

APPENDIX B

TRANSPORTATION IMPROVEMENT PROGRAM (*TIP*) (2021-2025)



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

Prepared in cooperation with the Nevada Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

Federal surface transportation legislation requires that MPOs develop a Transportation Improvement Program (TIP). The following Table is provided to identify where key elements that constitute a traditional TIP can be found in the High Priority Investment Program (HPP), the ACCESS 2050 Regional Transportation Plan, or any appendices to ACCESS 2050.

Standard Transportation Improvement Program Elements	
Description	Status/Location
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INTRODUCTION

Purpose of the Transportation Improvement Program (TIP)

The Access 2050 Regional Transportation Plan is a strategy-focused approach for identifying needs, making investments in Southern Nevada's transportation system, and identifying progress. The Southern Nevada Transportation Improvement Program (TIP) implements the first four years of projects recommended in Access 2050.

The TIP serves as the federally-required Transportation Improvement Program for Southern Nevada, but also lists other projects that are regional priorities. It is a staged, four-year program of projects proposed for funding by Federal, State, and local sources within the Southern Nevada Region. The 2021-2025 TIP has been developed by the Regional Transportation Commission of Southern Nevada in cooperation with local governments, the Nevada Department of Transportation (NDOT), and local transportation agencies. Projects in the 2021-2025 HPP have been identified as priorities for the Southern Nevada region. This update has developed a 5-year TIP where the 5th year is an informational year allowed under 23 CFR Part 450. The informational year will allow RTC to bring the project(s) in the TIP conveniently when they are ready to advance by amendment.

About Southern Nevada

Approximately 2.2 million people reside within Clark County, and the regional economy supports nearly 900,000 jobs. More than 40 million people visit the region each year, contributing to the regional economy.

Southern Nevada continues to experience rapid growth with recent estimates suggesting population gains approaching 30,000 new residents each year, about half of whom are moving to the region

from other parts of the nation and world. As a consequence, the region displays tremendous ethnic and cultural diversity.

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

The Transportation Improvement Program meets all the federal requirements but also includes all other transportation capital investments that the RTC will fund over the next four years.

Relationship with Regional Plans and Programs

The Regional Transportation Commission of Southern Nevada, serving as the MPO for the Southern Nevada region, has the responsibility of preparing and maintaining two key elements of the regional planning process: the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). In addition, areas with populations larger than 200,000, such as Southern Nevada, are designated as Transportation Management Areas (TMA) according to planning regulations, and must also have in place a Congestion Management Process (CMP).

Because portions of Southern Nevada have been designated as nonattainment areas for two pollutants (Carbon Monoxide and Particulate Matter 10 microns or smaller), additional scrutiny of transportation investments in the region is required. The RTC coordinates the development of a Regional Transportation Plan (Access 2050) and the Transportation Improvement Program so that they include all projects that the Federal Clean Air Act (CAA) requires for analysis to achieve compliance with air quality standards. The 2021-2025 TIP was developed through a coordinated process maintaining consistency with transportation plans and programs from partner local jurisdictions and agencies.

Access 2050 – Regional Transportation Plan for Southern Nevada

Access 2050 was shaped by the public and regional stakeholders; it reflects input from nearly 12,200 people gathered with an online Vision Survey of transportation priorities, as well as strategies consistent with local agencies' transportation plans, and input from the RTC's Board and Committees.

The Vision Survey was launched on October 10, 2018 and closed on December 31, 2018 after gathering over 12,200 responses, making the survey one of the largest reviews ever conducted of Southern Nevadans' attitudes about transportation. The demographic composition of respondents was representative of Clark County residents in terms of age, race and ethnicity, and income level. This was achieved by monitoring survey results throughout the survey period, and conducting additional digital and in-person outreach to communities that were underrepresented. While all of Southern Nevada was heard from, the respondents tended to represent the average resident who is aged 18-39, drives alone, and has an income of \$20,000 - \$50,000. Survey results show that Southern Nevadans want a transportation system that allows them to safely and efficiently access the places they need or want to go while also providing choices for how they travel. Safety and congestion emerged as the top priorities, but all issues received significant support.

RTC Capital Improvement Program (CIP)

The Capital Improvement Plan is the RTC's current listing of projects that are funded through the RTC, including projects funded with Motor Vehicle Fuel Tax (MVFT) revenue, Fuel Revenue Indexing (FRI) revenue, and Question 10 Sales Tax revenue (Q10). Projects in the CIP are updated on an ongoing basis – usually monthly – reflecting how the projects are being contracted and implemented. Two types of projects from the CIP are listed in the Access 2050 Transportation Improvement Program.

- Major local projects – generally those that make improvements on arterial or larger roadways or that serve major regional centers – including projects that started in previous years, have traditionally been listed in the RTC’s Transportation Improvement Program, and are continued in the HPP. Including these types of projects has long been a Federal requirement for the Air Quality Conformity process.
- New CIP projects – those that will start in 2021 or beyond – are listed in the TIP. Future projects funded through the RTC will go through the RTC’s project assessment process (described in the Access 2050 Plan) for inclusion and prioritization in the TIP, and then continue to be implemented through the RTC’s Capital Improvement Program.

Nevada DOT Annual Work Program (AWP)

The AWP is Nevada DOT’s 5-year planning document that guides the planning and development of that agency’s most immediate transportation improvements. The AWP is developed annually in accordance with NDOT requirements and is approved by the Nevada State Transportation Board. The AWP authorizes projects for construction, development and planning activities and includes projects involving state-owned highways and roadways. Not all projects in the AWP are required to be included in the TIP, but those major roads or that serve major activity centers must be included in the TIP to comply with Federal Air Quality Conformity requirements.

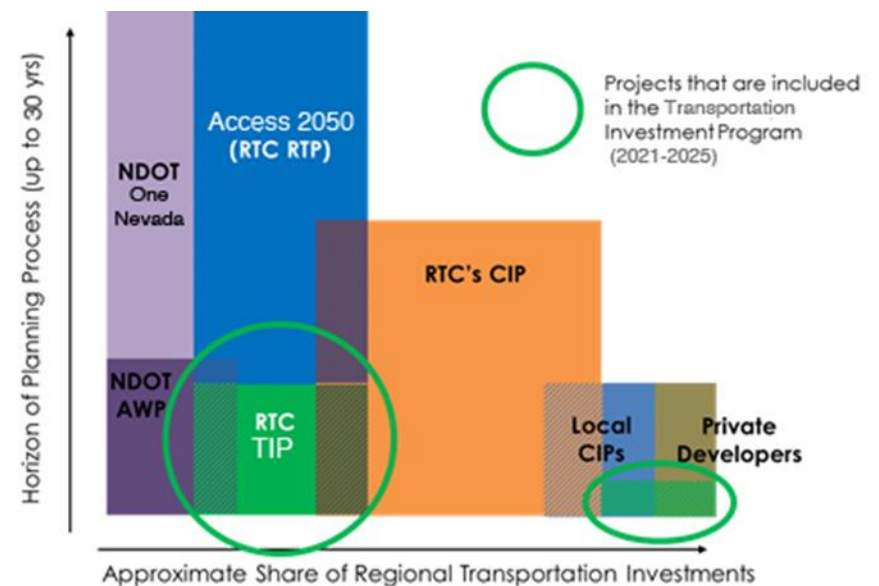
Local Agencies’ Capital Improvement Programs (CIPs)

Some projects funded through locally-controlled sources are required to be included in the RTC High Priority Investment Program when they make improvements to major roads or serve major regional activity centers. These projects are usually selected by the local agencies and included in their local CIPs. These projects might be funded by property taxes, locally-collected fuel taxes, or sales taxes. Clark County and the City of Las Vegas also receive a portion

of funds collected through the Resort Corridor Room Tax that are required to be spent on transportation improvements within the resort areas of the Las Vegas Strip and Downtown Las Vegas. The RTC does not participate in selecting these projects, but they must be included in the TIP to comply with Federal Air Quality Conformity requirements.

Privately-Funded Projects

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



these projects, but they must be included in the TIP to comply with Federal Air Quality Conformity requirements.

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

TIP Funding and Project Selection

The transportation project selection and approval process involves shared decision-making. The RTC has primary responsibility for project selection for all projects that are implemented with Federal surface transportation sources, including the Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality fund (CMAQ), Transportation Alternatives program (TAP), and all funds from the Federal Transit Administration (FTA). The RTC also selects projects implemented with RTC-distributed funds, including the Motor Vehicle Fuel Tax (MVFT), Fuel Revenue Indexing (FRI), Question 10 Sales Tax revenue (Q10), and Question 5/ Fuel Revenue Indexing (RTC Motor Vehicle Fuel Tax). These funding categories have specific eligibility requirements as defined by either Federal regulations, Nevada Revised Statutes, or the RTC's Policies and Procedures. The RTC's project assessment process is described in the Access 2050 Regional Transportation Plan, and specific project selection procedures for CMAQ and TAP sources are described in Appendix J.

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

Linkage to Access 2050 Implementation Strategies

The 2021-2025 TIP implements the goals and strategies articulated in Access 2050, the Regional Transportation Plan for Southern Nevada. RTC-selected investments described in the 2021-2025 TIP align with and implement the Primary Strategies described in the Access 2050 Regional Transportation Plan.

- **Improve Safety**
- **Manage Congestion**
- **Enhance Multimodal Connectivity**
- **Maintain Current Infrastructure**

The project selection process utilized during development of the 2021-2025 TIP assessed potential investments based on the RTC's primary strategies. By incorporating Access2050 strategies into short-range programming activity, the HPP helps achieve a strong coordination between the region's vision for the future and the investments made today.

In addition to the Access 2050 goals and strategies addressed by HPP, Fixing America's Surface Transportation Act (FAST) identified key performance measures. Both Access 2050 goals and strategies and FAST Act key performance measures are utilized in finalizing the transportation investments.

Air Quality

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

The U.S. Environmental Protection Agency (EPA) has designated portions of Southern Nevada as nonattainment areas for two

pollutants (Carbon Monoxide and Particulate Matter 10 microns or smaller). While transportation is not this region's sole source of these pollutants, continued reductions of pollutants from on-road vehicles is an essential part of Southern Nevada's plan to attain clean air standards. The Access 2050 Plan and TIP are required to conform to emission limits established by the Clark County Department of Air Quality (DAQ) and approved by the Nevada Division of Environmental Protection (NDEP) and the EPA. Consequently, it is the RTC's role in air quality planning to assess the impact of planned transportation projects on air quality and to identify programs and projects that will help reduce emissions.

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

Conformity is demonstrated when the projected regional emissions from on-road vehicles are less than emissions budgets for on-road vehicles contained in the State Implementation Plan. In addition, Access 2050 must support the timely implementation of specific transportation control measures designed to reduce on-road emissions. A conformity determination demonstrates that implementation of ACCESS 2050 will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the federal standard interim goals. ACCESS 2050 has demonstrated conformity with the guidelines and limitations, as shown in the table below. See Appendix E for more detail. For each year calculation is required, the forecast measures for both Carbon Monoxide (CO) and Particulate Matter (PM10) fall below the budgets set for the region. Both CO and PM10 are known to be detrimental to general air quality and the health of the environment and Southern Nevada residents and visitors.

Access 2050 Air Quality Conformity Results				
Year	CO Budget	CO (modeled)	PM10 Budget	PM10 (modeled)
2020	704	212 ✓	141.41	44.50 ✓
2023	--	--	141.41	58.82 ✓
2030	704	130 ✓	141.41	58.42 ✓
2040	704	95 ✓	141.41	57.48 ✓
2050	704	96 ✓	141.41	61.53 ✓

Further detail on the current conformity analysis is available in Appendix E of the ACCESS 2050 RTP, available on the RTC's website at www.rtcnv.com/rtp.

Public Involvement

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

RTC Public Participation Plan (PPP)

The RTC seeks to promote understanding and participation in the regional transportation planning process. The RTC PPP is updated every 4-years prior to long range planning processes to ensure public participation tools and methods are up to date. The most recent PPP was revised and approved by the RTC Board on December 12, 2019. The RTC's Public Participation Plan (PPP) provides many opportunities for the public to comment on the TIP. The RTC's PPP is available at <https://assets.rtcnv.net/wp-content/uploads/sites/4/2020/02/06171021/RTP-Appendix->

[L PPP December-2019.pdf](#) and included as Appendix L in the Access2040 Regional Transportation Plan.

Title VI Protections

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

Throughout the transportation planning process, the RTC extends public participation to all populations. The TIP is developed to ensure Environmental Justice and nondiscrimination are cornerstones in its development. The most recent RTC Title VI report from May 2019 is adopted into Access 2050 as Appendix C, and can be accessed at www.rtcnv.com/rtp.

Environmental Justice (EJ)

In accordance with federal guidance, the RTC prepares and adopts the High Priority Investment Program so that it:

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

Key objectives of the RTC’s Environmental Justice process are described in the RTC’s Public Participation Plan described above. Environmental Justice outcomes from the Access 2050 RTP and this

Transportation Improvement Program are described in pages 35-54 of the RTC’s Title VI report for Metropolitan Planning activities (Appendix C, www.rtcnv.com/rtp.) and Chapter 4 of the RTC’s Title VI report for Transit Programs.

Financial Plan

The Transportation Improvement Program (TIP) contains cost estimates for roadway, transit, freight, bike/pedestrian, air quality, safety, and other transportation investments to be implemented in Southern Nevada over a five-year period. Projects include those selected by the RTC and local agencies using Federal and State funds suballocated to the region and local funds distributed by the RTC. The TIP also includes some projects during the 5-year period selected and funded by the Nevada DOT, using combinations of Federal and State funds, projects selected by local agencies in Southern Nevada, and projects funded from private sources. The HPP also includes capital projects identified by the RTC, in its role as the Southern Nevada transit provider, based on anticipated 2021-2025 Federal Transit Administration disbursements and grant funding.

Fiscal Constraint Analysis

Fiscal constraint analysis is performed as part of the regional planning and project selection processes to exercise prudence in planning for the transportation future of Southern Nevada. Revenues for future investment are not limitless, and proper governance requires a conservative fiscal approach when considering which improvements are necessary, and in what timeframe. Federal regulations establish this principle into an enforceable requirement of every update of the RTC’s Regional Transportation Plan and High Priority Investment Program.

Practically, the analysis to demonstrate fiscal constraint limits the total investment by the ACCESS 2050 TIP to reasonably expected

revenues from a combination of sources. For TIP fiscal constraint analysis, the RTC estimated revenues and expenditures over the next four years (2021-2025), including federal, state, and local revenue sources. Expenditure estimates include construction, operating, and maintenance, divided into the four primary Access 2050 strategies or unassigned into a category. The table also shows bond payments (“Debt Service”) for bonds incurred for large transportation infrastructure projects that were built in previous years.

TIP Fiscal Constraint Summary with XpressWest

Revenue Source	Anticipated Revenue	Expenditure Category	Funding Level
Federal – Highways*	\$1.2 billion	Increase Safety	\$389 million
Federal - Transit	\$421 million	Manage Congestion	\$1.7 billion
State	\$1.5 billion	Multimodal Connectivity	\$534 million
Local Fuel Tax	\$947 million	Maintain Infrastructure	\$734 million
Local Sales	\$315 million	Economic Development	\$5 billion
Private Sources	\$1 billion	Uncategorized**	\$45 million
TOTAL	\$5.4 billion	Debt Service	\$171 million
		TOTAL	\$8.6 billion

* Federal Highway funds include state-programmed Federal funds

** Uncategorized includes mostly bond repayments for a variety of projects

TIP Fiscal Constraint Summary without XpressWest

Revenue Source	Anticipated Revenue	Expenditure Category	Funding Level
Federal – Highways*	\$1.2 billion	Increase Safety	\$389 million
Federal - Transit	\$421 million	Manage Congestion	\$1.7 billion
State	\$1.5 billion	Multimodal Connectivity	\$534 million
Local Fuel Tax	\$947 million	Maintain Infrastructure	\$734 million
Local Sales	\$315 million	Economic Development	\$18 million
Private Sources	\$204 million	Uncategorized**	\$45 million
TOTAL	\$4.6 billion	Debt Service	\$171 million
		TOTAL	\$3.6 billion

* Federal Highway funds include state-programmed Federal funds

** Uncategorized includes mostly bond repayments for a variety of projects

XpressWest Revenue Description of \$800 million - Private sources include new neighborhood roads and off-site street improvements that are provided by private developers. Revenue from the XpressWest high-speed rail project is also included in private sources, as this project was approved for \$200 million in private activity bonds from the Nevada State Board of Finance in 2020. This allocation will allow the company to sell up to four times the value of the award as tax-exempt bonds to private investors. This means that the project has the ability to raise an additional \$800 million for private infrastructure investment in Southern Nevada.

XpressWest expense description of \$5 billion - It should be noted that the XpressWest high-speed rail project programmed for \$5 billion in the Transportation Improvement Program and categorized as a project to Promote Economic Development exerts an outsized influence when analyzing project funding strategies for that time period.

Summary

Available Funding

The 2021-2025 TIP reflects approximately \$8.6 billion of available highway, roadway, and transit transportation investments through federal, state, and local sources, as well as on regionally significant projects using local funding and private funding sources. These funding sources are described below, and details are provided in Appendix F, Fiscal Constraint and Funding Assumptions.

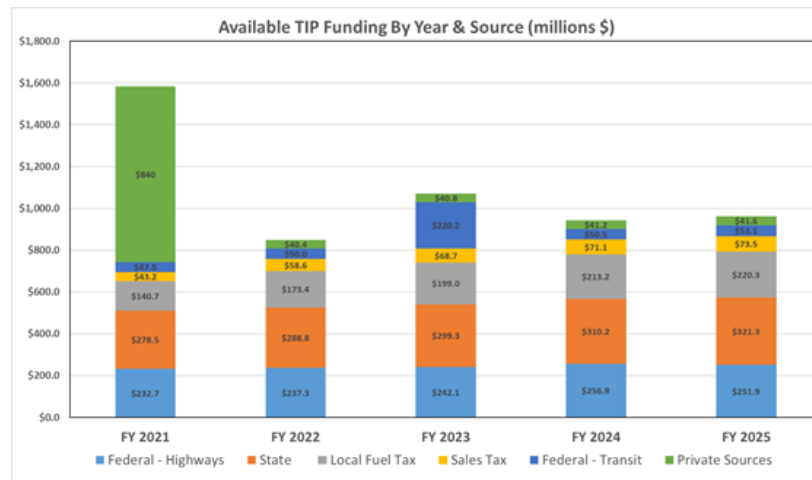


Figure B-2: Available Funding Sources and Year

Access 2050 - Transportation Improvement Program Revenue by Source \$5.42 billion (next five years)

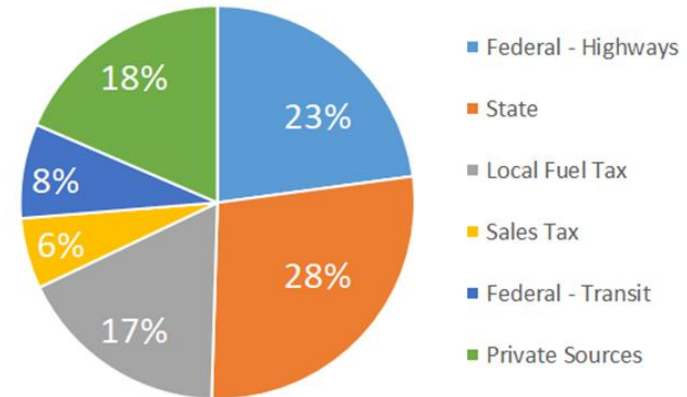


Figure B-3: Distribution of TIP Funding Sources (See Appendix F “Fiscal Constraint for more detail

Key Sources of Funding in the 2021-2025 TIP

Federal Programs

The 2021-2021 TIP Financial Plan relies on estimates of federal surface transportation programs at funding levels established by the RTC and NDOT for 2020, and extended at an agreed inflation rate for 2021 to 2025.

The current surface transportation authorization bill, Fixing America's Surface Transportation Act (FAST Act), included five years of funding authorizations (2016-2020) and now operating under continuing resolution.

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

- Surface Transportation Block Grant Program (STPBG-Clark)
- Congestion Mitigation Air Quality Program (CMAQ)

- Transportation Alternatives Program (TAP-Clark)

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

State Programs

State funding consists of funds allocated to Nevada under Federal surface transportation legislation, and three sources of state-generated revenue. The state receives funding from its share of the locally-collected Motor Vehicle Fuel Tax, a portion of sales taxes collected in Southern Nevada, and state funds from other sources.

The RTC and NDOT have developed reasonable estimates of funding available under state programs using anticipated dedication levels and historical funding allocations. These amounts are detailed in Table B-1 [Financial Table, p.11].

Local Programs

The 2021-2025 TIP continues a trend toward greater reliance on local sources of funding to make needed transportation investments for all modes. These local sources include local option fuel taxes, sales taxes, hotel room fees, and general appropriations.

Key Strategies for Investments in the 2021-2025 TIP

The 2021-2025 TIP reflects approximately \$8.6 billion in highway, roadway, and transit transportation investments using federal, state, and local sources. These investments are described below, and details are provided in Appendix A1, Project Details; and Appendix A2, Project Lists, Table 1: Transportation Improvement Program.

Linkage to ACCESS 2050 Strategies

As described earlier, the 2021-2025 TIP implements the goals and strategies articulated in ACCESS 2050, the Regional Transportation Plan for Southern Nevada. This implementation is made by selecting investments that align with and are linked to the four Primary Strategies described in the ACCESS 2050 Plan:

- **Improve Safety**
- **Promote Economic Development**
- **Manage Congestion**
- **Enhance Multimodal Connectivity**
- **Maintain Current Infrastructure**
- **Promote Economic Development**

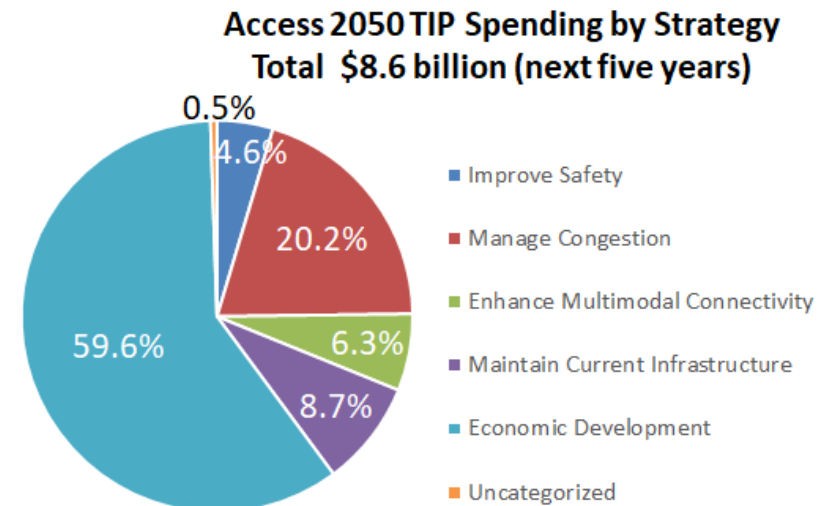


Figure B-4: Distribution of TIP Spending by Strategy

The project selection process utilized during development of the 2021-2025 TIP assessed potential investments based on the RTC's primary strategies. By incorporating Access 2050 strategies into short-range programming activity, the HPP helps achieve a strong coordination between the region's vision for the future and the investments made today.

Figure B-4 shows the alignment of HPP spending with the RTC's Access 2050 Primary Strategies. Over the five years of implementing the TIP, the largest single share of identified investments (59% or \$5 billion) is targeted at economic development, followed by managing congestion (20% or \$1.7 billion), maintain current infrastructure (8.7% or \$734 million), and increasing safety (4.6% or \$389 million). The TIP has not yet categorized \$45 million to a primary Access 2050 strategy, but is mostly dedicated to capital improvements. An additional \$171 million over the next 25 years will be used for debt service – paying off bonds that financed previous transportation construction projects.

Required Operations and Maintenance

The 2021-2025 TIP Financial Plan is required to document that sufficient revenues are available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). Such maintenance is embedded in one of the four Primary Strategies ("Maintain Current Infrastructure") in the Access 2050 Regional Transportation Plan, and implementing that strategy will ensure that future maintenance of Federal-aid highways and other facilities occurs. The TIP also shows significant investment by the RTC for public transportation state-of-good-repair improvements to the transit vehicle fleet.

Public Transportation

Adequate operations and maintenance of transit properties is supported through the planned projects shown in Appendix A1, Tables 1 and 2, and the RTC's annual transit operations budget. As mentioned above, the TIP dedicates roughly \$421 million to RTC's various transit programs for maintaining a state of good repair.

While the RTC uses some federal grant funds to support maintenance activities and service-specific operations, the majority of operations and regular maintenance funding is from local sources (farebox, sales tax) that are not reflected in the 2021-2025 TIP.

Financial Table

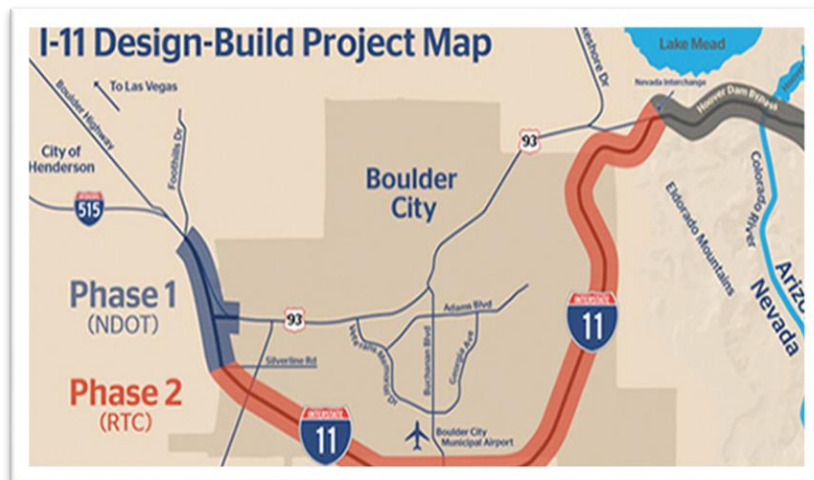
The following financial table is provided to demonstrate fiscal constraint of individual funding programs in the 2021-2025 TIP and communicate expected levels of investment to Southern Nevada transportation stakeholders and the public. This table includes federal, state, and local funds for major (“regionally significant”) projects or used as required matches for federally-funded projects.

Table B-1: Annual Summary of Federal and State Fund Fiscal Constraint

	FY 2017				FY2018			FY2019			FY2020			
FUND SOURCE	Balance Forward	TOTAL REV 2017	TOTAL PROG 2017	BAL2017	EST TOTAL REV 2018	TOTAL PROG 2018	BAL 2018	EST TOTAL REV 2019	TOTAL PROG 2019	BAL 2019	EST TOTAL REV 2020	TOTAL PROG 2020	BAL2020	TOTAL PROGRAMMED
CMAQ - Clark County	\$ -	\$ 35,239,716	\$ 35,280,110	\$ (40,394)	\$ 25,791,861	\$ 23,547,711	\$ 2,244,150	\$ 29,368,018	\$ 17,971,148	\$ 11,396,870	\$ 39,876,931	\$ 22,000,000	\$ 17,876,931	\$ 98,798,969
FTA 5307 Urg Urb Capital	\$ -	\$ 30,783,445	\$ 30,783,445	\$ -	\$ 47,923,835	\$ 47,923,835	\$ -	\$ 49,546,389	\$ 49,546,389	\$ -	\$ -	\$ -	\$ -	\$ 148,253,689
FTA 5310 Elderly/Disabled Urg Urb Capital	\$ -	\$ 117,488	\$ 117,488	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,488
FTA 5311 - Non Urb/Rural Admin	\$ -	\$ 3,149,129	\$ 3,149,129	\$ -	\$ 3,149,129	\$ 3,149,129	\$ -	\$ 1,709,527	\$ 1,709,527	\$ -	\$ -	\$ -	\$ -	\$ 8,007,785
FTA 5311 - Non Urb/Rural Capital	\$ -	\$ 1,026,000	\$ 1,026,000	\$ -	\$ 1,026,000	\$ 1,026,000	\$ -	\$ 513,000	\$ 513,000	\$ -	\$ -	\$ -	\$ -	\$ 2,965,000
FTA 5311 - Non Urb/Rural Operating	\$ -	\$ 3,954,591	\$ 3,954,591	\$ -	\$ 3,954,591	\$ 3,954,591	\$ -	\$ 2,423,782	\$ 2,423,782	\$ -	\$ -	\$ -	\$ -	\$ 10,332,964
FTA 5339 Bus/Fac Urg Urb Capital	\$ -	\$ 2,722,000	\$ 2,722,000	\$ -	\$ 2,508,000	\$ 2,508,000	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 7,790,000
FTA 5339 Bus/Fac Rural Capital	\$ -	\$ 183,245	\$ 183,245	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183,245
HP SAFETEA-LU	\$ -	\$ 5,295,250	\$ 5,295,250	\$ -	\$ 18,550,041	\$ 18,550,041	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,845,291
HSP	\$ -	\$ 20,706,940	\$ 5,980,000	\$ 15,126,940	\$ 36,869,227	\$ 2,850,000	\$ 34,019,227	\$ 56,848,628	\$ -	\$ 56,848,628	\$ 80,819,499	\$ 5,795,000	\$ 75,024,499	\$ 14,225,000
NHPP	\$ -	\$ 213,569,536	\$ 147,498,039	\$ 66,071,517	\$ 269,019,516	\$ 91,171,500	\$ 177,848,016	\$ 390,943,415	\$ 47,595,000	\$ 343,348,415	\$ 567,098,384	\$ 9,300,000	\$ 557,598,384	\$ 295,764,539
NHPP Exempt	\$ -	\$ 174,827	\$ -	\$ -	\$ 14,019,566	\$ -	\$ 14,019,566	\$ 19,309,083	\$ -	\$ 19,309,083	\$ -	\$ -	\$ -	\$ 946,778
NVD46 Earmark (LY30)	\$ -	\$ 812,600	\$ 812,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 812,600
NVD46 Earmark (LY10)	\$ -	\$ 2,981,149	\$ 2,981,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,981,149
RAIL	\$ -	\$ 3,287,770	\$ 3,287,770	\$ -	\$ 3,426,532	\$ 3,426,532	\$ -	\$ 3,754,407	\$ -	\$ 3,754,407	\$ 6,085,676	\$ -	\$ 6,085,676	\$ 928,738
STBGCL	\$ -	\$ 32,914,466	\$ 2,633,236	\$ 22,230	\$ 48,419,616	\$ 10,983,866	\$ 12,435,750	\$ 107,129,628	\$ 6,538,466	\$ 107,129,628	\$ 6,055,615	\$ 15,491,628	\$ 30,563,997	\$ 107,546,326
STBG State - Wide	\$ -	\$ 29,083	\$ 29,083	\$ -	\$ 77,651,380	\$ 16,938,000	\$ 60,713,380	\$ 107,513,536	\$ 500,000	\$ 98,000,000	\$ -	\$ -	\$ -	\$ 54,762,000
TAP CL STBG	\$ -	\$ 6,482,749	\$ 2,348,800	\$ 4,333,949	\$ 6,152,026	\$ 3,037,789	\$ 3,114,237	\$ 4,968,676	\$ 1,838,473	\$ 3,130,203	\$ 5,041,730	\$ -	\$ 5,041,730	\$ 7,005,062
TAP FLEX STBG	\$ -	\$ 9,650,456	\$ 342,000	\$ 9,308,456	\$ 11,935,757	\$ -	\$ 11,935,757	\$ 14,694,423	\$ -	\$ 14,694,423	\$ 17,591,022	\$ -	\$ 17,591,022	\$ 342,000
TIGER	\$ -	\$ 13,324,000	\$ 13,324,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,324,000
Fed SUBTOTAL	\$ -	\$ 477,866,460	\$ 329,931,098	\$ 147,935,362	\$ 565,497,899	\$ 245,640,332	\$ 319,857,567	\$ 732,683,692	\$ 170,115,555	\$ 562,568,137	\$ 935,146,663	\$ 52,786,628	\$ 882,360,045	\$ 798,473,603
Flood Control Funds	\$ -	\$ 24,400,000	\$ 24,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,400,000
Fuel Revenue Indexing (FRI)	\$ -	\$ 35,280,400	\$ 35,280,400	\$ -	\$ 18,140,000	\$ 18,140,000	\$ -	\$ 9,707,414	\$ 9,707,414	\$ -	\$ -	\$ -	\$ -	\$ 62,127,814
LVMC Fund	\$ -	\$ 71,050,000	\$ 71,050,000	\$ -	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,050,000
Local Fund	\$ -	\$ 3,874,022	\$ 3,874,022	\$ -	\$ 5,668,781	\$ 5,668,781	\$ -	\$ 3,416,762	\$ 3,416,762	\$ -	\$ 1,157,895	\$ 1,157,895	\$ -	\$ 14,117,460
RTC Gas Tax	\$ -	\$ 16,541,000	\$ 16,541,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,541,000
RTC Sales Tax	\$ -	\$ 17,345,528	\$ 17,345,528	\$ -	\$ 9,937,874	\$ 9,937,874	\$ -	\$ 10,376,433	\$ 10,376,433	\$ -	\$ -	\$ -	\$ -	\$ 37,659,835
Local SUBTOTAL	\$ -	\$ 168,697,616	\$ 168,697,616	\$ -	\$ 37,786,129	\$ 37,786,129	\$ -	\$ 23,513,767	\$ 23,513,767	\$ -	\$ 1,157,895	\$ 1,157,895	\$ -	\$ 231,155,407
SBIS	\$ -	\$ 3,054,145	\$ 3,054,145	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,054,145
State Gas Tax	\$ -	\$ 74,214,855	\$ 74,214,855	\$ -	\$ 53,256,313	\$ 53,256,313	\$ -	\$ 46,024,396	\$ 46,024,396	\$ -	\$ 26,666,250	\$ 26,666,250	\$ -	\$ 200,161,834
State SUBTOTAL	\$ -	\$ 77,269,000	\$ 77,269,000	\$ -	\$ 53,256,313	\$ 53,256,313	\$ -	\$ 46,024,396	\$ 46,024,396	\$ -	\$ 26,666,250	\$ 26,666,250	\$ -	\$ 203,215,959
TOTAL	\$ -	\$ 723,833,076	\$ 575,897,714	\$ 147,935,362	\$ 656,540,341	\$ 336,682,774	\$ 319,857,567	\$ 802,221,855	\$ 239,653,718	\$ 562,568,137	\$ 962,970,808	\$ 80,610,763	\$ 882,360,045	\$ 1,232,844,969
*Advance Construction (i.e., Bond Repayment) and any private funds are not included in NDOT Fiscal Constraints data														
Note: Expected revenue values and Programmed funds amounts are from latest available FY2017 TIP (downloaded Jan 23, 2017)														

Recent Investment Highlights

Examples of recently completed and under construction projects in the Metropolitan Region which were Programmed in the previous 2017-2020 HPP/TIP are provided below:



I-11 (Boulder City Bypass Phase 2): This project was completed, providing smooth traffic flow in and around the Boulder City. The new 15 miles of freeway section between I-15 and US 93 added four-lane access-controlled freeway with a new interchange at US-95 and a reconfigured interchange at the US-93/SR-172 Hoover Dam Exit.

Airport Connector: This project was completed in the Fall of 2017, providing improved access to Henderson in the eastbound and westbound Clark County 215. A dedicated two-lane off-ramp from eastbound I-215 with a bridge over the Airport Connector was created, the loop ramp to the west of an existing ramp for access to Warm Springs Rd. was realigned, the number of lanes was increased

from three to four, and an auxiliary lane to exit at Las Vegas Boulevard was added.

US 95 Northwest Corridor Improvements

Phase 3A: This phase has been completed, providing ramps connecting both westbound CC 215 to southbound U.S. 95, and northbound U.S. 95 to eastbound CC 215.

Phase 3D: In this phase, a system-to-system interchange at CC-215 will be constructed. The project limits are from Washington Av to Kyle Canyon. This project will increase capacity, improve safety, access, and travel time reliability.

I-15/US 95 Auxiliary Lanes: This project will be adding auxiliary lanes between Eastern Av and Charleston Blvd. Other improvements include Charleston Blvd ramp improvements to access I-15/US 95 and widening of Charleston Blvd from Lamb Blvd to Honolulu St.

I-15/US 95 HOV Half Interchange at City Pkwy will construct a southbound US 95 to Northbound I-15 Ramp enhancing access to Downtown Las Vegas.

RTC Transit during the 2017-2020 period purchased a total of 526 vehicles to keep transit operations running in Southern Nevada. 189 of these buses are fixed route and 337 are paratransit service vehicles. Of the 526 vehicles, 514 are compressed natural gas (CNG) buses. Only 46 vehicles were utilized for expansion, and 480 vehicles were purchased to replace existing vehicles.



RTC Club Ride Program: It is an incentive program designed to encourage commute alternatives. In this program, a participant has to simply report alternative commute (carpooling, vanpooling, riding public transit, walking, motorcycling, telecommuting, bicycling, and compressed work week day off) to a Clark County employer and get rewarded.

Project Neon: Construction started in 2016, taking three years for its completion. The project's purpose was to accommodate anticipated traffic and new access to Las Vegas Downtown redevelopment. Another aspect of Project Neon is to reduce congestion along local streets and I-15. Additionally, It has extended the HOV system in Las Vegas region.



I-15 /CC-215 Interchange: This project is one of the four phases of the 1-15 north corridor between US 95 and Apex Interchange. In this phase new direct connect ramps will be constructed to upgrade 1-15 and CC-215 including 1-15 Southbound Ramp, reconstruct Northbound ramp and reconstruct local streets to match interchange configuration.

I-15 Starr Interchange: This project has been completed, providing improved access to I-15 and travel time reliability. It has connected Las Vegas Blvd to and from Dean Martin Drive.

