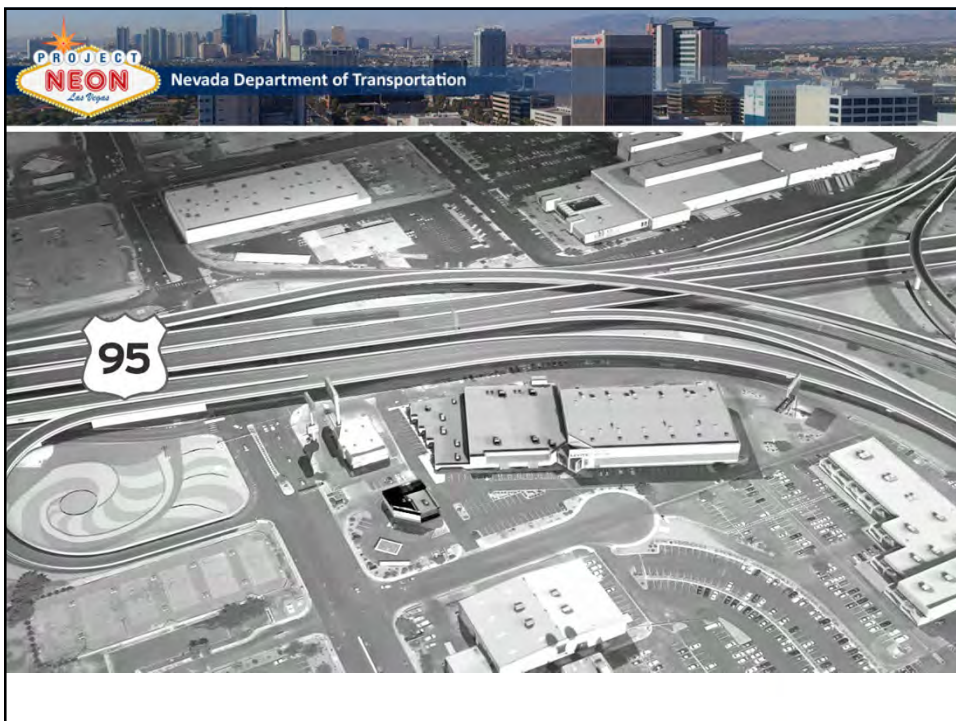
THE HIGHLIGHTS

- ▶ HOV system expansion
- ▶ Major improvements to MLK Boulevard
- ▶ Grand Central Parkway extension to Industrial
- ▶ Southbound I-15 ramp braiding
- ▶ Active Traffic Management (ATM) system
- ▶ Landscape & Aesthetics



▶ New Charleston Interchange







Nevada Department of Transportation

THE BENEFITS

- Improved safety and air quality
- Reduced congestion and travel delays
- New jobs for Nevada: 4,000+ direct, indirect and induced local jobs
- Better surface street connections and downtown access
- 20 consecutive miles of carpool lanes






Nevada Department of Transportation

SCHEDULE



| Year | Key Milestones |
|------|--|
| 2016 | Now - July 2016: Design and Demolition |
| 2017 | July 2016 - March 2017: Local Streets/U.S. 95/I-15 Ramp Braiding |
| 2018 | March 2018 - November 2018: I-15 Mainline |
| 2019 | November 2018 - July 2019: HOV Flyover |





Nevada Department of Transportation




PUBLIC INVOLVEMENT

UPCOMING EVENTS

OFFICIAL GROUNDBREAKING
April 7, 2016


PUBLIC MEETING
May 12, 2016





Nevada Department of Transportation


CONNECT WITH US




WEBSITE
NDOTProjectNeon.com

SOCIAL MEDIA
Twitter: @NDOTProjectNeon
Facebook: NDOTProjectNeon


HOTLINE
702.486.0486





PROJECT NEON
Las Vegas

Nevada Department of Transportation



ALTA DR



CHARLESTON BLVD

PUBLIC INFORMATION OFFICE

OPENING SOON

OFFICE OPEN TO THE PUBLIC
Late February 2016

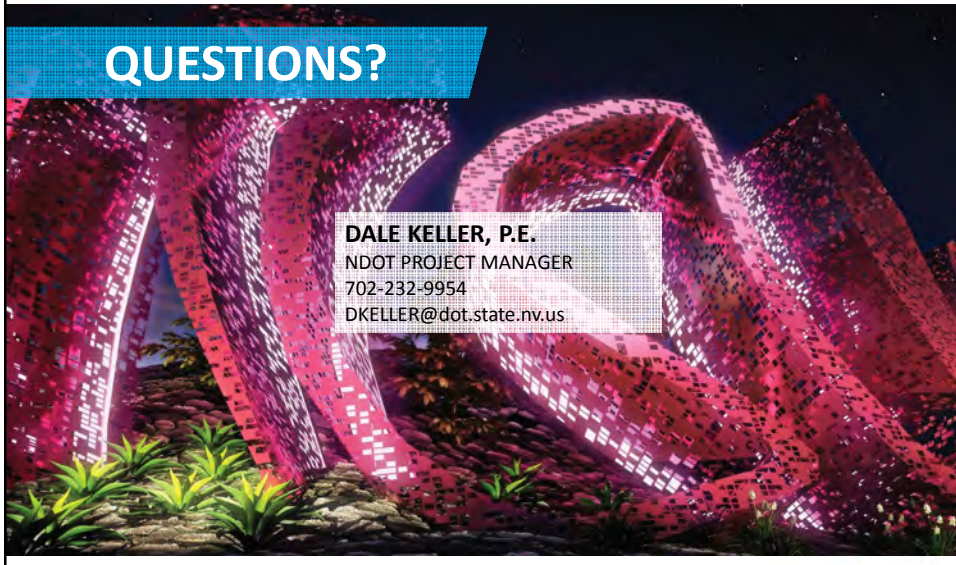
OFFICE HOURS
Mon-Fri 9AM-6PM
Saturdays 9AM-12PM

PROJECT NEON
Las Vegas

Nevada Department of Transportation

QUESTIONS?



DALE KELLER, P.E.
NDOT PROJECT MANAGER
702-232-9954
DKELLER@dot.state.nv.us

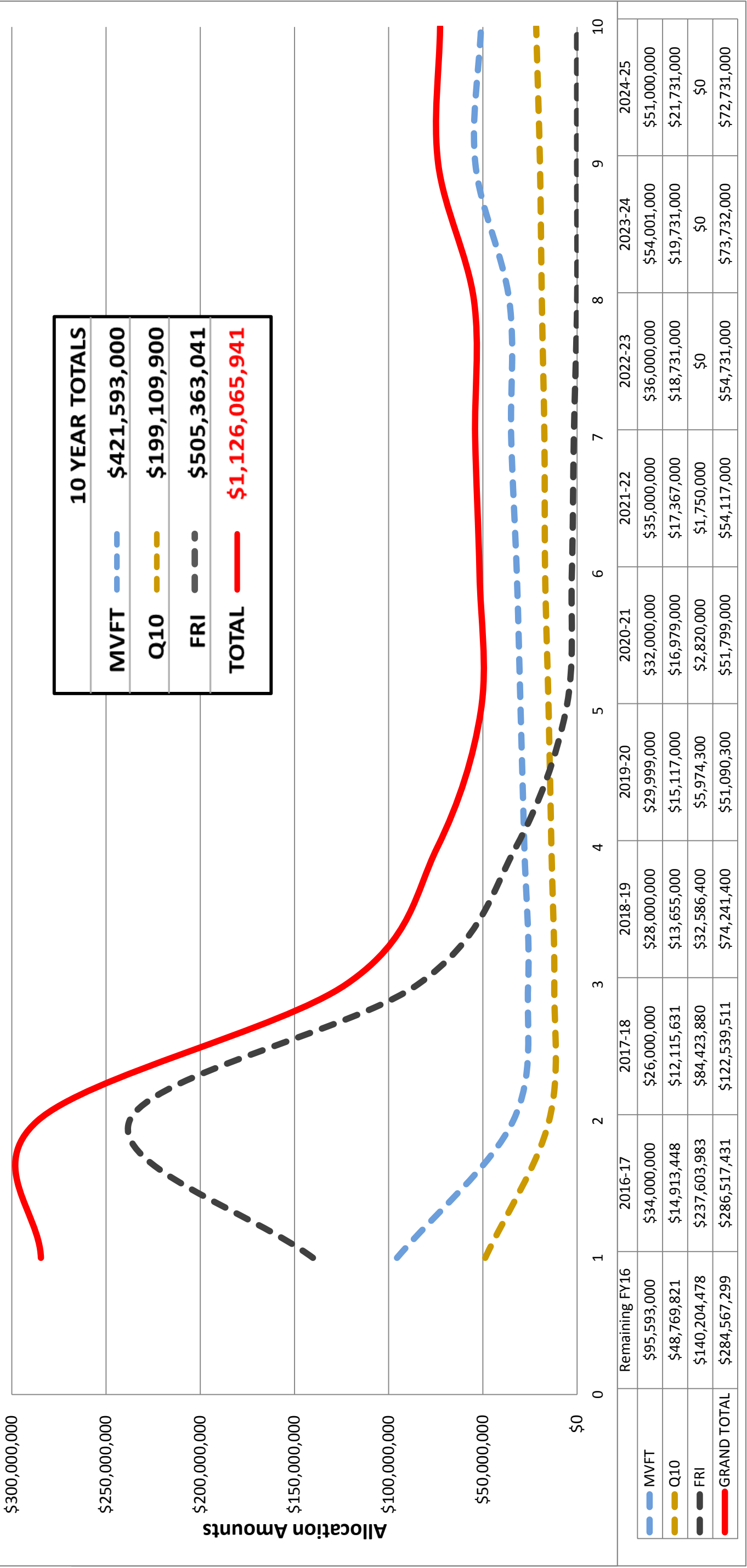
TRAC Item #10

CONDUCT AN OPEN DISCUSSION
OF RTC-FUNDED ROADWAY
PROJECTS AND CURRENT RTC
FUNDING

TRAC Item #11

CONDUCT A COMMENT PERIOD
FOR CITIZENS PARTICIPATION





REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

CAPITAL IMPROVEMENTS PROGRAM

MOTOR VEHICLE FUEL TAX FUNDING

Handout #2: MVFT

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| CLARK COUNTY (UNINCORPORATED) | | | | | | | | | | | | | | | | | |
|-----------------------------------|--------------|--------------|---------|---------|--------------|----------|---------------------|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| ANN | CC-215 | TENAYA | X | X | | X | \$8,000,000 | \$1,000,000 | | \$7,000,000 | | | | | | | |
| ARTERIAL CAPACITY IMPROVEMENTS | | | X | | | X | \$37,900,000 | | | | | \$1,914,000 | \$8,644,000 | \$7,215,000 | \$6,429,000 | \$5,901,000 | \$7,797,000 |
| ARTERIAL MAINTENANCE | | | X | | | X | \$15,330,000 | \$2,698,000 | \$1,741,000 | \$1,000,000 | | \$1,000,000 | \$1,753,000 | \$1,000,000 | \$1,000,000 | \$2,069,000 | \$2,069,000 |
| ARTERIAL MAINTENANCE FY14 | | | X | | | X | \$10,608,000 | \$10,608,000 | | | | | | | | | |
| BERMUDA | ST ROSE | SILVERADO | X | X | | X | \$7,929,000 | | | | | | \$750,000 | \$2,500,000 | \$4,679,000 | | |
| BUS PADS | | | X | X | | X | \$11,000 | \$11,000 | | | | | | | | | |
| CAREY | NELLIS | TOYABE | X | | | X | \$13,440,000 | \$3,084,000 | | | | \$6,531,000 | \$3,825,000 | | | | |
| CIMARRON | ROBINDALE | WARM SPRINGS | X | | | X | \$927,000 | | \$927,000 | | | | | | | | |
| DECATUR | CACTUS | WARM SPRINGS | X | | | X | \$2,547,000 | \$2,547,000 | | | | | | | | | |
| DESERT INN | CABANA | HOLLYWOOD | X | | | X | \$4,500,000 | \$800,000 | \$3,700,000 | | | | | | | | |
| DURANGO ITS | WARM SPRINGS | SAHARA | | | X | | \$1,198,000 | \$1,198,000 | | | | | | | | | |
| ELKHORN | HUALAPAI | GRAND CANYON | X | | | X | \$1,900,000 | \$400,000 | \$1,500,000 | | | | | | | | |
| ENTITY NON-SPECIFIC EXPENSES FY16 | | | X | | | | \$100,000 | \$100,000 | | | | | | | | | |
| FORT APACHE | SERENE | BLUE DIAMOND | X | | | X | \$700,000 | \$700,000 | | | | | | | | | |
| FORT APACHE | BLUE DIAMOND | WARM SPRINGS | X | | | X | \$5,000,000 | | | | | \$5,000,000 | | | | | |
| FORT APACHE | ALEXANDER | CC-215 | X | | | X | \$5,196,000 | | | | | | | \$5,196,000 | | | |
| HARMON | MARYLAND | MCLEOD | X | | | X | \$1,500,000 | | | | | | | | | | \$1,500,000 |
| HARMON | MCLEOD | BOULDER HWY | X | | | X | \$2,421,000 | | | | | | | | | | \$2,421,000 |
| HOLLYWOOD | CHARLESTON | LAKE MEAD | X | | | X | \$8,219,000 | \$4,000,000 | | | | | | | \$5,205,000 | \$1,131,000 | \$3,088,000 |
| HOLLYWOOD | WETLANDS | SAHARA | X | | | X | \$12,205,000 | | | | | | \$1,000,000 | | | \$7,000,000 | |
| HOLLYWOOD | SAHARA | CHARLESTON | X | | | X | \$1,000,000 | | | | | | | | | | |
| HUALAPAI | RUSSELL | FLAMINGO | X | | | X | \$1,000,000 | \$1,000,000 | | | | | | | | | |
| JONES | BLUE DIAMOND | WINDMILL | X | | | X | \$10,579,000 | \$1,207,000 | \$6,690,000 | \$2,682,000 | | | | | | | |
| JONES | CACTUS | BLUE DIAMOND | X | | | X | \$4,800,000 | \$4,800,000 | | | | | | | | \$2,000,000 | |
| KAREN | MARYLAND | EASTERN | X | | | X | \$2,000,000 | | | | | | | | | | |
| LONE MTN | W. BELTWAY | DURANGO | X | | | X | \$5,050,000 | \$1,000,000 | \$750,000 | \$3,300,000 | | | | | | | |
| RAINBOW | CACTUS | BLUE DIAMOND | X | | | X | \$2,700,000 | \$2,700,000 | | | | | | | | | |
| ROBINDALE | DURANGO | BUFFALO | X | | | X | \$2,800,000 | | \$2,800,000 | | | | | | | | |
| RUSSELL | BELTWAY | RAINBOW | X | | | X | \$7,049,000 | \$7,049,000 | | | | | | | | | |
| RUSSELL | HUALAPAI | BELTWAY | X | | | X | \$2,500,000 | \$2,500,000 | | | | | | | | | |
| SILVERADO RANCH | JONES | DEAN MARTIN | X | | | X | \$10,296,000 | | | \$796,000 | \$3,500,000 | | | | | \$6,000,000 | |
| SLOAN | VEGAS VALLEY | RUBY CREEK | X | | | X | \$5,468,000 | \$800,000 | | | | | | | | | \$4,668,000 |
| STARR | LAS VEGAS BL | BERMUDA | X | | | X | \$2,370,000 | | | | | | | | | \$2,370,000 | |
| SUNSET | RAINBOW | DECATUR | X | | | X | \$7,447,000 | \$692,000 | \$2,000,000 | | \$4,755,000 | | | | | | |
| SWENSON | HARMON | SAHARA | X | | | X | \$2,500,000 | | | | | | | | | | \$2,500,000 |
| TRAFFIC SAFETY IMPROVEMENTS | | | X | | | X | \$11,000,000 | \$2,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| TRAFFIC SIGNALS: GILESPIE/SUNSET | | | | | X | | \$297,000 | \$297,000 | | | | | | | | | |
| TROPICANA ITS | CC-215 | RAINBOW | | | X | | \$1,959,000 | \$1,959,000 | | | | | | | | | |
| TWAIN | SANDS | MARYLAND | X | | | X | \$1,000,000 | | | | | | | | | \$1,000,000 | |
| WARM SPRINGS | DURANGO | DEAN MARTIN | X | | | X | \$5,171,000 | | | | \$5,171,000 | | | | | | |
| UNALLOCATED | | | X | | | | \$127,000 | \$127,000 | | | | | | | | | |
| CLARK COUNTY TOTAL | | | | | | | \$226,744,000 | \$53,277,000 | \$21,108,000 | \$15,778,000 | \$15,426,000 | \$15,445,000 | \$16,972,000 | \$16,911,000 | \$18,313,000 | \$27,471,000 | \$26,043,000 |

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

CAPITAL IMPROVEMENTS PROGRAM

MOTOR VEHICLE FUEL TAX FUNDING

Handout #2: MVFT

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| CITY OF LAS VEGAS | | | | | | | | | | | | | | | | | |
|--|--------------------------|---------------|---------|---------|--------------|----------|---------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|
| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| 20TH YEAR TRAFFIC CAPACITY | | | | | X | | \$109,000 | \$109,000 | | | | | | | | | |
| 21ST YEAR TRAFFIC CAPACITY | | | | | X | | \$2,000 | \$2,000 | | | | | | | | | |
| ARTERIAL RECONSTRUCTION PROGRAM FY12/13 | | | X | | | X | \$761,000 | \$761,000 | | | | | | | | | |
| | BUS SHELTER ACQUISITIONS | | | | | X | \$699,000 | \$699,000 | | | | | | | | | |
| CHARLESTON/LAMB INTERSECTION | | | X | | | | \$564,000 | \$564,000 | | | | | | | | | |
| CITY-WIDE MOBILITY MASTER PLAN | | | X | | | X | \$817,000 | \$817,000 | | | | | | | | | |
| CITY-WIDE PEDESTRIAN SAFETY IMPROVEMENTS | | | X | | | X | \$8,257,000 | \$420,000 | | | | \$1,893,000 | \$815,000 | \$591,000 | \$698,000 | \$1,539,000 | \$1,262,000 |
| CITY-WIDE TRAFFIC CAPACITY IMPROVEMENTS | | | X | | | | \$46,882,000 | \$1,681,000 | | | | \$1,892,000 | \$3,258,000 | \$2,366,000 | \$8,412,000 | \$12,848,000 | \$12,271,000 |
| CLIFF SHADOWS | BUCKSKIN | LONE MTN | X | | | | \$1,332,000 | \$1,332,000 | | | | | | | | | |
| DOWNTOWN COMPLETE STREETS PROJECT | | | X | | | X | \$16,495,000 | | | | | \$3,746,000 | \$4,319,000 | \$5,352,000 | | | |
| DOWNTOWN PEDESTRIAN & BICYCLE IMPROVEMENTS | | | X | | | X | \$8,000 | \$8,000 | | | | | | | | | |
| DURANGO/GOWAN | | | X | | | X | \$200,000 | \$200,000 | | | | | | | | | |
| ENTITY NON-PROJECT SPECIFIC | | | X | | | | \$1,131,000 | \$231,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| GRAND TETON OVERPASS @ US95 | | | X | | | X | \$163,000 | \$163,000 | | | | | | | | | |
| HORSE | BRADLEY | UNICORN | X | | | X | \$554,000 | \$554,000 | | | | | | | | | |
| HORSE INTERCHGE @ US95 | | | X | | | | \$367,000 | \$367,000 | | | | | | | | | |
| MAIN | US-95 | OWENS | X | | | X | \$1,000 | \$1,000 | | | | | | | | | |
| MAIN/COMMERCE ONE-WAY COUPLET | | | X | | | X | \$2,252,000 | \$2,252,000 | | | | | | | | | |
| MARTIN L KING | PALOMINO | CAREY | X | | | | \$1,361,000 | \$1,361,000 | | | | | | | | | |
| MLK EXTENSION STUD | OAKY | DESERT INN | X | | | X | \$150,000 | \$150,000 | | | | | | | | | |
| MLK/INDUSTRIAL | WYOMING | SYMPHONY PARK | X | | | X | \$1,828,000 | \$1,828,000 | | | | | | | | | |
| OAKY/WYOMING | RAINBOW | INDUSTRIAL | X | | | X | \$800,000 | \$800,000 | | | | | | | | | |
| PEDESTRIAN BRIDGE | MAIN | SYMPHONY PARK | | | | X | \$9,636,000 | \$717,000 | \$6,588,000 | \$2,331,000 | | | | | | | |
| RANCHO | BONANZA | RAINBOW | X | | | X | \$386,000 | \$386,000 | | | | | | | | | |
| SHAUMBER | CENTENNIAL | ANN | X | | | | \$2,291,000 | \$2,291,000 | | | | | | | | | |
| SHEEP MTN PKWY CORRIDOR STUDY | | | | X | | | \$819,000 | \$819,000 | | | | | | | | | |
| SKY POINTE | ELKHORN | CIMARRON | X | | | X | \$57,000 | \$57,000 | | | | | | | | | |
| SOON TO BE CLOSED PROJECTS | | | X | | | | \$634,000 | \$634,000 | | | | | | | | | |
| UNALLOCATED | | | X | | | | \$2,039,000 | \$2,039,000 | | | | | | | | | |
| LAS VEGAS TOTAL | | | | | | | \$100,595,000 | \$21,243,000 | \$6,688,000 | \$5,289,000 | \$5,513,000 | \$7,631,000 | \$8,492,000 | \$8,409,000 | \$9,210,000 | \$14,487,000 | \$13,633,000 |

CITY OF NORTH LAS VEGAS

| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|--------------------------------------|----------------|----------------------|---------|---------|--------------|----------|---------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 21ST YEAR TRAFFIC CAPACITY | | | X | | | | \$171,000 | \$171,000 | | | | | | | | | |
| 22ND YEAR TRAFFIC CAPACITY | | | X | | | | \$119,000 | \$119,000 | | | | | | | | | |
| ANN | COMMERCE | UPPER LAS VEGAS WASH | X | | | | \$3,850,000 | \$3,850,000 | | | | | | | | | |
| BROOKS | ML KING | N 5TH | X | | | X | \$4,734,000 | \$1,247,000 | \$1,621,000 | \$1,866,000 | | | | | | | |
| CAREY | REVERE | PECOS | X | | | X | \$3,522,000 | \$3,522,000 | | | | | | | | | |
| ENTITY NON-PROJECT SPECIFIC EXPENSES | | | X | | | | \$273,000 | \$73,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | | | | | |
| GILMORE | SIMMONS | ALLEN | X | | | | \$1,000,000 | \$1,000,000 | | | | | | | | | |
| LAMB | CC-215 | CENTENNIAL | X | | | X | \$2,584,000 | | \$1,735,000 | \$849,000 | | | | | | | |
| LONE MTN | DECATUR | MLK | X | | | X | \$2,300,000 | | | | | | | | | \$1,000,000 | \$1,000,000 |
| PECOS | CAREY | TONOPAH | X | | | | \$2,875,000 | | | | | \$1,118,000 | \$1,757,000 | | | | |
| SAWTOOTH | | | X | | | X | \$16,398,000 | \$850,000 | \$395,000 | \$495,000 | \$1,275,000 | \$1,527,000 | \$1,828,000 | \$2,180,000 | \$2,281,000 | \$2,683,000 | \$2,884,000 |
| SIMMONS | LONE MTN | LA MADRE | X | | | | \$2,699,000 | | | | | | | \$1,108,000 | \$1,591,000 | | |
| SIMMONS | CAREY | LONE MTN | X | | | X | \$717,000 | \$717,000 | | | | | | | | | |
| SLOAN | LAS VEGAS BLVD | TROPICAL | X | | | X | \$3,579,000 | | | | | | | | | \$2,028,000 | \$1,551,000 |
| SLOAN/TROPICAL | EL CAMPO GRAND | CC-215 | X | | | | \$585,000 | \$585,000 | | | | | | | | | |
| TROPICAL | CC-215 | ANN | X | | | | \$2,630,000 | | | | \$2,049,000 | \$581,000 | | | | | |
| UNALLOCATED | | | X | | | | \$339,000 | \$339,000 | | | | | | | | | |
| | | | | | | | \$48,375,000 | \$12,473,000 | \$3,801,000 | \$3,260,000 | \$3,374,000 | \$3,276,000 | \$3,585,000 | \$3,588,000 | \$3,872,000 | \$5,711,000 | \$5,435,000 |

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| CITY OF HENDERSON | | | | | | | | | | | | | | | | | |
|--|---------------|--------------|---------|---------|--------------|----------|---------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| 21ST YEAR TRAFFIC CAPACITY | | | X | | | | \$46,000 | \$46,000 | | | | | | | | | |
| 22ND YEAR TRAFFIC CAPACITY | | | X | | | | \$343,000 | \$343,000 | | | | | | | | | |
| APPALOOSA | WAGONWHEEL | EQUESTRIAN | X | | | | \$1,060,000 | \$60,000 | \$1,000,000 | | | | | | | | |
| ARTERIAL RECONSTRUCTION/COMPLETE STREETS | | | X | | | X | \$21,220,000 | | | | \$2,034,000 | \$2,365,000 | \$2,927,000 | \$3,025,000 | \$3,217,000 | \$3,679,000 | \$3,973,000 |
| CENTER | BURKHOLDER | LAKE MEAD | X | | | X | \$5,034,000 | \$627,000 | | | | | | \$3,043,000 | \$1,364,000 | | |
| EASTGATE | WARM SPRINGS | GALLERIA | X | | | | \$272,000 | | | | | | | | | \$61,000 | \$211,000 |
| ENTITY NON-PROJECT SPECIFIC EXPENSES | | | X | | | | \$269,000 | \$53,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 |
| EQUESTRIAN | BOULDER HWY | FOOTHILLS | X | | | | \$1,611,000 | | | | | | | | | \$70,000 | \$1,541,000 |
| HORIZON | PACIFIC | BOULDER HWY | X | | | X | \$1,000,000 | \$1,000,000 | | | | | | | | | |
| MAGIC | EQUESTRIAN | WARM SPRINGS | X | | | | \$2,498,000 | | | | | | | | | \$2,498,000 | |
| MISSION | COLLEGE | UPRR | X | | | X | \$350,000 | \$350,000 | | | | | | | | | |
| RACETRACK | BOULDER HWY | ATHENS | X | | | X | \$3,681,000 | \$3,681,000 | | | | | | | | | |
| SUNRIDGE HGTS | EXEC AIRPORT | SEVEN HILLS | X | | | | \$6,270,000 | \$355,000 | \$1,379,000 | \$1,649,000 | \$1,629,000 | \$1,258,000 | | | | | |
| VOLUNTEER | LAS VEGAS BL | EXECUTIVE AP | X | | | X | \$1,211,000 | \$1,211,000 | | | | | | | | | |
| WARM SPRINGS | ARROYO GRANDE | BOULDER HWY | X | | | X | \$30,000 | \$30,000 | | | | | | | | | |
| WARM SPRINGS | LAKE MEAD | RACETRACK | X | | | X | \$140,000 | | | | | | | | | | \$140,000 |
| SOON TO BE CLOSED PROJECTS | | | X | | | | \$161,000 | \$161,000 | | | | | | | | | |
| HENDERSON TOTAL | | | | | | | \$45,196,000 | \$7,917,000 | \$2,403,000 | \$1,673,000 | \$3,687,000 | \$3,647,000 | \$2,951,000 | \$6,092,000 | \$4,605,000 | \$6,332,000 | \$5,889,000 |

OUTLYING AREAS

| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|------------------------------------|----------|-------|---------|---------|--------------|----------|---------------------|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SANDY VALLEY | COLUMBIA | MIAMI | X | | | | \$620,000 | \$620,000 | | | | | | | | | |
| OUTLYING ROADS | | | X | | | | \$63,000 | \$63,000 | | | | | | | | | |
| OUTLYING TOTAL | | | | | | | \$683,000 | \$683,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| GRAND TOTALS - ANNUAL ENCUMBERANCE | | | | | | | \$421,593,000 | \$95,593,000 | \$34,000,000 | \$26,000,000 | \$28,000,000 | \$29,999,000 | \$32,000,000 | \$35,000,000 | \$36,000,000 | \$54,001,000 | \$51,000,000 |

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| CLARK COUNTY (UNINCORPORATED) | | | | | | | | | | | | | | | | | |
|-------------------------------|--------------|--------------|---------|---------|--------------|----------|---------------------|---|-------------|-------------|-------------|-------------|--------------|-------------|---------|---------|---------|
| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| CACTUS | SPENCER | RAINBOW | X | | | X | \$28,645,000 | \$5,845,000 | \$9,724,000 | \$8,112,000 | \$4,964,000 | | | | | | |
| DECATUR | CACTUS | WARM SPRINGS | X | | | X | \$539,400 | \$539,400 | | | | | | | | | |
| DURANGO | BLUE DIAMOND | WINDMILL | X | | | X | \$5,641,000 | \$5,641,000 | | | | | | | | | |
| RAINBOW | WARM SPRINGS | TROPICANA | X | | | X | \$800,000 | \$800,000 | | | | | | | | | |
| SILVERADO RANCH | JONES | DEAN MARTIN | X | | | X | \$15,600,000 | | | | | \$3,812,000 | \$10,002,000 | \$1,786,000 | | | |
| CLARK COUNTY REMAINING SB5 | | | X | | | | \$892,000 | \$892,000 | | | | | | | | | |
| CLARK COUNTY Q-10 TOTAL | | | | | | | \$52,117,400 | \$13,717,400 | \$9,724,000 | \$8,112,000 | \$4,964,000 | \$3,812,000 | \$10,002,000 | \$1,786,000 | \$0 | \$0 | \$0 |

CITY OF LAS VEGAS

| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|--------------------------------|------------------|--------------|---------|---------|--------------|----------|---------------------|---|-------------|-------------|-------------|-------------|-------------|---------|---------|---------|---------|
| RANCHO | BONANZA | RAINBOW | X | | | X | \$17,660,000 | \$660,000 | | \$3,000,000 | \$6,726,000 | \$3,167,000 | \$4,107,000 | | | | |
| MLK | PALOMINO | CAREY | X | | | | \$462,000 | \$462,000 | | | | | | | | | |
| MLK/INDUSTRIAL CONNECTOR | OAKY | ALTA | X | | | X | \$4,988,000 | \$4,988,000 | | | | | | | | | |
| RAINBOW | TRAFFIC CAPACITY | | X | | | X | \$4,567,000 | \$4,567,000 | | | | | | | | | |
| CENTENNIAL/SKY POINTE | @ US-95 | | X | | | X | \$939,000 | \$939,000 | | | | | | | | | |
| LAS VEGAS BL | STEWART | SAHARA | X | | | X | \$265,000 | \$265,000 | | | | | | | | | |
| SHEEP MT. EIS | | | | X | | | \$1,000 | \$1,000 | | | | | | | | | |
| MAIN/COMMERCE COUPLE | I-515 | LAS VEGAS BL | X | | | X | \$3,500,000 | | \$3,500,000 | | | | | | | | |
| ITS COMMUNICATIONS | INFRASTRUCTURE | | | X | | | \$565,000 | \$565,000 | | | | | | | | | |
| FY05 ARTERIAL INTERCONNECT | | | | X | | | \$117,000 | \$117,000 | | | | | | | | | |
| FY05 - CHARLESTON BUS TURNOUTS | | | X | | | X | \$31,000 | \$31,000 | | | | | | | | | |
| LAS VEGAS REMAINING SB5 | | | X | | | | \$1,604,000 | \$1,604,000 | | | | | | | | | |
| LAS VEGAS Q-10 TOTAL | | | | | | | \$34,699,000 | \$14,199,000 | \$3,500,000 | \$3,000,000 | \$6,726,000 | \$3,167,000 | \$4,107,000 | \$0 | \$0 | \$0 | \$0 |

CITY OF NORTH LAS VEGAS

| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|-------------------------------|---------|----------|---------|---------|--------------|----------|---------------------|---|---------|---------|---------|-----------|---------|--------------|--------------|--------------|--------------|
| SIMMONS | CAREY | LONE MT | X | | | X | \$11,345,000 | | | | | | | \$4,430,000 | \$3,915,000 | \$3,000,000 | |
| NORTH 5TH | OWENS | CHEYENNE | X | | | X | \$59,554,000 | \$2,574,000 | | | | | | \$9,281,000 | \$12,946,000 | \$14,861,000 | \$19,892,000 |
| NORTH LAS VEGAS BL | TONOPAH | CAREY | X | | | X | \$665,000 | | | | | \$665,000 | | | | | |
| NORTH LAS VEGAS REMAINING SB5 | | | X | | | | \$3,029,000 | \$3,029,000 | | | | | | | | | |
| N LAS VEGAS Q-10 TOTAL | | | | | | | \$74,593,000 | \$5,603,000 | \$0 | \$0 | \$0 | \$665,000 | \$0 | \$13,711,000 | \$16,861,000 | \$17,861,000 | \$19,892,000 |

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| CITY OF HENDERSON | | | | | | | | | | | | | | | | | |
|--------------------------|-------------------------|----|---------|---------|--------------|----------|---------------------|---|----------|-----------|---------|---------|---------|---------|---------|---------|---------|
| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| AMARGOSA TRAIL BRIDGE | PITTMAN RR EAST CHANNEL | | | | | X | \$11,000 | \$11,000 | | | | | | | | | |
| ANTHEM PKWY TRAIL BRIDGE | @SUN CITY ANTHEM | | | | | X | \$42,000 | | \$7,895 | \$34,105 | | | | | | | |
| ANTHEM ROSE TRAIL | @ BRANDYWINE SHOALS | | | | | X | \$11,000 | | | \$11,000 | | | | | | | |
| COLLEGE AREA TRAIL | NEVADA STATE | | | | | X | \$11,000 | \$11,000 | | | | | | | | | |
| EASTERN BUS TURNOUTS | HORIZON RDG | | X | | | X | \$39,000 | | \$7,895 | \$31,105 | | | | | | | |
| HORIZON | I-515 | | X | | | X | \$1,708,000 | \$1,708,000 | | | | | | | | | |
| HORIZON | PACIFIC | | X | | | X | \$245,000 | \$245,000 | | | | | | | | | |
| I-215 TRAIL BRIDGES | @PECOS @GV | | | | | X | \$178,000 | | \$23,684 | \$154,316 | | | | | | | |
| I-215 TRAIL CONNECTIVITY | GREEN VALLEY | | | | | X | \$30,000 | \$30,000 | | | | | | | | | |
| LAS VEGAS BLVD SIGNALS | @VIA INSPIRADA | | | | | X | \$39,000 | | | \$39,000 | | | | | | | |
| PEDESTRIAN FLASHERS | VARIOUS LOCATIONS | | | | | X | \$16,000 | \$5,921 | \$10,079 | | | | | | | | |
| ST ROSE TRAIL | MARYLAND | | | | | X | \$18,000 | | \$18,000 | | | | | | | | |
| STARR/EXECUTIVE AIRPORT | I-15 | | X | | | X | \$137,000 | \$137,000 | | | | | | | | | |
| STEPHANIE | GALLERIA | | X | | | X | \$949,000 | \$949,000 | | | | | | | | | |
| VIA INSPIRADA TRAIL | LAS VEGAS BL | | | | | X | \$42,000 | | \$7,895 | \$34,105 | | | | | | | |
| WEST HENDERSON ROADS | | | X | | | | \$364,000 | \$364,000 | | | | | | | | | |
| HENDERSON REMAINING SB5 | | | X | | | | \$560,000 | \$560,000 | | | | | | | | | |
| HENDERSON Q-10 TOTAL | | | | | | | \$4,400,000 | \$4,020,921 | \$75,448 | \$303,631 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

*Note: Funding allocations shown are subject to change.

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| OUTLYING | | | | | | | | | | | | | | | | | |
|------------------------------|-------|----------|---------|---------|--------------|----------|---------------------|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| BOULDER CITY | | | | | | | | | | | | | | | | | |
| SOUTH DRY LAKE | US-95 | US-95 | X | | | | \$2,768,000 | | | | \$692,000 | \$692,000 | \$692,000 | \$692,000 | | | |
| SAN FELIPE | ADAMS | MENDOTA | X | | | X | \$1,384,000 | | | | | | | | \$692,000 | \$692,000 | |
| GINGERWOOD/BRISTLECONE | ADAMS | BUCHANAN | X | | | X | \$692,000 | | | | | | | | | | \$692,000 |
| BOULDER CITY REMAINING SB5 | | | X | | | | \$9,000 | \$9,000 | | | | | | | | | |
| UNALLOCATED | | | X | | | | \$3,399,000 | | | | \$573,000 | \$1,826,000 | \$1,000,000 | | | | |
| LAUGHLIN | | | | | | | | | | | | | | | | | |
| LAUGHLIN ROADS IV | | | X | | | | \$1,909,000 | \$1,909,000 | | | | | | | | | |
| MESQUITE | | | | | | | | | | | | | | | | | |
| MESQUITE REMAINING SB5 | | | X | | | | \$9,000 | \$9,000 | | | | | | | | | |
| MT. CHARLESTON | | | | | | | | | | | | | | | | | |
| MOUNT CHARLESTON ROADS XI | | | X | | | | \$234,000 | \$234,000 | | | | | | | | | |
| MT. CHARLESTON | | | X | | | | \$634,000 | | | | | | | | | | |
| MOAPA TOWN | | | | | | | | | | | | | | | | | |
| MOAPA TOWN REMAINING SB5 | | | X | | | | \$1,962,000 | | | | | \$318,000 | \$64,000 | \$64,000 | \$64,000 | \$64,000 | \$60,000 |
| MOAPA VALLEY | | | X | | | | \$310,500 | \$310,500 | | | | \$985,000 | \$198,000 | \$198,000 | \$198,000 | \$198,000 | \$185,000 |
| MOAPA VALLEY ROADS IV | | | X | | | | \$1,962,000 | | | | | \$985,000 | \$198,000 | \$198,000 | \$198,000 | \$198,000 | \$185,000 |
| MOAPA VALLEY ROADS IV | | | X | | | | \$975,000 | \$975,000 | | | | | | | | | |
| OTHER OUTLYING | | | | | | | | | | | | | | | | | |
| BUNKERVILLE | | | X | | | | \$561,000 | | | | | \$561,000 | | | | | |
| BUNKERVILLE REMAINING SB5 | | | X | | | | \$119,000 | \$119,000 | | | | | | | | | |
| BUNKERVILLE ROADS | | | X | | | | \$285,000 | | \$285,000 | | | | | | | | |
| INDIAN SPRINGS | | | X | | | | \$261,000 | | | | | \$172,000 | \$18,000 | \$18,000 | \$18,000 | \$18,000 | \$17,000 |
| MOAPA TOWN | | | X | | | | \$1,863,000 | | \$629,000 | | | \$1,234,000 | | | | | |
| OUTLYING Q-10 TOTAL | | | | | | | \$19,336,500 | \$3,565,500 | \$914,000 | \$0 | \$1,265,000 | \$6,773,000 | \$2,170,000 | \$1,170,000 | \$1,170,000 | \$1,170,000 | \$1,139,000 |
| RTC | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| RTC | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| RTC | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| PROJECT | FROM | TO | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| ENTITY LAND ACQUISITION | | | X | | | | \$6,471,000 | \$6,471,000 | | | | | | | | | |
| TRAILS MAINTENANCE | | | | | | X | \$1,993,000 | \$193,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| FAST/ITS | | | | | | | | | | | | | | | | | |
| FURNISH & INSTALL | | | | | | | \$1,000,000 | \$1,000,000 | | | | | | | | | |
| TRAFFIC MANAGEMENT CONTRACTS | | | | | | X | \$4,500,000 | | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| RTC Q-10 TOTAL | | | | | | | \$13,964,000 | \$7,664,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 |
| | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | | | | | | | \$199,109,900 | \$48,769,821 | \$14,913,448 | \$12,115,631 | \$13,655,000 | \$15,117,000 | \$16,979,000 | \$17,367,000 | \$18,731,000 | \$19,731,000 | \$21,731,000 |

*Note: Funding allocations shown are subject to change.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

CAPITAL IMPROVEMENTS PROGRAM

FUEL REVENUE INDEXING FUNDS

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

Handout #4: FRI

| CLARK COUNTY (UNICORPORATED) | | | | | | | | | | | | | | | |
|------------------------------|---|---------|--------------|----------|---------------------|---|--------------|--------------|--------------|-------------|---------|---------|---------|---------|---------|
| PROJECT | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| | Cactus Ave, Las Vegas Blvd to Spencer St | X | | X | \$6,604,000 | | | | \$6,604,000 | | | | | | |
| | Carey Ave: Nellis Blvd/Toiyabe St | X | | X | \$200,000 | \$160,000 | \$40,000 | | | | | | | | |
| | Casa Linda and Pebble Canyon Neighborhood Rehabilitation | X | | | \$1,249,201 | \$124,920 | \$1,124,281 | | | | | | | | |
| | CC-215: Airport Connector, Phase II | | X | | \$28,468,670 | \$11,387,468 | \$17,081,202 | | | | | | | | |
| | CC-215: Decatur Blvd to N. 5th St | | X | | \$11,601,302 | \$11,601,301 | | | | | | | | | |
| | CC-215: Ft. Apache Rd Bridge/Durango Dr Bridge | | X | | \$165,527 | \$165,527 | | | | | | | | | |
| | CC-215: Grand Montecito Parkway Bridge | | X | | \$10,163,000 | \$2,540,750 | \$7,622,250 | | | | | | | | |
| | Complete Streets: Desert Inn Rd, Sir George Dr and Winterwood Blvd | X | | X | \$2,171,282 | \$651,385 | \$1,519,897 | | | | | | | | |
| | Decatur Boulevard, Cactus Avenue to Warm Springs Road | X | | | \$0 | | | | | | | | | | |
| | Desert Inn Rd: Paradise Rd to Mojave Rd | X | | X | \$0 | | | | | | | | | | |
| | Durango Dr, Blue Diamond Rd to Windmill La | X | | | \$6,000,000 | | \$6,000,000 | | | | | | | | |
| | Durango Dr: Tropicana Ave/Spring Mountain Rd | X | | X | \$883,429 | \$883,429 | | | | | | | | | |
| | Eastern Ave, Warm Springs Rd to Desert Inn Rd | X | | X | \$6,250,000 | | \$6,250,000 | | | | | | | | |
| | Eastern Ave: Wigwam Pkwy to Warm Springs Rd | X | | X | \$2,047,230 | \$1,228,338 | \$818,892 | | | | | | | | |
| | Fort Apache Rd, Alexander Rd to CC-215 | X | | X | \$1,200,000 | | | \$1,200,000 | | | | | | | |
| | Fort Apache Rd, Warm Springs Rd to Tropicana Ave | X | | | \$12,400,000 | \$620,000 | \$6,200,000 | \$5,580,000 | | | | | | | |
| | Hacienda Ave: Durango Dr/Rainbow Blvd | X | | X | \$2,597,454 | \$2,597,454 | | | | | | | | | |
| | Jones Blvd, Blue Diamond Rd to Wigwam Pkwy | X | | X | \$1,500,000 | | \$750,000 | \$750,000 | | | | | | | |
| | Jones Blvd, Blue Diamond Rd to Windmill La | X | | X | \$11,308,000 | | | \$1,130,800 | \$9,046,400 | \$1,130,800 | | | | | |
| | Lamb Blvd: Owens Ave/Las Vegas Bl | X | | X | \$0 | | | | | | | | | | |
| | Las Vegas Blvd: St. Rose Pkwy/Silverado Ranch Blvd | X | | | \$12,000,000 | | \$9,600,000 | \$2,400,000 | | | | | | | |
| | Laughlin/ Bullhead Bridge | X | | X | \$15,000,000 | | \$12,000,000 | \$3,000,000 | | | | | | | |
| | Los Feliz St: Sahara Ave/Charleston Blvd | X | | | \$1,000,000 | \$100,000 | \$900,000 | | | | | | | | |
| | Maryland Pkwy: Russell Rd/Twain Ave | X | | X | \$4,500,000 | | \$3,600,000 | \$900,000 | | | | | | | |
| | Neighborhood Rehab: Craig Park and Paradise Palms | X | | X | \$4,800,000 | | \$4,800,000 | | | | | | | | |
| | Neighborhood Rehab: Rancho Las Brisas | X | | | \$151,999 | \$151,999 | | | | | | | | | |
| | Rainbow Blvd: Warm Springs Rd/Tropicana Ave | X | | X | \$4,100,000 | \$1,640,000 | \$2,460,000 | | | | | | | | |
| | Rainbow Boulevard, Erie Avenue to Blue Diamond Road | X | | X | \$7,484,200 | \$3,742,100 | \$3,742,100 | | | | | | | | |
| | Sunset Rd: Rainbow Bl/Decatur Bl | X | | X | \$200,000 | \$200,000 | | | | | | | | | |
| | Traffic Improvements: Lake Mead Blvd/Sloan La | | X | | \$250,912 | \$250,912 | | | | | | | | | |
| | Traffic Improvements: Decatur Bl/Tropicana Ave and Tropicana Ave/Lindell Rd | | X | | \$2,007,454 | \$2,007,454 | | | | | | | | | |
| | Traffic Signal/Intersection Improvements: Tenaya Wy/Warm Springs Rd | | X | | \$216,757 | \$216,757 | | | | | | | | | |
| | Traffic Signals: Ft. Apache Rd at Maule Ave and Warm Springs Rd | | X | | \$0 | | | | | | | | | | |
| | Tropicana Ave: Hualapai Wy/Ft. Apache Rd | X | | X | \$9,966,515 | \$996,652 | \$8,969,863 | | | | | | | | |
| | Clark County Total | | | | \$166,486,931 | \$41,266,446 | \$93,478,485 | \$14,960,800 | \$15,650,400 | \$1,130,800 | \$0 | \$0 | \$0 | \$0 | \$0 |

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

CAPITAL IMPROVEMENTS PROGRAM

FUEL REVENUE INDEXING FUNDS

Handout #4: FRI

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| CITY OF LAS VEGAS | | | | | | | | | | | | | | | | |
|--|---|---------|--------------|----------|---------------------|---|--------------|--------------|--------------|-------------|-------------|-------------|---------|---------|---------|--|
| PROJECT | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | |
| PROJECT | 3rd St, Fremont St to Charleston Blvd | X | | X | \$3,500,000 | | \$1,750,000 | \$1,750,000 | | | | | | | | |
| | 6th St: Bridger Ave/Stewart Ave | X | | X | \$1,423,898 | | \$783,144 | \$640,754 | | | | | | | | |
| | Alta Dr: Rancho Dr to Main St | X | | X | \$1,653,740 | \$1,157,618 | \$496,122 | | | | | | | | | |
| | Bus Turnouts: Charleston Blvd, Boulder Hwy/Nellis Blvd | X | | X | \$1,028 | \$1,028 | | | | | | | | | | |
| | Carson Ave: Casino Center Blvd/9th St | X | | X | \$3,689,957 | | \$3,689,957 | | | | | | | | | |
| | Casino Center Blvd: Stewart Ave/US-95 | X | | | \$500,000 | \$500,000 | | | | | | | | | | |
| | Centennial/Sky Pointe/Oso Blanca @ US95 | X | | | \$5,000,000 | | | | \$1,000,000 | | \$2,250,000 | \$1,750,000 | | | | |
| | Charleston Blvd, Grand Central/Fremont | X | | X | \$3,000,000 | \$1,500,000 | \$1,500,000 | | | | | | | | | |
| | Charleston Blvd, Shadow La/Rancho Dr | X | | X | \$1,500,000 | \$375,000 | \$750,000 | \$375,000 | | | | | | | | |
| | City of Las Vegas Arterial Reconstruction Program - Package 1 | X | | X | \$369,943 | \$369,943 | | | | | | | | | | |
| | City of Las Vegas Arterial Reconstruction Program - Package 2 | X | | X | \$3,051,014 | \$915,304 | \$2,135,710 | | | | | | | | | |
| | City of Las Vegas Arterial Reconstruction Program - Package 3 | X | | X | \$5,609,670 | \$1,682,901 | \$3,926,769 | | | | | | | | | |
| | City of Las Vegas Pedestrian Safety Upgrades - Package 1 | | | X | \$800,291 | \$240,087 | \$560,204 | | | | | | | | | |
| | City of Las Vegas Pedestrian Safety Upgrades - Package 2 | | | X | \$973,089 | \$291,927 | \$681,162 | | | | | | | | | |
| | City of Las Vegas Traffic Signals - Package 1 | | | X | \$195,653 | \$195,653 | | | | | | | | | | |
| | Cliff Shadows Pkwy/Novat St | | | X | | \$375,000 | \$187,500 | \$187,500 | | | | | | | | |
| | Coolidge Ave: Main St/4th St | X | | | X | \$1,335,457 | \$400,637 | \$934,820 | | | | | | | | |
| | Downtown Pedestrian Streetlight Upgrades | | | | X | \$854,000 | \$384,300 | \$469,700 | | | | | | | | |
| | Gass Ave: Main St/Charleston Blvd | X | | | X | \$3,233,947 | | \$3,233,947 | | | | | | | | |
| | I-15 Frontage Roads Study: Washington Ave/Lake Mead Blvd | | X | | | \$2,501,027 | \$2,250,924 | \$250,103 | | | | | | | | |
| | Kyle Canyon Interchange at US-95 | | X | | | \$8,690,922 | \$869,092 | \$2,607,277 | \$5,214,553 | | | | | | | |
| | Lake Mead Blvd/Comstock Dr/Stella Lake St (HAWK Signal) | | | | X | \$200,000 | | \$200,000 | | | | | | | | |
| | Las Vegas Blvd: Stewart Ave/Sahara Ave | X | | | X | \$1,957,500 | | \$1,957,500 | | | | | | | | |
| | Main St./Commerce St. One-Way Couplet | X | | | X | \$34,213,382 | | \$23,949,367 | \$10,264,015 | | | | | | | |
| | Meadows Neighborhood Rehabilitation | X | | | X | \$2,000,000 | \$1,000,000 | \$1,000,000 | | | | | | | | |
| | Oakey Blvd/Wyoming Ave: Rainbow Blvd/Industrial Rd | X | | | X | \$2,173,361 | \$652,008 | \$1,521,353 | | | | | | | | |
| Pedestrian Safety: Street Lighting Upgrades | | | | X | \$944,093 | \$944,093 | | | | | | | | | | |
| Rancho Dr/Decatur Bl Intersection Improvements | | | X | | \$379,891 | \$379,891 | | | | | | | | | | |
| Rancho Dr: Bonanza Rd/Rainbow Blvd | X | | | X | \$3,115,000 | | \$1,246,000 | \$1,869,000 | | | | | | | | |
| Shadow La: Alta Dr/Charleston Bl | X | | | X | \$905,655 | \$90,566 | \$452,828 | \$362,261 | | | | | | | | |
| Summerlin Parkway, CC-215 to US-95 | | X | | | \$6,171,605 | \$2,468,642 | \$3,702,963 | | | | | | | | | |
| Veterans Memorial Dr/Cultural Vista Pkwy Connector | X | | | X | \$1,500,000 | | \$1,500,000 | | | | | | | | | |
| Las Vegas Total | | | | | \$101,819,123 | \$16,857,114 | \$57,528,926 | \$22,433,083 | \$0 | \$1,000,000 | \$2,250,000 | \$1,750,000 | \$0 | \$0 | \$0 | |

*Note: Funding allocations shown are subject to change.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

CAPITAL IMPROVEMENTS PROGRAM

FUEL REVENUE INDEXING FUNDS

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

Handout #4: FRI

| CITY OF NORTH LAS VEGAS | | | | | | | | | | | | | | | |
|--|---------|---------|--------------|----------|---------------------|---|--------------|--------------|-------------|-------------|-----------|---------|---------|---------|---------|
| PROJECT | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| Carey Ave: Revere St/I-15 | X | | | X | \$393,704 | \$393,704 | | | | | | | | | |
| Carey Ave: Revere St/Pecos Rd | X | | | X | \$318,405 | \$318,405 | | | | | | | | | |
| Centennial Pkwy: Camino Eldorado to Lamb Bl | X | | | X | \$626,174 | \$626,174 | | | | | | | | | |
| Cheyenne Ave at Commerce St | | | X | X | \$267,000 | | \$267,000 | | | | | | | | |
| Clayton St: Centennial Pkwy/Hammer La | X | | | X | \$907,849 | \$272,355 | | \$635,494 | | | | | | | |
| Decatur Bl: Craig Rd/Lone Mountain Rd | X | | | | \$1,961,174 | \$980,587 | | \$980,587 | | | | | | | |
| Decatur Blvd: Chuckwagon Ave/Lone Mountain Rd (Sidewalk Project) | | | | X | \$338,700 | \$101,610 | | \$237,090 | | | | | | | |
| I-15 at Tropical Pkwy | | X | | | \$6,775,000 | | | \$677,500 | \$2,710,000 | \$3,387,500 | | | | | |
| Lake Mead Blvd Couplet | X | | | X | \$1,140,000 | | | | \$114,000 | \$456,000 | \$570,000 | | | | |
| Las Vegas Bl: Evans Ave to Pecos Rd | | | | X | \$1,500,298 | | | | | | | | | | |
| Las Vegas Bl: Tonopah Ave/Carey Ave | X | | | X | \$11,926,998 | | | \$9,541,598 | | | | | | | |
| Losee Rd.: Craig Rd./CC-215 | X | | | X | \$2,322,776 | \$2,322,776 | | | | | | | | | |
| Losee Rd/Lone Mountain Rd Pedestrian Bridge | | | | X | \$0 | \$0 | | | | | | | | | |
| Rapid Flashing Pedestrian Crossing Improvements | | | | X | \$381,253 | \$190,627 | | | | | | | | | |
| Sawtooth Infill: N. 5th St: Alexander Rd/Centennial Pkwy | X | | | X | \$23,760 | \$23,760 | | | | | | | | | |
| Sawtooth Roads II | X | | | X | \$13,501,566 | \$4,050,470 | | \$4,050,470 | | | | | | | |
| Simmons St.: Cheyenne Ave./Red Coach Ave. | X | | | X | \$2,404,682 | \$2,404,682 | | | | | | | | | |
| Traffic Signal Improvements | | | X | | \$3,007,234 | \$1,503,617 | | \$1,503,617 | | | | | | | |
| Valley Dr: Cheyenne Ave/Tropical Pkwy | X | | | X | \$3,441,826 | \$344,183 | | | | | | | | | |
| North Las Vegas Total | | | | | \$51,238,399 | \$13,532,950 | \$16,198,381 | \$14,269,568 | \$2,824,000 | \$3,843,500 | \$570,000 | \$0 | \$0 | \$0 | \$0 |

CITY OF HENDERSON

| PROJECT | Roadway | Freeway | Traffic Mgmt | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
|--|---------|---------|--------------|---------------------|---|--------------|--------------|--------------|---------|---------|---------|---------|---------|---------|
| | | | Bike/Ped | | | | | | | | | | | |
| Bike Lane Striping and Signage | | | | X | \$138,500 | \$138,500 | | | | | | | | |
| Center St: Burkholder Blvd/Lake Mead Pkwy | X | | | X | \$1,512,042 | \$756,021 | | | | | | | | |
| Downtown Henderson Complete Streets | X | | | X | \$11,783,403 | \$8,430,382 | | | | | | | | |
| Eastern Ave/Pecos Ridge Pkwy/Anthony Ct Traffic Signals | | | X | | \$750,000 | | | | | | | | | |
| Eastern Ave: Coronado Center Dr/Silverado Ranch Blvd | X | | | X | \$752 | | | | | | | | | |
| Gibson Rd: Horizon Ridge Pkwy/I-215 | X | | | X | \$736,009 | | \$368,004 | | | | | | | |
| Gibson Rd: Warm Springs Rd to Sunset Rd | X | | | X | \$164,389 | | | | | | | | | |
| Horizon Dr, Pacific Ave to Boulder Hwy | X | | | X | \$1,500,000 | | \$600,000 | | | | | | | |
| Horizon Ridge Pkwy: Gibson Rd/Las Palmas Entrada | X | | | X | \$805,905 | \$644,724 | | | | | | | | |
| I-15 at Starr Ave | | X | | | \$35,280,000 | | \$21,168,000 | \$14,112,000 | | | | | | |
| I-515 and I-215 Interchanges Studies: Galleria Dr to Eastern Ave | | X | | | \$79,744 | | | | | | | | | |
| Las Vegas Blvd, Sloan Rd to St. Rose Pkwy | X | | | X | \$5,875,000 | | \$5,875,000 | | | | | | | |
| Mission/Paradise Neighborhood Stabilization | X | | | X | \$2,273,170 | | | | | | | | | |
| Montelago Blvd and Lake Las Vegas Pkwy | X | | | X | \$93,105 | | | | | | | | | |
| Neighborhood Rehab: Anthem | X | | | X | \$1,113,892 | | | | | | | | | |
| Neighborhood Rehab: Green Valley | X | | | X | \$871,859 | | | | | | | | | |
| Neighborhood Rehab: Green Valley | X | | | X | \$3,994,876 | \$1,597,950 | \$2,396,926 | | | | | | | |
| Paseo Verde Pkwy: St. Rose Pkwy/Green Valley Pkwy | X | | | X | \$1,184,273 | | | | | | | | | |
| Pecos Rd: Windmill La/Robindale Rd | X | | | X | \$5,739 | | | | | | | | | |
| Pueblo Blvd: Newport Dr/Warm Springs Rd | X | | | X | \$72,212 | | | | | | | | | |
| Racetrack Rd: Boulder Hwy/Athens Ave | X | | | X | \$3,133,546 | \$1,566,773 | | | | | | | | |
| Starr Rd: Las Vegas Blvd/St. Rose Pkwy | X | | | X | \$5,129,327 | \$512,933 | \$4,616,394 | | | | | | | |
| Stephanie St: Galleria Dr/Russell Rd | X | | | X | \$9,492,770 | \$9,492,770 | | | | | | | | |
| Sunset Rd: Annie Oakley Dr/Sunset Wy | X | | | X | \$2,043,883 | \$1,635,106 | | | | | | | | |
| Valle Verde Dr: Horizon Ridge Pkwy/Warm Springs Rd | X | | | X | \$2,315,868 | \$231,587 | \$2,084,281 | | | | | | | |
| Volunteer Blvd: Las Vegas Bl/Anthem - Executive Airport Dr: Volunteer Bl/St. Rose Pkwy | X | | | X | \$7,251,000 | \$2,900,400 | \$4,350,600 | | | | | | | |
| Warm Springs Rd: Arroyo Grande Blvd/Boulder Hwy | X | | | X | \$656,609 | \$656,609 | | | | | | | | |
| Warm Springs Rd: Lake Mead Pkwy/Racetrack Rd | X | | | X | \$72,084 | \$72,084 | | | | | | | | |
| West Henderson Roads | X | | | X | \$253,322 | \$253,322 | | | | | | | | |
| Whitney Ranch Dr: Sunset Rd/Russell Rd | X | | | X | \$32,193 | \$32,193 | | | | | | | | |
| Henderson Total | | | | | \$98,753,973 | \$27,429,958 | \$28,011,004 | \$14,112,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

*Note: Funding allocations shown are subject to change.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
CAPITAL IMPROVEMENTS PROGRAM
FUEL REVENUE INDEXING FUNDS

Handout #4: FRI

2ND HALF FISCAL YEAR 2016 - FISCAL YEAR 2025

| BOULDER CITY | | | | | | | | | | | | | | | |
|---|---------|---------|--------------|----------|---------------------|---|---------------|--------------|--------------|-------------|-------------|-------------|---------|---------|---------|
| PROJECT | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| I-11 Boulder City Bypass Utility Crossings Interstate 11, US-95 to Hoover Dam Bridge | | X | | | \$1,500,000 | \$1,500,000 | | | | | | | | | |
| | | | | | \$23,747,123 | \$9,498,849 | \$9,498,849 | \$4,749,425 | | | | | | | |
| | | X | | | \$25,247,123 | \$10,998,849 | \$9,498,849 | \$4,749,425 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Boulder City Total | | | | | | | | | | | | | | | |
| MESQUITE | | | | | | | | | | | | | | | |
| PROJECT | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| Exit 118 Interchange on I-15 | | | | | \$16,508,663 | \$13,206,930 | \$3,301,733 | | | | | | | | |
| | | X | | | \$16,508,663 | \$13,206,930 | \$3,301,733 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Mesquite Total | | | | | | | | | | | | | | | |
| NDOT | | | | | | | | | | | | | | | |
| PROJECT | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| Interstate 11, I-515 to US-95 US-95: Ann Rd/Durango Dr | | X | | | \$25,875,000 | \$5,175,000 | \$20,700,000 | | | | | | | | |
| | | | | | \$6,400,000 | \$6,400,000 | | | | | | | | | |
| | | X | | | \$32,275,000 | \$5,175,000 | \$27,100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| NDOT Total | | | | | | | | | | | | | | | |
| RTC | | | | | | | | | | | | | | | |
| PROJECT | Roadway | Freeway | Traffic Mgmt | Bike/Ped | 10 Yr Project Cost* | Remaining FY16 1/27/16 to 6/30/16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 |
| Flamingo Rd: Boulder Hwy/Hualapai Wy Maryland Pkwy: Stewart Ave/Russell Rd Northern CC-215 Beltway and Arterial ITS Paradise Rd: Transportation Investment Strategy Study Western/Southern CC-15 Beltway and Arterial ITS | X | | | X | \$6,691,377 | \$6,022,239 | \$669,138 | | | | | | | | |
| | X | | | X | \$2,091,537 | \$1,464,076 | \$627,461 | | | | | | | | |
| | | | X | | \$2,116,737 | \$2,116,737 | | | | | | | | | |
| | | | X | X | \$533,469 | \$533,469 | | | | | | | | | |
| | | | | X | \$1,600,710 | \$1,600,710 | | | | | | | | | |
| RTC Total | | | | | | | | | | | | | | | |
| GRAND TOTALS - ANNUAL ENCUMBERANCE | | | | | | | | | | | | | | | |
| | | | | | \$505,363,042 | \$140,204,478 | \$237,603,983 | \$84,423,880 | \$32,586,400 | \$5,974,300 | \$2,820,000 | \$1,750,000 | \$0 | \$0 | \$0 |

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

| | | |
|---|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: TRAC AGENDA REVIEW | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION (TRAC) RECEIVE AN OVERVIEW OF THE TRAC AGENDA | | |
| GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM | | |

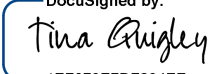
FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will review the TRAC Meeting 3 Agenda, with a focus on future roadway projects and a discussion on unfunded projects.

Respectfully submitted,

DocuSigned by:

1EF079E7DF294EE...

TINA QUIGLEY
General Manager

***TRAC Item #3
March 3, 2016
Non-Consent***

**REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA**



AGENDA ITEM

| | | |
|---|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: NDOT PRESENTATION ON PROJECT NEON | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE AN UPDATE ON PROJECT NEON | | |
| GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM | | |

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration will receive a presentation from the Nevada Department of Transportation on Project Neon.

Respectfully submitted,

DocuSigned by:

1EF079E7DF294EE...

TINA QUIGLEY
General Manager

***TRAC Item #4
March 3, 2016
Non-Consent***

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA



AGENDA ITEM

| | | |
|--|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: RTC FUNDING PROJECTIONS AND REGIONAL COMPARISON | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION DISCUSS REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA FUNDING PROJECTIONS AND DISCUSS REGIONAL COMPARISONS | | |
| GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM | | |

FISCAL IMPACT:

None

BACKGROUND:

Funding is a vital component of the transportation planning process. The Regional Transportation Commission of Southern Nevada's (RTC) Director of Finance will provide a presentation on RTC funding projections, followed by a presentation from a transportation industry expert on highway funding comparisons within the Western Region.

Respectfully submitted,

DocuSigned by:

 1EF079E7DF294EE...

TINA QUIGLEY
General Manager

TRAC Item #5
March 3, 2016
 Non-Consent

js

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA



AGENDA ITEM

| | | |
|---|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: RTC PROJECT SELECTION CRITERIA | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE A PRESENTATION ON THE PROCESS OF SELECTING REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA PROJECTS | | |
| GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM | | |

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration will receive a presentation on the process of how unfunded projects are selected and identified by the Regional Transportation Commission of Southern Nevada and sponsor entities.

Respectfully submitted,

DocuSigned by:

 1EF079E7DF294EE...

TINA QUIGLEY
General Manager

***TRAC Item #6
March 3, 2016
Non-Consent***

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA



AGENDA ITEM

| | | |
|--|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: PRESENTATION ON UNFUNDED PROJECTS INCLUDING PROJECT COMPONENTS AND GOALS | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION RECEIVE A PRESENTATION ON UNFUNDED PROJECTS INCLUDING PROJECT COMPONENTS AND GOALS | | |
| GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM | | |

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration will receive a presentation on unfunded projects, specifically a discussion on how projects are categorized by Project Components and Project Goals.

Respectfully submitted,

DocuSigned by:

 1EF079E7DF294EE...

TINA QUIGLEY
General Manager

***TRAC Item #7
March 3, 2016
Non-Consent***

js

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA



AGENDA ITEM

| | | |
|--|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: TRANSPORTATION WORKSHOP DISCUSSION | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION DISCUSS THE CRITERIA FOR THE TRANSPORTATION WORKSHOP | | |
| GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM | | |

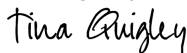
FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration (TRAC) will discuss the process that will help rank and identify roadway priorities and needs within the unfunded project list for the April 7, 2016 TRAC meeting.

Respectfully submitted,

DocuSigned by:

 1EF079E7DF294EE...

TINA QUIGLEY
General Manager

TRAC Item #8
March 3, 2016
 Non-Consent

js

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA



AGENDA ITEM

| | | |
|---|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: OPEN DISCUSSION | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION CONDUCT AN OPEN DISCUSSION OF REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA FUTURE ROADWAY PROJECTS AND UNFUNDED PROJECTS | | |
| GOAL: ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM | | |

FISCAL IMPACT:

None

BACKGROUND:

The Transportation Resource Advisory Committee and Community Collaboration will discuss the process of prioritizing unfunded projects, how these projects play a significant role in the community and its overall impact on the transportation network.

Respectfully submitted,

DocuSigned by:

1EF079E7DF294EE...

TINA QUIGLEY
General Manager

TRAC Item #9
March 3, 2016
Non-Consent

js

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA



AGENDA ITEM

| | | |
|---|----------------------------------|--|
| Metropolitan Planning Organization <input type="checkbox"/> | Transit <input type="checkbox"/> | Administration and Finance <input checked="" type="checkbox"/> |
| SUBJECT: CITIZENS PARTICIPATION | | |
| PETITIONER: TINA QUIGLEY, GENERAL MANAGER REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA | | |
| RECOMMENDATION BY PETITIONER: THAT THE TRANSPORTATION RESOURCE ADVISORY COMMITTEE AND COMMUNITY COLLABORATION 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 Transportation Resource Advisory Committee and Community Collaboration (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:

 1EF079E7DF294EE...

TINA QUIGLEY
General Manager

TRAC Item #10
March 3, 2016
 Non-Consent

