



# access 2050

*Enhancing Mobility for Southern Nevada Residents*

**REGIONAL TRANSPORTATION PLAN**  
*for*

**SOUTHERN NEVADA**

2021 - 2050

**Amendment 21-07**



CL20200148 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> Clark County 215, Charleston to Cheyenne Widening							
<b>Description:</b> Widening, adding 3 to 4 lanes							
<b>Project Type:</b> Rd Improvement		<b>AQ:</b> Non-Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark <span style="float: right;"><b>Limits:</b> Primary Interchange: Charleston, Secondary Interchange: Cheyenne</span>							
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Clark Cnty Beltway	\$1,000,000	\$0	\$0	\$0	\$1,000,000	
2022	Clark Cnty Beltway	\$0	\$0	\$24,000,000	\$0	\$24,000,000	
<b>2021-2025 TOTAL</b>		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$24,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$24,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	
<b>MPO</b> RTCSNV (N/A)				<b>Lead Agency</b> Clark County			

CL20200147 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> I-215 and Airport Connector Phase 3							
<b>Description:</b> The purpose of this project is to improve safety within the Airport Connector northbound area. The main objective of the project is to eliminate the existing weave between vehicles on the Airport Connector northbound that want to exit at Sunset Road and vehicles entering Airport Connector from the I-215 westbound. A new ramp for vehicles exiting at Sunset Road will be added just north of the I-215 bridge. The ramp will join up with the Airport Connector on-ramp coming from the I-215 westbound and the two will become one exit only lane for Sunset Road. Widening Sunset Off Ramp and pavement rehabilitation within Airport Connector northbound lanes							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark <span style="float: right;"><b>Limits:</b> Primary Interchange: I-215, Secondary Interchange: Airport Connector</span>							
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Clark Cnty Beltway	\$1,500,000	\$0	\$24,300,000	\$0	\$25,800,000	
<b>2021-2025 TOTAL</b>		<b>\$1,500,000</b>	<b>\$0</b>	<b>\$24,300,000</b>	<b>\$0</b>	<b>\$25,800,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$1,500,000</b>	<b>\$0</b>	<b>\$24,300,000</b>	<b>\$0</b>	<b>\$25,800,000</b>	
<b>MPO</b> RTCSNV (N/A)				<b>Lead Agency</b> Clark County			

CL20200149 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> Clark County 215, Cheyenne to Hualapai Widening							
<b>Description:</b> Widening, adding 3 to 4 new lanes							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Primary Interchange: Cheyenne, Secondary Interchange: Hualapai					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	Clark Cnty Beltway	\$4,000,000	\$0	\$0	\$0	\$4,000,000	
2025	Clark Cnty Beltway	\$0	\$0	\$20,000,000	\$0	\$20,000,000	
<b>2021-2025 TOTAL</b>		<b>\$4,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$24,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$4,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$24,000,000</b>	
MPO <b>RTCSNV (N/A)</b>				Lead Agency <b>Clark County</b>			

CL20200150 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> Clark County 215, Craig to Grand Montecito							
<b>Description:</b> Safety and Drainage project, widening 3 to 4 lanes.							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Exempt, All Projects - Interchange reconfiguration projects.			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Primary Interchange: Craig, Secondary Interchange: Grand Montecito					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Clark Cnty Beltway	\$0	\$0	\$19,000,000	\$0	\$19,000,000	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$19,000,000</b>	<b>\$0</b>	<b>\$19,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$19,000,000</b>	<b>\$0</b>	<b>\$19,000,000</b>	
MPO <b>RTCSNV (N/A)</b>				Lead Agency <b>Clark County</b>			

CL20200151 (Ver 1) 21-07		STATUS <b>New Project</b>				LOCAL	
<b>Title:</b> Clark County 215, Hualapai to US 95 Widening							
<b>Description:</b> Widening Project, adding 3 to 4 lanes							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Primary Interchange: Hualapai, Secondary Interchange: US 95					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Clark Cnty Beltway	\$2,000,000	\$0	\$0	\$0	\$2,000,000	
2022	Clark Cnty Beltway	\$0	\$0	\$18,000,000	\$0	\$18,000,000	
2023	Clark Cnty Beltway	\$0	\$0	\$5,000,000	\$0	\$5,000,000	
<b>2021-2025 TOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$23,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$23,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	
MPO <b>RTCSNV (N/A)</b>				Lead Agency <b>Clark County</b>			

CL20200152 (Ver 1) 21-07		STATUS <b>New Project</b>				LOCAL	
<b>Title:</b> Clark County 215, Pecos to Stephanie Widening							
<b>Description:</b> Widening, adding 3 to 4 lanes							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Primary Interchange: Pecos, Secondary Interchange: Stephanie					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Clark Cnty Beltway	\$5,000,000	\$0	\$0	\$0	\$5,000,000	
2022	Clark Cnty Beltway	\$0	\$0	\$25,000,000	\$0	\$25,000,000	
<b>2021-2025 TOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>	
MPO <b>RTCSNV (N/A)</b>				Lead Agency <b>Clark County</b>			

CL20200153 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> Clark County 215, Revere to I-15 Widening - <b>FUTURE PROJECT</b>							
<b>Description:</b> Widening, adding 3 to 4 lanes							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Primary Interchange: Revere, Secondary Interchange: I-15					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2025	Clark Cnty Beltway	\$0	\$0	\$40,000,000	\$0	\$40,000,000	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	
<b>MPO</b> RTCSNV (N/A)			<b>Lead Agency</b> Clark County				

CL20200154 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> Clark County 215, Summerlin Parkway Interchange to System Interchange							
<b>Description:</b> Widening, adding 3 to 4 lanes							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Primary Crossstreet: Summerlin Parkway, Secondary Crossstreet: I-215					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Clark Cnty Beltway	\$0	\$0	\$10,000,000	\$0	\$10,000,000	
2022	Clark Cnty Beltway	\$0	\$0	\$30,318,464	\$0	\$30,318,464	
2023	Clark Cnty Beltway	\$0	\$0	\$8,973,832	\$0	\$8,973,832	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$49,292,296</b>	<b>\$0</b>	<b>\$49,292,296</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$49,292,296</b>	<b>\$0</b>	<b>\$49,292,296</b>	
<b>MPO</b> RTCSNV (N/A)			<b>Lead Agency</b> Clark County				

CL20200155 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> Clark County 215, US 95 to Revere Widening- <b>FUTURE PROJECT</b>							
<b>Description:</b> Widening, adding 3 to 4 lanes							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt		<b>TCM:</b> No <b>NDOT:</b> District 1			
<b>County:</b> Clark		<b>Limits:</b> Primary Interchange: US 95, Secondary Interchange: Revere					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2025	Clark Cnty Beltway	\$0	\$0	\$40,000,000	\$0	\$40,000,000	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	
<b>MPO</b> RTCSNV (N/A)				<b>Lead Agency</b> Clark County			

CL20200156 (Ver 1) 21-07		STATUS <b>New Project</b>					LOCAL
<b>Title:</b> Tropicana & University Center Dr. Grade Separation							
<b>Description:</b> The improvements may include up to four travel lanes, medians, drainage facilities, signings, striping, traffic control devices, curb, gutter, sidewalks, streetlights, utility relocations and other appurtenances as may be necessary to construct a complete and functional project.							
<b>Project Type:</b> Rd Interchange/ Intersec		<b>AQ:</b> Non-Exempt		<b>TCM:</b> No <b>NDOT:</b> District 1			
<b>County:</b> Clark		<b>Limits:</b> Primary Crossstreet: Tropicana, Secondary Crossstreet: University Center Dr.					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Clark Cnty Beltway	\$0	\$0	\$165,000,000	\$0	\$165,000,000	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$165,000,000</b>	<b>\$0</b>	<b>\$165,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$165,000,000</b>	<b>\$0</b>	<b>\$165,000,000</b>	
<b>MPO</b> RTCSNV (N/A)				<b>Lead Agency</b> Clark County			

CL20200145 (Ver 1) 21-07		STATUS <b>New Project</b>					FEDERAL
<b>Title:</b> SR 589, DECK REHABILITATION AND POLYMER CONCRETE OVERLAY WITH JOINT REPLACEMENT OF BRIDGES							
<b>Description:</b> DECK REHABILITATION AND POLYMER CONCRETE OVERLAY WITH JOINT REPLACEMENT OF BRIDGES G-1064, H-2011, AND G-2012 SAHARA OVER WESTERN AVE/UPRR/SAMMY DAVIS JR DRIVE; DESERT INN OVER I 15; AND DESERT INN OVER HIGHLAND DR/UPRR/SAMMY DAVIS JR DRIVE (OFF SYSTEM)							
<b>Project Type:</b> Bridge - New/replace		<b>AQ:</b> Exempt			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Bridge #: G-1064					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	State Gas Tax	\$350,000	\$0	\$0	\$0	\$350,000	
2022	STBG Bridge	\$0	\$0	\$11,020,000	\$0	\$11,020,000	
2022	State Match - Nv	\$0	\$0	\$580,000	\$0	\$580,000	
<b>2021-2025 TOTAL</b>		<b>\$350,000</b>	<b>\$0</b>	<b>\$11,600,000</b>	<b>\$0</b>	<b>\$11,950,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$350,000</b>	<b>\$0</b>	<b>\$11,600,000</b>	<b>\$0</b>	<b>\$11,950,000</b>	
MPO <b>RTCSNV (N/A)</b>				Lead Agency <b>Nevada DOT</b>			

CL20200143 (Ver 1) 21-07		STATUS <b>New Project</b>					STATE
<b>Title:</b> I 11, INSTALL LANDSCAPE, AESTHETICS AND EROSION CONTROL AT COLLEGE DRIVE INTERCHANGE							
<b>Description:</b> INSTALL LANDSCAPE, AESTHETICS AND EROSION CONTROL AT COLLEGE DRIVE INTERCHANGE MP CL 18.259 TO MP CL 19.474							
<b>Project Type:</b> Other Misc.		<b>AQ:</b> Exempt, Other - Plantings, landscaping, etc.			<b>TCM:</b> No <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> Primary Interchange: COLLEGE DRIVE INTERCHANGE, Secondary Interchange: COLLEGE DRIVE INTERCHANGE					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	State Gas Tax	\$0	\$0	\$1,400,000	\$0	\$1,400,000	
<2021	Prior	\$250,000	\$0	\$0	\$0	\$250,000	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$1,400,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$250,000</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$1,650,000</b>	
MPO <b>RTCSNV (N/A)</b>				Lead Agency <b>Nevada DOT</b>			

CL20200141 (Ver 1) 21-07		STATUS <b>New Project</b>					FEDERAL
<b>Title:</b> I 15, CONCRETE SPALL REPAIR AND 2.75" COLD MILL, 2" PBS WITH OG ON RAMPS. SR 610, 2.75" COLD MILL, 2" PBS WITH OG AND RECONSTR							
<b>Description:</b> 15, CONCRETE SPALL REPAIR AND 2.75" COLD MILL, 2" PBS WITH OG ON RAMPS. SR 610, 2.75" COLD MILL, 2" PBS WITH OG AND RECONSTRUCT 300 LANE FEET IN SIX LOCATIONS FROM 0.029 MILES S OF LAMB INTERCHANGE TO THE BEGINNING OF ASPHALT, 0.541 MILES N OF LAMB INTERCHANGE; MP CL 50.097 TO MP CL 50.667. SR 610, LAMB BLVD, FROM NORTH LAS VEGAS BLVD TO I 15; MP CL 0.000 TO MP CL 2.028							
<b>Project Type:</b> Rd Improvement		<b>AQ:</b> Exempt, Safety - Pavement resurfacing and/or rehabilitation.			<b>TCM:</b> Yes <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> From 0.029 MILES S OF LAMB INTERCHANGE to BEGINNING OF ASPHALT, 0.541 MILES N OF LAMB INTERCHANGE of Distance (mile) 0.57 Milepost begins at 50.1 ends at 50.67					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	State Gas Tax	\$100,000	\$0	\$0	\$0	\$100,000	
2023	NHPP	\$0	\$0	\$5,890,000	\$0	\$5,890,000	
2023	State Match - Nv	\$0	\$0	\$310,000	\$0	\$310,000	
<b>2021-2025 TOTAL</b>		<b>\$100,000</b>	<b>\$0</b>	<b>\$6,200,000</b>	<b>\$0</b>	<b>\$6,300,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$100,000</b>	<b>\$0</b>	<b>\$6,200,000</b>	<b>\$0</b>	<b>\$6,300,000</b>	
MPO <b>RTCSNV (N/A)</b>			Lead Agency <b>Nevada DOT</b>				

CL20200142 (Ver 1) 21-07		STATUS <b>New Project</b>					STATE
<b>Title:</b> US 93, CONSTRUCT NEW ADA RAMPS AND DRIVEWAYS TO MEET ADA REQUIREMENTS							
<b>Description:</b> CONSTRUCT NEW ADA RAMPS AND DRIVEWAYS TO MEET ADA REQUIREMENTS FROM VETERANS MEMORIAL DR TO CANYON RD; MP CL 7.190 TO MP CL 8.654							
<b>Project Type:</b> Rd Improvement		<b>AQ:</b> Exempt			<b>TCM:</b> Yes <b>NDOT:</b> District 1		
<b>County:</b> Clark		<b>Limits:</b> From VETERANS MEMORIAL DR to CANYON RD of Distance (mile) 1.46 Milepost begins at 7.19 ends at 8.65					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	State Gas Tax	\$90,000	\$0	\$0	\$0	\$90,000	
2023	State Gas Tax	\$0	\$50,000	\$1,300,000	\$0	\$1,350,000	
<b>2021-2025 TOTAL</b>		<b>\$90,000</b>	<b>\$50,000</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$1,440,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$90,000</b>	<b>\$50,000</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$1,440,000</b>	
MPO <b>RTCSNV (N/A)</b>			Lead Agency <b>Nevada DOT</b>				



**CL20200146** (Ver 1) 21-07 STATUS **New Project** STATE

**Title:** SR 613, COLD MILL WITH 2 INCH PLANTMIX BITUMINIOUS SURFACE WITH OPEN GRADED SURFACE. RECONSTRUCT 500 FEET IN TEN SEPARAT  
**Description:** COLD MILL WITH 2 INCH PLANTMIX BITUMINIOUS SURFACE WITH OPEN GRADED SURFACE. RECONSTRUCT 500 FEET IN TEN SEPARATE  
 LOCATIONS SUMMERLIN PKWY FROM CC215 RAMP 1 TO RAMPART BLVD; MP CL 0.000 TO MP CL 3.621

**Project Type:** Rd Improvement **AQ:** Exempt **TCM:**No **NDOT:** District 1

**County:** Clark **Limits:** From SUMMERLIN PKWY FROM CC215 RAMP 1 to RAMPART BLVD of Distance (mile) 3.62 Milepost begins at 0 ends  
 at 3.62

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	State Gas Tax	\$140,000	\$0	\$0	\$0	\$140,000
2023	State Gas Tax	\$0	\$0	\$11,600,000	\$0	\$11,600,000
<b>2021-2025 TOTAL</b>		<b>\$140,000</b>	<b>\$0</b>	<b>\$11,600,000</b>	<b>\$0</b>	<b>\$11,740,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$140,000</b>	<b>\$0</b>	<b>\$11,600,000</b>	<b>\$0</b>	<b>\$11,740,000</b>

MPO RTCSNV (N/A)

Lead Agency **Nevada DOT**

**CL20130030** (Ver 15) 21-07 STATUS **In Progress - Programmed** FEDERAL

**Title:** I 515 Charleston Blvd. Interchange

**Description:** I 515 Auxiliary Lanes and SR 159 Charleston Blvd Improvements  
 SR 159, CHARLESTON BLVD FROM HONOLULU ST TO SACRAMENTO DR, MP CL 29.45 TO MP CL 29.80; I 515, FROM WYOMING AVE TO EASTERN AVE, MP CL 71.19 TO MP CL 73.37  
 WIDEN CHARLESTON BLVD, CONSTRUCT RAMP IMPROVEMENTS AT CHARLESTON BLVD AND EASTERN AVE INTERCHANGES, ADD AUXILIARY LANES ON I 515 BETWEEN CHARLESTON BLVD AND EASTERN AVE

**Project Type:** Rd Interchange/ Intersec **AQ:** Non-Exempt **TCM:** Yes **NDOT:** District 1

**County:** Clark **Limits:** From Charleston Blvd to Eastern Ave of Distance (mile) 1.72 Milepost begins at 71.65 ends at 73.37

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	NHPP	\$0	\$0	\$49,875,000	\$0	\$49,875,000
2022	State Match - Nv	\$0	\$0	\$2,625,000	\$0	\$2,625,000
<2021	Prior	\$5,950,000	\$2,000,000	\$0	\$0	\$7,950,000
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$52,500,000</b>	<b>\$0</b>	<b>\$52,500,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$5,950,000</b>	<b>\$2,000,000</b>	<b>\$52,500,000</b>	<b>\$0</b>	<b>\$60,450,000</b>

MPO **RTCSNV** (5079)

Lead Agency **Nevada DOT**

**Previously Approved Version**

**CL20130030** (Ver 14) 21-01

**Title:** I 515 Charleston Blvd. Interchange

**Description:** I 515 Auxiliary Lanes and SR 159 Charleston Blvd Improvements

SR 159, CHARLESTON BLVD FROM HONOLULU ST TO SACRAMENTO DR, MP CL 29.45 TO MP CL 29.80; I 515, FROM WYOMING AVE TO EASTERN AVE, MP CL 71.19 TO MP CL 73.37  
 WIDEN CHARLESTON BLVD, CONSTRUCT RAMP IMPROVEMENTS AT CHARLESTON BLVD AND EASTERN AVE INTERCHANGES, ADD AUXILIARY LANES ON I 515 BETWEEN CHARLESTON BLVD AND EASTERN AVE

**Project Type:** Rd Interchange/ Intersec

**AQ:** Non-Exempt

**TCM:** Yes **NDOT:** District 1

**County:** Clark

**Limits:** From Charleston Blvd to Eastern Ave of Distance (mile) 1.72 Milepost begins at 71.65 ends at 73.37

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	NHPP	\$0	\$0	\$40,375,000	\$0	\$40,375,000
2022	State Match - Nv	\$0	\$0	\$2,125,000	\$0	\$2,125,000
<2021	Prior	\$5,950,000	\$2,000,000	\$0	\$0	\$7,950,000
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$42,500,000</b>	<b>\$0</b>	<b>\$42,500,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$5,950,000</b>	<b>\$2,000,000</b>	<b>\$42,500,000</b>	<b>\$0</b>	<b>\$50,450,000</b>

MPO **RTCSNV (5079)**

Lead Agency **Nevada DOT**

CL20190060 (Ver 4) 21-07		STATUS <b>In Progress - Programmed</b>				FEDERAL	
<b>Title:</b> I 15, CLARK COUNTY, IN MESQUITE FROM 1.677 MI NORTH OF THE LOGANDALE/OVERTON INTERCHANGE TO 0.370 MI NORTH OF LOWER FLAT							
<b>Description:</b> 2 INCH COLDMILL, 2 INCH PLANTMIX BITUMINOUS SURFACE WITH OPEN GRADE							
<b>Project Type:</b> Rd Recons/Rehab/Resur		<b>AQ:</b> Exempt, Safety - Pavement resurfacing and/or rehabilitation.				<b>TCM:</b> No <b>NDOT:</b> District 1	
<b>County:</b> Clark		<b>Limits:</b> From 1.677 Miles North of the Logandale/Overtton interchange to 0.370 Miles North of lower Flat Top Drive of Distance (mile) 22.69 Milepost begins at 95.79 ends at 118.48					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	NHPP AC	\$0	\$0	\$27,787,500	\$0	\$27,787,500	
2021	STBG State-Wide	\$0	\$0	\$9,262,500	\$0	\$9,262,500	
2021	State Gas Tax	\$0	\$0	\$0	\$0	\$0	
2021	State Match - Nv	\$0	\$0	\$1,950,000	\$0	\$1,950,000	
<2021	Prior	\$160,000	\$0	\$0	\$0	\$160,000	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$39,000,000</b>	<b>\$0</b>	<b>\$39,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$160,000</b>	<b>\$0</b>	<b>\$39,000,000</b>	<b>\$0</b>	<b>\$39,160,000</b>	
MPO <b>RTCSNV (6268)</b>				Lead Agency <b>Nevada DOT</b>			

<b>Previously Approved Version</b>							
CL20190060 (Ver 3) 21-01							
<b>Title:</b> I 15, CLARK COUNTY, IN MESQUITE FROM 1.677 MI NORTH OF THE LOGANDALE/OVERTON INTERCHANGE TO 0.370 MI NORTH OF LOWER FLAT							
<b>Description:</b> 2 INCH COLDMILL, 2 INCH PLANTMIX BITUMINOUS SURFACE WITH OPEN GRADE							
<b>Project Type:</b> Rd Recons/Rehab/Resur		<b>AQ:</b> Exempt, Safety - Pavement resurfacing and/or rehabilitation.				<b>TCM:</b> No <b>NDOT:</b> District 1	
<b>County:</b> Clark		<b>Limits:</b> From 1.677 Miles North of the Logandale/Overtton interchange to 0.370 Miles North of lower Flat Top Drive of Distance (mile) 22.69 Milepost begins at 95.79 ends at 118.48					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	HWY Freight	\$0	\$0	\$0	\$0	\$0	
2021	HWY Freight AC	\$0	\$0	\$0	\$0	\$0	
2021	State Gas Tax	\$0	\$0	\$39,000,000	\$0	\$39,000,000	
2021	State Match - Nv	\$0	\$0	\$0	\$0	\$0	
<2021	Prior	\$160,000	\$0	\$0	\$0	\$160,000	
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$39,000,000</b>	<b>\$0</b>	<b>\$39,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$160,000</b>	<b>\$0</b>	<b>\$39,000,000</b>	<b>\$0</b>	<b>\$39,160,000</b>	
MPO <b>RTCSNV (6268)</b>				Lead Agency <b>Nevada DOT</b>			

**CL20150010** (Ver 20) 21-07 STATUS **In Progress - Programmed** FEDERAL

Title: RTC Transit Fleet Buses

Description: Acquire (215) buses for fixed-route bus replacement program

Project Type: Transit-Capital & Rehab AQ: Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or rrcm: No NDOT: District 1

County: Clark

Limits: Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,700,000	\$3,700,000
2021	FTA 5337 Good Repair	\$0	\$0	\$0	\$8,655,281	\$8,655,281
2021	FTA 5339 Bus/Fac Sm Urb Capital	\$0	\$0	\$0	\$13,576,191	\$13,576,191
2021	RTC Sales Tax	\$0	\$0	\$0	\$4,576,142	\$4,576,142
2022	RTC Sales Tax	\$0	\$0	\$0	\$1,580,932	\$1,580,932
2022	STBG CL	\$0	\$0	\$0	\$30,037,701	\$30,037,701
2023	RTC Sales Tax	\$0	\$0	\$0	\$896,646	\$896,646
2023	STBG CL	\$0	\$0	\$0	\$17,036,268	\$17,036,268
2024	RTC Sales Tax	\$0	\$0	\$0	\$1,287,788	\$1,287,788
2024	STBG CL	\$0	\$0	\$0	\$24,467,968	\$24,467,968
2025	RTC Sales Tax	\$0	\$0	\$0	\$720,254	\$720,254
2025	STBG CL	\$0	\$0	\$0	\$13,684,817	\$13,684,817
<2021	Prior	\$0	\$0	\$0	\$253,603,394	\$253,603,394
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,219,988</b>	<b>\$120,219,988</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$373,823,382</b>	<b>\$373,823,382</b>

MPO RTCSNV (2050)

Lead Agency **RTC Southern Nevada**

**Previously Approved Version**

**CL20150010** (Ver 19) 21-01

**Title:** RTC Transit Fleet Buses

**Description:** Acquire (215) buses for fixed-route bus replacement program

**Project Type:** Transit-Capital & Rehab **AQ:** Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or **RTCM:** No **NDOT:** District 1

**County:** Clark

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5337 Good Repair	\$0	\$0	\$0	\$8,655,281	\$8,655,281
2021	RTC Sales Tax	\$0	\$0	\$0	\$1,527,403	\$1,527,403
2022	RTC Sales Tax	\$0	\$0	\$0	\$1,580,932	\$1,580,932
2022	STBG CL	\$0	\$0	\$0	\$30,037,701	\$30,037,701
2023	RTC Sales Tax	\$0	\$0	\$0	\$896,646	\$896,646
2023	STBG CL	\$0	\$0	\$0	\$17,036,268	\$17,036,268
2024	RTC Sales Tax	\$0	\$0	\$0	\$1,287,788	\$1,287,788
2024	STBG CL	\$0	\$0	\$0	\$24,467,968	\$24,467,968
2025	RTC Sales Tax	\$0	\$0	\$0	\$720,254	\$720,254
2025	STBG CL	\$0	\$0	\$0	\$13,684,817	\$13,684,817
<2021	Prior	\$0	\$0	\$0	\$253,603,394	\$253,603,394
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$99,895,058</b>	<b>\$99,895,058</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$353,498,452</b>	<b>\$353,498,452</b>

**NV20090265** (Ver 11) 21-07 STATUS **In Progress - Programmed** FEDERAL

**Title:** Paratransit Fleet Expansion

**Description:** Acquire (40) vehicles for expansion of paratransit operations

**Project Type:** Transit-Capital & Rehab **AQ:** Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or **rTCM:** No **NDOT:** District 1

**County:** Clark

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$0	\$0
2021	RTC Sales Tax	\$0	\$0	\$0	\$0	\$0
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$2,177,884	\$2,177,884
2022	RTC Sales Tax	\$0	\$0	\$0	\$384,332	\$384,332
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$2,243,220	\$2,243,220
2023	RTC Sales Tax	\$0	\$0	\$0	\$395,862	\$395,862
<2021	Prior	\$0	\$0	\$0	\$10,699,496	\$10,699,496
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,201,298</b>	<b>\$5,201,298</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,900,794</b>	<b>\$15,900,794</b>

MPO **RTCSNV (2035)**

Lead Agency **RTC Southern Nevada**

**Previously Approved Version**

**NV20090265** (Ver 10) 21-01

**Title:** Paratransit Fleet Expansion

**Description:** Acquire (40) vehicles for expansion of paratransit operations

**Project Type:** Transit-Capital & Rehab **AQ:** Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or **rTCM:** No **NDOT:** District 1

**County:** Clark

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$2,114,450	\$2,114,450
2021	RTC Sales Tax	\$0	\$0	\$0	\$373,138	\$373,138
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$2,177,884	\$2,177,884
2022	RTC Sales Tax	\$0	\$0	\$0	\$384,332	\$384,332
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$2,243,220	\$2,243,220
2023	RTC Sales Tax	\$0	\$0	\$0	\$395,862	\$395,862
<2021	Prior	\$0	\$0	\$0	\$10,699,496	\$10,699,496
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,688,886</b>	<b>\$7,688,886</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,388,382</b>	<b>\$18,388,382</b>



**NV20090267** (Ver 14) 21-07 STATUS **In Progress - Programmed** FEDERAL

Title: RTC Paratransit Fleet

Description: Acquire (338) vehicles for paratransit fleet replacement program

Project Type: Transit-Capital & Rehab AQ: Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or rrcm: No NDOT: District 1

County: Clark

Limits: Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$0	\$0
2021	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$1,700,000	\$1,700,000
2021	RTC Sales Tax	\$0	\$0	\$0	\$300,000	\$300,000
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$11,977,762	\$11,977,762
2022	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$5,381,248	\$5,381,248
2022	RTC Sales Tax	\$0	\$0	\$0	\$3,063,355	\$3,063,355
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$6,931,551	\$6,931,551
2023	RTC Sales Tax	\$0	\$0	\$0	\$1,223,215	\$1,223,215
2024	RTC Sales Tax	\$0	\$0	\$0	\$391,638	\$391,638
2024	STBG CL	\$0	\$0	\$0	\$7,441,128	\$7,441,128
<2021	Prior	\$0	\$0	\$0	\$47,609,531	\$47,609,531
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,409,897</b>	<b>\$38,409,897</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,019,428</b>	<b>\$86,019,428</b>

MPO RTCSNV (2053)

Lead Agency **RTC Southern Nevada**

**Previously Approved Version**

**NV20090267** (Ver 13) 21-01

**Title:** RTC Paratransit Fleet

**Description:** Acquire (338) vehicles for paratransit fleet replacement program

**Project Type:** Transit-Capital & Rehab **AQ:** Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or **RTCM:** No **NDOT:** District 1

**County:** Clark

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$6,533,651	\$6,533,651
2021	RTC Sales Tax	\$0	\$0	\$0	\$1,152,997	\$1,152,997
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,329,661	\$3,329,661
2022	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$3,300,000	\$3,300,000
2022	RTC Sales Tax	\$0	\$0	\$0	\$1,187,587	\$1,187,587
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$6,931,551	\$6,931,551
2023	RTC Sales Tax	\$0	\$0	\$0	\$1,223,215	\$1,223,215
2024	RTC Sales Tax	\$0	\$0	\$0	\$391,638	\$391,638
2024	STBG CL	\$0	\$0	\$0	\$7,441,128	\$7,441,128
<2021	Prior	\$0	\$0	\$0	\$47,609,531	\$47,609,531
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,491,428</b>	<b>\$31,491,428</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,100,959</b>	<b>\$79,100,959</b>

**XS20180021** (Ver 8) 21-07 STATUS **In Progress - Programmed** FEDERAL

**Title:** RTC Transit Improvements, repairs & maintenance, equipment & software replacement & additions

**Description:** RTC Transit Improvements, repairs & maintenance, equipment & software replacement & additions

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Purchase of vehicle operating equipment.

**TCM:** No **NDOT:** District 1

**County:** Clark

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$0	\$0
2021	Public Transportation Innovation Program (49)	\$0	\$0	\$0	\$500,000	\$500,000
2021	RTC Sales Tax	\$0	\$0	\$0	\$125,000	\$125,000
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$6,000,000	\$6,000,000
2022	RTC Sales Tax	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2023	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$6,000,000	\$6,000,000
2023	RTC Sales Tax	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2024	RTC Sales Tax	\$0	\$0	\$0	\$345,263	\$345,263
2024	STBG CL	\$0	\$0	\$0	\$6,560,000	\$6,560,000
2025	RTC Sales Tax	\$0	\$0	\$0	\$345,263	\$345,263
2025	STBG CL	\$0	\$0	\$0	\$6,560,000	\$6,560,000
<2021	Prior	\$0	\$0	\$7,837,750	\$34,662,250	\$42,500,000
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,435,526</b>	<b>\$29,435,526</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$7,837,750</b>	<b>\$64,097,776</b>	<b>\$71,935,526</b>

MPO **RTCSNV (6241)**

Lead Agency **RTC Southern Nevada**

**Previously Approved Version**

**XS20180021** (Ver 7) 21-01

**Title:** RTC Transit Improvements, repairs & maintenance, equipment & software replacement & additions

**Description:** RTC Transit Improvements, repairs & maintenance, equipment & software replacement & additions

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Purchase of vehicle operating equipment.

**TCM:** No **NDOT:** District 1

**County:** Clark

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2021	RTC Sales Tax	\$0	\$0	\$0	\$750,000	\$750,000
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$6,000,000	\$6,000,000
2022	RTC Sales Tax	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2023	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$6,000,000	\$6,000,000
2023	RTC Sales Tax	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2024	RTC Sales Tax	\$0	\$0	\$0	\$345,263	\$345,263
2024	STBG CL	\$0	\$0	\$0	\$6,560,000	\$6,560,000
2025	RTC Sales Tax	\$0	\$0	\$0	\$345,263	\$345,263
2025	STBG CL	\$0	\$0	\$0	\$6,560,000	\$6,560,000
<2021	Prior	\$0	\$0	\$7,837,750	\$34,662,250	\$42,500,000
<b>2021-2025 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,560,526</b>	<b>\$32,560,526</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$7,837,750</b>	<b>\$67,222,776</b>	<b>\$75,060,526</b>



## **Air Quality Conformity Technical Report for Access 2050 (2021-2050 RTP/TIP) Amendment 21-07**

Access 2050 (2021-2050 RTP/TIP) Amendment 21-07 includes ten new Clark County projects and six new Nevada Department of Transportation (NDOT) projects. Clark County sponsored projects are non-exempt projects, they are coded in the RTC's travel demand model (TDM) network for the air quality Conformity Determination Process. In addition, a new locally funded regional significant project, Centennial Parkway from Pecos Road to Lamb Boulevard in North Las Vegas, is also added to the TDM network as part of the Conformity Determination Analysis.

The project list was submitted to Air Quality Working Group (AQWG) on February 1, 2021. It is part of the air quality conformity consultation process. The project summary information is listed on the next page. Additional project information can be found in the Amendment package. The Conformity Determination report is provided to the AQWG for further review and comment.

### **Travel Demand Modeling and Air Emission Modeling Methodology and Assumptions**

RTC travel demand model was used to produce VMT estimates. The VMT estimates then used as one of the inputs for the air emission model MOVES for RTP and RTP amendments Conformity Determinations. For this amendment, all modeling approaches, analysis methods and other planning assumptions including the travel demand model and MOVES model, modeling horizon years, land use as input for travel demand model, the assumptions and other inputs to the travel demand model and MOVES model, and the air emission budgets, are all remain unchanged from those used for Access 2050. The only changes are the eleven additional projects mentioned in the above section.

For this Conformity Determination, ten Clark County projects and one Capital Improvement Program (CIP) project in North Las Vegas have been added to RTC's TransCAD TDM. The TDM was run for RTP base year and future horizon years 2020, 2022, 2030, 2040, and 2050. The modeled VMT were used as the input to MOVES model. The modeled PM<sub>10</sub>, CO and Ozone are all within the emission budgets. The analysis shows that the Conformity Determination is met for all pollutants and for all future horizon years.

Access 2050 Amendment 21-07 is not a major amendment. This technical report only includes the emission test results. For more information about RTC's TDM, please refer to ACCESS 2050 APPENDIX 4 - TRAVEL DEMAND MODEL METHODOLOGY AND AIR QUALITY CONFORMITY ANALYSIS <https://assets.rtcnv.com/wp-content/uploads/sites/4/2020/11/07071653/Appendix-E-Travel-Demand-Model-Methodology-and-Air-Quality-Conformity-Analysis.pdf>. For easy reference and comparison with the Access 2050 technical report, this document contains the same section titles, section numbers and table numbers as the original technical document for ACCESS 2050 APPENDIX 4.

The conformity determination findings for Access 2050 (RTP/TIP 2021-2050) Amendment 21-07 are listed below.

## RTP/TIP 2021-2050 Amendment 21-07 Project List.

TIP ID		MPO	STIP	PROJECT TITLE	PROJECT DESCRIPTION	PRIMARY PROJECT CATEGORY	LOCATION TYPE	ROUTE	COUNTY	PROJECT LIMITS	LEAD AGENCY
CL20200148	Non-Exempt	RTCSNV	21-07	Clark County 215, Charleston to Cheyenne Widening	Widening, adding 3 to 4 lanes	Rd Improvement	Interchange	I 215	CLARK	Primary Interchange: Charleston, Secondary Interchange: Cheyenne	Clark County
CL20200154	Non-Exempt	RTCSNV	21-07	Clark County 215, Summerlin Parkway Interchange to System Interchange	Widening, adding 3 to 4 lanes	Rd Interchange/ Intersection	Intersection	I 215	CLARK	Primary Crossstreet: Summerlin Parkway, Secondary Crossstreet: I-215	Clark County
CL20200150	Non-Exempt	RTCSNV	21-07	Clark County 215, Craig to Grand Montecito	Safety and Drainage project, widening 3 to 4 lanes.	Rd Interchange/ Intersection	Interchange	I 215	CLARK	Primary Interchange: Craig, Secondary Interchange: Grand Montecito	Clark County
CL20200153	Non-Exempt	RTCSNV	21-07	Clark County 215, Revere to I-15 Widening-FUTURE PROJECT	Widening, adding 3 to 4 lanes	Rd Interchange/ Intersection	Interchange	I 215	CLARK	Primary Interchange: Revere, Secondary Interchange: I-15	Clark County
CL20200149	Non-Exempt	RTCSNV	21-07	Clark County 215, Cheyenne to Hualapai Widening	Widening, adding 3 to 4 new lanes	Rd Interchange/ Intersection	Interchange	I 215	CLARK	Primary Interchange: Cheyenne, Secondary Interchange: Hualapai	Clark County
CL20200155	Non-Exempt	RTCSNV	21-07	Clark County 215, US 95 to Revere Widening-FUTURE PROJECT	Widening, adding 3 to 4 lanes	Rd Interchange/ Intersection	Interchange	I 215	CLARK	Primary Interchange: US 95, Secondary Interchange: Revere	Clark County
CL20200147	Non-Exempt	RTCSNV	21-07	I-215 and Airport Connector Phase 3	The purpose of this project is to improve safety within the Airport Connector northbound area. The main objective of the project is to eliminate the existing weave between vehicles on the Airport Connector northbound that want to exit at Sunset Road and vehicles entering Airport Connector from the I-215 westbound. A new ramp for vehicles exiting at Sunset Road will be added just north of the I-215 bridge. The ramp will join up with the Airport Connector on-ramp coming from the I-215 westbound and the two will become one exit only lane for Sunset Road. Widening Sunset Off Ramp and pavement rehabilitation within Airport Connector northbound lanes	Rd Interchange/ Intersection	Interchange	I 215	CLARK	Primary Interchange: I-215, Secondary Interchange: Airport Connector	Clark County
CL20200152	Non-Exempt	RTCSNV	21-07	Clark County 215, Pecos to Stephanie Widening	Widening, adding 3 to 4 lanes	Rd Interchange/ Intersection	Interchange	I 215	CLARK	Primary Interchange: Pecos, Secondary Interchange: Stephanie	Clark County
CL20200151	Non-Exempt	RTCSNV	21-07	Clark County 215, Hualapai to US 95 Widening	Widening Project, adding 3 to 4 lanes	Rd Interchange/ Intersection	Interchange	I 215	CLARK	Primary Interchange: Hualapai, Secondary Interchange: US 95	Clark County
CL20200156	Non-Exempt	RTCSNV	21-07	Tropicana & University Center Dr. Grade Separation	The improvements may include up to four travel lanes, medians, drainage facilities, signings, striping, traffic control devices, curb, gutter, sidewalks, streetlights, utility relocations and other appurtenances as may be necessary to construct a complete and functional project.	Rd Interchange/ Intersection	Intersection		CLARK	Primary Crossstreet: Tropicana, Secondary Crossstreet: University Center Dr.	Clark County
CL20200145	Exempt	RTCSNV	21-07	SR 589, DECK REHABILITATION AND POLYMER CONCRETE OVERLAY WITH JOINT REPLACEMENT OF BRIDGES	DECK REHABILITATION AND POLYMER CONCRETE OVERLAY WITH JOINT REPLACEMENT OF BRIDGES G-1064, H-2011, AND G-2012 SAHARA OVER WESTERN AVE/UPRR/SAMMY DAVIS JR DRIVE; DESERT INN OVER I 15; AND DESERT INN OVER HIGHLAND DR/UPRR/SAMMY DAVIS JR DRIVE (OFF SYSTEM)	Bridge - New/replace	Bridge		CLARK	Bridge #: G-1064	Nevada DOT
CL20200143	Exempt	RTCSNV	21-07	I 11, INSTALL LANDSCAPE, AESTHETICS AND EROSION CONTROL AT COLLEGE DRIVE INTERCHANGE	INSTALL LANDSCAPE, AESTHETICS AND EROSION CONTROL AT COLLEGE DRIVE INTERCHANGE MP CL 18.259 TO MP CL 19.474	Other Misc.	Interchange	I 11	CLARK	Primary Interchange: COLLEGE DRIVE INTERCHANGE, Secondary Interchange: COLLEGE DRIVE INTERCHANGE	Nevada DOT
CL20200146	Exempt	RTCSNV	21-07	SR 613, COLD MILL WITH 2 INCH PLANTMIX BITUMINIOUS SURFACE WITH OPEN GRADED SURFACE. RECONSTRUCT 500 FEET IN TEN SEPARATE LOCATIONS	COLD MILL WITH 2 INCH PLANTMIX BITUMINIOUS SURFACE WITH OPEN GRADED SURFACE. RECONSTRUCT 500 FEET IN TEN SEPARATE LOCATIONS SUMMERLIN PKWY FROM CC215 RAMP 1 TO RAMPART BLVD; MP CL 0.000 TO MP CL 3.621	Rd Improvement	Hwy Segment	SR 163	CLARK	From SUMMERLIN PKWY FROM CC215 RAMP 1 to RAMPART BLVD of Distance (mile) 3.62 Milepost begins at 0 ends at 3.62	Nevada DOT
CL20200142	Exempt	RTCSNV	21-07	US 93, CONSTRUCT NEW ADA RAMPS AND DRIVEWAYS TO MEET ADA REQUIREMENTS	CONSTRUCT NEW ADA RAMPS AND DRIVEWAYS TO MEET ADA REQUIREMENTS FROM VETERANS MEMORIAL DR TO CANYON RD; MP CL 7.190 TO MP CL 8.654	Rd Improvement	Hwy Segment	US 93	CLARK	From VETERANS MEMORIAL DR to CANYON RD of Distance (mile) 1.46 Milepost begins at 7.19 ends at 8.65	Nevada DOT
CL20130030	Non-Exempt (No project changes just cost increase)	RTCSNV	21-07	I 515 Charleston Blvd. Interchange	I 515 Auxiliary Lanes and SR 159 Charleston Blvd Improvements SR 159, CHARLESTON BLVD FROM HONOLULU ST TO SACRAMENTO DR, MP CL 29.45 TO MP CL 29.80; I 515, FROM WYOMING AVE TO EASTERN AVE, MP CL 71.19 TO MP CL 73.37 WIDEN CHARLESTON BLVD,	Rd Interchange/ Intersection	Hwy Segment	I 515	CLARK	From Charleston Blvd to Eastern Ave of Distance (mile) 1.72 Milepost begins at 71.65 ends at 73.37	Nevada DOT
CL20200141	Exempt	RTCSNV	21-07	I 15, CONCRETE SPALL REPAIR AND 2.75" COLD MILL, 2" PBS WITH OG ON RAMPS. SR 610, 2.75" COLD MILL, 2" PBS WITH OG AND RECONSTRUCT 300 LANE FEET IN SIX LOCATIONS AND SR 610, LAMB BLVD, FROM NORTH LAS VEGAS BLVD TO I 15	15, CONCRETE SPALL REPAIR AND 2.75" COLD MILL, 2" PBS WITH OG ON RAMPS. SR 610, 2.75" COLD MILL, 2" PBS WITH OG AND RECONSTRUCT 300 LANE FEET IN SIX LOCATIONS FROM 0.029 MILES S OF LAMB INTERCHANGE TO THE BEGINNING OF ASPHALT, 0.541 MILES N OF LAMB INTERCHANGE; MP CL 50.097 TO MP CL 50.667. SR 610, LAMB BLVD, FROM NORTH LAS VEGAS BLVD TO I 15; MP CL 0.000 TO MP CL 2.028	Rd Improvement	Hwy Segment	I 15	CLARK	From 0.029 MILES S OF LAMB INTERCHANGE to BEGINNING OF ASPHALT, 0.541 MILES N OF LAMB INTERCHANGE of Distance (mile) 0.57 Milepost begins at 50.1 ends at 50.67	Nevada DOT

**Conformity Determination**  
**CO and PM<sub>10</sub> Emissions Summary**

RTC’s Travel Demand model (TDM) was used to produce vehicle miles traveled (VMT) for horizon years 2020, 2030, 2040, and 2050. As we did with Conformity for Access 2050, the modeled VMTs were adjusted with the base year traffic volumes from Highway Performance Management System (HPMS) and then used as the input into MOVES model to produce CO and Ozone emissions. The MOVES modeled CO emissions for month of January are used for the determination. Table below shows the CO emissions from the MOVES model.

**MOVES Modeled and Final CO Emissions**

**NEW Table 39 Net CO Emissions** (RTP/TIP Amendment 21-07, February 2021)

	Total CO Emissions (tons/day)			
	2020	2030	2040	2050
<b>MOVES Results All Facilities</b>				
<b>TOTAL CO Emissions</b>	<b>214.6</b>	<b>131.0</b>	<b>95</b>	<b>96.9</b>
<b>Budgets</b>	<b>704</b>	<b>704</b>	<b>704</b>	<b>704</b>

Source: MOVES model results by Regional Transportation Commission staff February 2021. RTP/TIP Amendment 21-07

The PM<sub>10</sub> emissions were calculated using the same methods as those used for Conformity for Access 2050. The adjusted VMTs are calculated by applying HPMS adjustment factors to the TDM modeled VMTs. These factors are the same as those used for Conformity for Access 2050. The PM<sub>10</sub> emissions from mobile source, construction and erosion and the total PM<sub>10</sub> emissions are presented in the next three tables.

The total daily roadway VMTs for all future horizon years in the new Table 40 are 0.1-0.2% higher than those in the original Table 40 for Access 2050. Due to the amended projects, the VMTs on freeways and ramps are increased and the VMT on arterial and collector roads are decreased. This results in lower motor roadway emissions because the PM<sub>10</sub> emission factors are much higher for arterials and collector roads than those for freeway and ramps. As a result, the total roadway emissions for all horizon years are slightly lower (less than 0.1% 0.25% less) or reduced by 0.01 to 0.17 tons per day.



**NEW Table 40. PM<sub>10</sub> Roadway Analysis for Horizon Years (RTP/TIP Amendment 21-07, February 2021)**

2021-2050 RTP					2006	2020	2030	2040	2050
Facility Type	Adjusted 2020 AAWDVMT	Adjusted 2030 AAWDVMT	Adjusted 2040 AAWDVMT	Adjusted 2050 AAWDVMT	PM10 Emission Factors (g/v-m)	Paved Road Emissions (kg/day)	Paved Road Emissions (kg/day)	Paved Road Emissions (kg/day)	Paved Road Emissions (kg/day)
External connectors	297,088	294,047	313,003	328,226	1.22	362	359	382	400
System Ramps	955,274	1,253,600	1,438,558	1,547,421	1.225	1,170	1,536	1,762	1,896
Minor Arterials	5,298,178	6,384,901	7,145,342	8,042,657	1.22	6,464	7,790	8,717	9,812
Major Arterials	14,116,011	15,854,763	17,161,312	18,793,561	0.761	10,742	12,065	13,060	14,302
Ramps	1,560,208	1,745,451	1,886,610	1,989,860	1.225	1,911	2,138	2,311	2,438
Interstates	9,529,319	10,142,983	11,344,744	12,529,129	0.066	629	669	749	827
Freeways	6,447,834	8,295,242	9,457,802	10,747,021	0.066	426	547	624	709
Beltway	158,825	0	0	0	0.066	10	0	0	0
Collectors	3,180,053	2,883,537	3,158,743	3,651,548	1.225	3,896	3,532	3,869	4,473
Centroid connectors	3,504,272	3,887,611	4,321,700	4,852,297	3.671	12,864	14,271	15,865	17,813
Other Local Roads	81,114	90,220	99,616	116,678	3.671	298	331	366	428
HOV Lanes	1,647,615	1,598,014	1,711,089	1,780,750	0.066	109	105	113	118
Public Transit Bus	57,433	74,663	89,595	107,515	3.671	211	274	329	395
Intra-zonal	426,885	588,841	499,257	524,102	3.671	1,567	2,162	1,833	1,924
<b>DAILY TOTALS</b>	<b>47,260,109</b>	<b>53,093,872</b>	<b>58,627,373</b>	<b>65,010,765</b>		40,659	45,781	49,980	55,534
	Convert to US tons per day					0.0011	0.001102	0.0011	0.001102
	<b>PM10 Emissions (Tons per day)</b>					<b>44.81</b>	<b>50.5</b>	<b>55.08</b>	<b>61.20</b>
<b>2006 Mobile Source PM10 Emissions Budgets for the Las Vegas Valley</b>						<b>141.41</b>	<b>141.41</b>	<b>141.41</b>	<b>141.41</b>

AAWDVMT=Average Annual Week Day Vehicle Miles Traveled. Regional transportation Commission Staff. Transit Daily Miles was calculated by the RTC Transit Department. Regional Transportation Commission staff February 2021 RTP/TIP Amendment 21-07

Emissions from Highway construction and Wind erosion are included in new table 43 and final total PM<sub>10</sub> emissions are presented in New Table 44. Year 2023 is a PM<sub>10</sub> budget year and a determination has to be made for an emission budget year. The emissions for year 2023 are interpolated from 2020 and 2030 emissions. Note that the VMT for 2040 is higher than VMT for 2030, so higher PM<sub>10</sub> from roadway for 2040 than 2030. But the PM<sub>10</sub> emissions from roadway construction and wind erosion are lower for 2040 than that for 2030 due to fewer roadway projects for the period between 2030 and 2040. This resulted in the final total PM<sub>10</sub> for 2030 is higher for 2040.

**New Table 43. PM<sub>10</sub> Emissions from Highway Construction and Wind Erosion (RTP/TIP Amendment 21-07, February 2021)**

SOURCE	2020		2030		2040		2050	
	Link	Lane	Link	Lane	Link	Lane	Link	Lane
<b>CONSTRUCTION</b>								
<b>Construction Miles</b>	<b>0.0</b>	<b>0.0</b>	<b>183.9</b>	<b>1013.0</b>	<b>62.4</b>	<b>288.1</b>	<b>9.9</b>	<b>40.6</b>
Horizon Year Total Projects								
Number of months in Horizon Year		1		120		120		120
Estimated Acreage		<b>0</b>		<b>1473</b>		<b>419</b>		<b>59</b>
Emissions Factors (tons/acre/mon)		0.42		0.42		0.42		0.42
PM10 Vehicle Emission (tons/day)		0.00		20.34		5.79		0.81
Best Practices Reduction (%)		68%		68%		68%		68%
<b>Net Pm 10 Emissions (tons/day)</b>		<b>0</b>		<b>6.51</b>		<b>1.852</b>		<b>0.26</b>
<b>WIND EROSION</b>								
Estimated Acreage		0		1473		419		59
Erosion Rate (tons/acre/day) 35% of site		0.0008		0.0008		0.0008		8E-04
65% of site		0.0198		0.0198		0.0198		0.02
PM10 Emissions (tons/day)		0.00		10.94		3.11		0.44
Sections 90-94 Reduction (%)		71%		71%		71%		71%
<b>Net Pm 10 Emissions (tons/day)</b>		<b>0.00</b>		<b>3.17</b>		<b>0.902</b>		<b>0.13</b>

Source: Regional Transportation Commission staff February 2021 RTP/TIP Amendment 21-07

**New Table 44. Total PM<sub>10</sub> Mobile Source Emissions Per Day for Horizon Years (RTP/TIP Amendment 21-07, February 2021)**

SOURCE	2020	2023	2030	2040	2050
<b>Paved Road Dust</b>	44.81	46.50	50.45	55.08	61.20
<b>Vehicle Emissions</b>	1.35	1.40	1.50	1.65	1.83
<b>Highway Construction</b>	0.00	1.95	6.51	1.85	0.26
<b>Windblown Construction Dust</b>	0.00	0.95	3.17	0.90	0.13
<b>Total PM<sub>10</sub> Mobile Source Emissions</b>	<b>46.16</b>	<b>50.80</b>	<b>61.64</b>	<b>59.48</b>	<b>63.41</b>
<b>BUDGET</b>	<b>141.41</b>	<b>141.41</b>	<b>141.41</b>	<b>141.41</b>	<b>141.41</b>

Source: Regional Transportation Commission Staff. **2023 emissions are interpolated from 2020 and 2030 emissions.**  
February 2021 RTP/TIP Amendment 21-07

### Ozone Budgets and Ozone Determination

On October 23, 2018, Department of Air Quality, Clark County (DAQ) submitted Revision to Motor Vehicle Emissions Budgets in Ozone Redesignation Request and Maintenance Plan to EPA for approval. In the revision, DAQ established new Ozone budgets for the whole Clark County. These budgets are defined for the two precursors of Ozone, Volatile Organic Compounds (VOC) and the Oxides of Nitrogen (NO<sub>x</sub>), as set out in Table 45 A.

**New Table 45 A. NO<sub>x</sub> and VOC MVEBs for Clark County - Revision to Motor Vehicle Emissions Budgets in Ozone Redesignation Request and Maintenance Plan**

Year	NO <sub>x</sub> MVEBs (tpd)	VOC MVEBs (tpd)
<b>2008 - attainment</b>	89.5	<b>42.46</b>
<b>2015 - interim</b>	90.92	<b>53.94</b>
<b>2022 - maintenance</b>	86.74	<b>52.96</b>

Source: Revision to Motor Vehicle Emissions Budgets in Ozone Redesignation Request and Maintenance Plan Clark County Department of Air Quality, October 2018 and August 27 2019, EPA.

On August 27, 2019, the EPA took final action to conditionally approve the 2018 Clark County Ozone Maintenance Plan Revision. On July 11, 2019, The EPA approved 2018 Ozone Maintenance Plan. The approval of the 2018 Ozone Maintenance Plan revision is conditional on commitments from NDEP and the Clark County DAQ to submit a SIP revision within one year of final conditional approval. On September 3, 2020, DAQ sent the revised SIP to NDEP for processing. NDEP reviewed the revised SIP and submitted it to EPA for approval.

Using the ozone budgets in conditional approval of revision of maintenance plan, the ozone determination for this Plan Amendment has been performed. The Ozone Conformity analysis has been performed by using air emission model MOVES. All input files and assumptions, including the Travel Demand Model output VMTs by facility and by speed, are the same as that used for tests for CO. The MOVES model was run for month of July to get highest ozone emission estimates. In addition to RTP horizon years 2020, 2030 and 2040, TransCAD and MOVES models have been run for 2022 too since year 2022 is a MOVES budget year and determination should be made for a budget year. The modeled VMTs were adjusted with the base year traffic volumes from HPMS and then used as the input into MOVES model to produce Ozone emissions. Since the ozone budgets are for the whole Clark County, the ozone conformity analysis should include the emissions for the whole Clark County that is larger than RTC transportation model area. Therefore, the MOVES emissions for the Transportation modeling area are factored to get the county total emissions. A factor of 1.077 is calculated by using the information of County Total HPMS and percent HPMS for areas outside transportation model areas. The MOVES modeled NO<sub>x</sub> and VOC emissions then are factored by 1.077. The final county total NO<sub>x</sub> and VOC emissions for all horizon years are all below the budget levels as presented in Table 46. Table 46. demonstrates the ozone conformity tests for all horizon years are lower than the Emission budgets and therefore satisfied the ozone conformity requirements.

**New Table 46 Ozone Conformity Test Summary (RTP/TIP Amendment 21-07, February 2021)**

Year	NO <sub>x</sub> (tons/day)		Conformity Requirement	VOC (tons/day)		Conformity Requirement
	Emissions	Emissions Budget		Emissions	Emissions Budget	
<b>2020</b>	38.32	<b>90.92</b>	<i>Satisfied</i>	25.22	<b>53.94</b>	<i>Satisfied</i>
<b>2022</b>	30.89	<b>86.74</b>	<i>Satisfied</i>	21.22	<b>52.96</b>	<i>Satisfied</i>
<b>2030</b>	18.06	<b>86.74</b>	<i>Satisfied</i>	15.10	<b>52.96</b>	<i>Satisfied</i>
<b>2040</b>	12.86	<b>86.74</b>	<i>Satisfied</i>	11.54	<b>52.96</b>	<i>Satisfied</i>
<b>2050</b>	12.80	<b>86.74</b>	<i>Satisfied</i>	11.40	<b>52.96</b>	<i>Satisfied</i>

Source: Regional Transportation Commission staff. February 2021

## Final Conformity Determination

The emission test results for all three pollutants PM<sub>10</sub>, CO and Ozone are presented in New Table 47 below. For a comparison of final emissions for the determination for this amendment and for the determination for Access 2050, refer to Table 47 in ACCESS 2050 APPENDIX 4 - TRAVEL DEMAND MODEL METHODOLOGY AND AIR QUALITY CONFORMITY ANALYSIS <https://assets.rtcsonv.com/wp-content/uploads/sites/4/2020/11/07071653/Appendix-E-Travel-Demand-Model-Methodology-and-Air-Quality-Conformity-Analysis.pdf>. PM<sub>10</sub> emissions are slightly lower for this amendment, the reason for this is explained in this technical document. Due to higher VMTs produced by a few additional projects, the emission tests for CO, NO<sub>x</sub> and VOC for this amendment are very slightly higher, by less than 1 ton or even less than 0.02 ton per day for most horizon years, but all emissions are still much below the targets.

In conclusion, New Table 47 in this document demonstrates that the emissions from all three pollutants, PM<sub>10</sub>, CO and Ozone are below the emission budgets. The determination is made that the 2021-2050 RTP/TIP Amendment 21-07 meets all Air Quality Conformity requirements.

### New Table 47 Conformity Test Summary for 2021-2050 RTP Amendment -07 February 2021

Year	CO (tons/day)		Conformity Requirement	PM10 (tons/day)		Conformity Requirement
	Emissions	Emissions Budget		Emissions	Emissions Budget	
2020	214.59	704	<i>Satisfied</i>	46.16	141.41	<i>Satisfied</i>
2023				50.80	141.41	<i>Satisfied</i>
2030	130.99	704	<i>Satisfied</i>	61.64	141.41	<i>Satisfied</i>
2040	95.0	704	<i>Satisfied</i>	59.48	141.41	<i>Satisfied</i>
2050	96.92	704	<i>Satisfied</i>	63.41	141.41	<i>Satisfied</i>
Year	NOx (tons/day)		Conformity Requirement	VOC (tons/day)		Conformity Requirement
	Emissions	Emissions Budget		Emissions	Emissions Budget	
2020	38.32	90.92	<i>Satisfied</i>	25.22	53.94	<i>Satisfied</i>
2022	30.89	86.74	<i>Satisfied</i>	21.22	52.96	<i>Satisfied</i>
2030	18.06	86.74	<i>Satisfied</i>	15.10	52.96	<i>Satisfied</i>
2040	12.86	86.74	<i>Satisfied</i>	11.54	52.96	<i>Satisfied</i>
2050	12.80	86.74	<i>Satisfied</i>	11.40	52.96	<i>Satisfied</i>

Source: Regional Transportation Commission staff, February 2021 RTP/TIP Amendment 21-07