



UNIFIED PLANNING WORK PROGRAM FY 2026 and FY 2027



REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

**UNIFIED PLANNING WORK PROGRAM
STATE FISCAL YEARS 2026-2027**

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Approved by the Regional Transportation Commission of Southern Nevada on May 22, 2025

Approved by Federal Highway Administration & Federal Transit Administration on XXXXXX YY, 2025.

Regional Transportation Commission of Southern Nevada
600 S. Grand Central Pkwy. Ste. 350
Las Vegas, NV 89106-4512

Phone: 702-676-1500

Fax: 702-676-1518

www.rtcnv.com

This page has intentionally been left blank.



Regional Transportation
Commission of
Southern Nevada

600 S. Grand Central Pkwy., Suite 350, Las Vegas, NV 89106-4512

May 22, 2025

Sondra Rosenberg
Deputy Director, Planning and Administration
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712
Attention: Kevin Verre

Dear Sondra,

Re: UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEARS 2026-2027

The Unified Planning Work Program (UPWP) for State Fiscal Years 2026-2027 was approved by the Regional Transportation Commission of Southern Nevada on May 22, 2025. An electronic copy of the UPWP for State Fiscal Years 2026-2027 document is included in this transmittal for your review and approval.

Once notification of State and Federal approval is received, the UPWP document will be distributed to all interested parties.

Please feel free to contact me at (702) 676-1662 if you have any questions or comments. Thank you for your consideration.

Sincerely,

DocuSigned by:
A handwritten signature in black ink that reads "Andrew Kjellman".
B86D33CF1FA44C3...

ANDREW KJELLMAN

SENIOR DIRECTOR, METROPOLITAN PLANNING ORGANIZATION

Attachment

Cc by email:

Andrea Gutierrez, FHWA
Alex Smith, FTA
Rebecca Kapuler, NDOT
Kevin Verre, NDOT
Melissa Chandler, NDOT
Yeesha Aggarwhal, NDOT
David Swallow, RTC
Angela Brookins, RTC

This page has intentionally been left blank.



U.S. Department
of Transportation
**Federal Highway
Administration**

Nevada Division

November 13, 2025

705 N. Plaza Street, Suite 220
Carson City, NV 89701
775-687-1204

In Reply Refer To:
RTCSNV FY26-27 UPWP Revised

ELECTRONIC CORRESPONDENCE ONLY

Kevin Verre
Assistant Chief, Multi-Modal and Program Development
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

**SUBJECT: Approval of the Regional Transportation Commission of Southern Nevada Fiscal
Years 2026-2027 Unified Planning Work Program**

Dear Mr. Verre,

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the revised fiscal years (FY) 2026-2027 Unified Planning Work Program (UPWP) for the Regional Transportation Commission of Southern Nevada (RTCSNV) as submitted by your letter dated October 20, 2025. The total estimated amount of Federal transportation planning funds to support RTCSNV's metropolitan planning, including FY 2025 carryover, for FY 2026-2027 is \$14,791,800.

In accordance with the Memorandum of Understanding between the FHWA Nevada Division Office and the FTA Region 9, FHWA conditionally approved the work program on June 26, 2025, for Consolidated Planning Grant (CPG) funding for the period of July 1, 2025, to June 30, 2027. This letter constitutes the final approval of the UPWP by FHWA based on the review of this revised UPWP report.

This approval authorizes reimbursement for metropolitan planning activities eligible under 23 United States Code (USC) 134, 135, 505 or 49 USC 5303-5305, 5313(b) and the provisions of 23 Code of Federal Regulations (CFR) Parts 420 and 450. Funds shall be administered in accordance with the provisions of 49 CFR Part 18 and 23 CFR Part 420. Prior approval is required for changes including:

1. Increase in federal funds,
2. Cumulative transfers of 10 percent of the total federal funds or \$100,000 for work already approved,
3. Changes in the scope or objectives of activities,
4. Extending the period of performance past the approved work program period,

5. Transferring substantive programmatic work to a third party (e.g., consultant work not identified in the original work program),
6. Capital expenditures including purchase of equipment.

Work beginning on July 1, 2025, was conditionally authorized by FHWA on June 26, 2025, and the UPWP was authorized, and the funds obligated using advance construction in the Fiscal Management and Information System (FMIS) by the FHWA Nevada Division Office. This letter grants approval for the advance construction conversion in FMIS. Conversion and subsequent reimbursement are subject to the availability of federal funds.

Please contact Andrea Gutierrez, FHWA Nevada Division, at (775) 687-5334 or Mervin Acebo, FTA Region 9, at (213) 202-3957 if you have any questions.

Sincerely,

Andrea Gutierrez
LPA & Grants Program Manager
Federal Highway Administration

This page has intentionally been left blank.

Table of Contents

Preface	10
Introduction	11
The Infrastructure Investment and Jobs Act (IIJA)	15
The Ten Federal Planning Factors	18
State Fiscal Years 2024-2025 UPWP Major Accomplishments	19
State Fiscal Years 2026-2027 UPWP Development Approach	29
Public Outreach Efforts and Community Engagement	31
Planning Funds and State Fiscal Years 2026-2027 UPWP Budget	34
State Fiscal Years 2026-2027 Projections for Planning Funds	35
Concept Projects and Studies for Consideration in Future Years	36
Task Group Funding via Consolidated Planning Grant (CPG) and Local Match State Fiscal Years 2026-2027	38
New Studies in State Fiscal Years 2026-2027 UPWP	39
State Fiscal Years 2026-2027 Unified Planning Work Program Budget	40
Summary of State Fiscal Years 2026-2027 Unified Planning Work Program Budget	49
Task Group 101: Planning Administration, Coordination and Outreach	50
Task Group 201: Data Collection and Analysis	77
Task Group 202: Long Range Transportation Planning	93
Task Group 301: Multimodal Transportation Studies	104
Task Group 302: Intelligent Transportation Systems Planning	131
Task Group 501: Regional Policy Plan Administration	137
Task Group 601: Regional Planning and Research	148
Discretionary Planning Grant Program Funded Projects	168
Appendix 1- Southern Nevada Regional Planning Prospectus	176

This page has intentionally been left blank.

Preface

The State Fiscal Years 2026-2027 Unified Planning Work Program (UPWP) is developed bi-annually by the Metropolitan Planning Organization (MPO) component of the Regional Transportation Commission of Southern Nevada (RTC). It documents metropolitan transportation planning activities performed with federal, state and local transportation funds in the Southern Nevada region. It details planning activities scheduled to occur during the two-year period (the RTC and state fiscal year or as abbreviated herein, "State FY") beginning July 1, 2025, and ending June 30, 2027 within the region.

The UPWP plays a central role in RTC's federally mandated responsibilities as the state designated MPO to ensure a comprehensive, coordinated, and continuing transportation planning process for the Las Vegas urbanized area. To this end, the UPWP has been assembled in consultation with the local, state, and federal agencies involved in supporting the area's multi-modal transportation system. A request for proposals submission period was conducted with invitations for project proposals being sent to all member jurisdictions, area non-profit organizations and other organized communities in the Southern Nevada region.

The studies, plans and/or data collection activities that have been incorporated into the work program foster comprehensive planning and lend support in evaluating local alternatives for improving mobility and access. This document includes information related to project description; functional (agency) responsibilities; project budget; project timeline; and the corresponding products expected with completion for each of the planning activities identified in the State FY 2026-2027 UPWP.

The UPWP for State Fiscal Years 2026-2027 was prepared in April 2025; adopted by the Board of the Regional Transportation Commission of Southern Nevada in May 2025; and approved by the Federal Highway Administration and Federal Transit Administration in June 2025.

Introduction

The Unified Planning Work Program (UPWP) identifies transportation planning activities to be undertaken in the Southern Nevada region using funding allocated by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Regional Transportation Commission of Southern Nevada (RTC) is the agency designated by the state of Nevada to act as the Metropolitan Planning Organization (MPO) for Clark County. As the MPO, the RTC coordinates transportation planning activities with member agencies within the metropolitan planning area. The planning process brings together the RTC, local government agencies, transit operators, local public service organizations, and the Nevada Department of Transportation (NDOT) to discuss regional priorities and to select and program planning activities for inclusion in the UPWP.

The RTC receives annual federal allocations from the FHWA and the FTA for metropolitan planning activities identified in the UPWP. The UPWP also includes planning tasks that are state or locally funded. The planning tasks included in the State FY 2026-2027 UPWP are organized into two main categories of activities:

1. Core Planning Activities: these activities address the core MPO requirements for meeting federal certification of the metropolitan planning process, including research and data gathering.
2. Planning Studies: these activities evaluate regional planning priorities by using the planning study approach that produces solutions and alternatives which may later become the basis for projects funded for implementation in the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

The State FY 2026-2027 UPWP covers the two-year period from July 1, 2025 through June 30, 2027.

Regional Planning Prospectus

The Federal Highway Administration (FHWA) requires that a metropolitan planning agreement be developed between the various parties involved in the regional transportation planning process.

This agreement must clearly define the roles and responsibilities of each party in cooperatively carrying out the transportation planning process and must include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the RTP, TIP and development of the annual listing of obligated projects.

In response to this federal requirement, the RTC has coordinated with the Nevada Department of Transportation (NDOT) and the local jurisdictions to develop the 'Southern Nevada Regional Planning Prospectus.' This document, which is included as an Appendix to this State FY 2026-2027 UPWP, outlines the specific roles and responsibilities of the RTC, NDOT, and the local agencies in carrying out the federal transportation planning process in the Southern Nevada region.

The Metropolitan Planning Area

The Las Vegas Metropolitan Planning Area is often referred to as 'Southern Nevada' to distinguish the activities of regional agencies from the jurisdictional functions of the Clark County government.

The 2023 population estimates cited below are from the "Annual Report on the Estimated Population of Towns, Cities and Counties in the State of Nevada as of July 1, 2023", which are prepared by the Nevada State Demographer¹.

The state demographer projected a 2023 population of 2,361,285 for Clark County, Nevada, which comprises more than 73 percent of the state’s population. Most of the people of Southern Nevada reside in the Las Vegas Valley, which is the name given locally to the urbanized area that includes the following cities:

- City of Las Vegas (pop 666,780)
- City of Henderson (pop 341,980)
- City of North Las Vegas (pop 282,496)

Additionally, the Las Vegas Valley also includes the unincorporated areas of Clark County that are within the urban Land Disposal Boundary designated by the Bureau of Land Management under the Southern Nevada Public Lands Management Act of 2002.

The total population of unincorporated areas within the Las Vegas urbanized area is approximately 1,011,127. Communities outside the Las Vegas Valley urban area include the cities of Boulder City (population 14,958), which adjoins the Las Vegas Valley to the southeast; and the City of Mesquite (population 22,711), located in the northeastern corner of Clark County.

The unincorporated community of Laughlin, in the southern part of the County, is home to a population of 8,888. A similar number of people live in the various communities of the Moapa Valley, which lies halfway between Las Vegas and Mesquite. The remainder of Clark County is a sparsely populated desert environment, much of which is protected from development under various federal, state, and local statutes and policies.

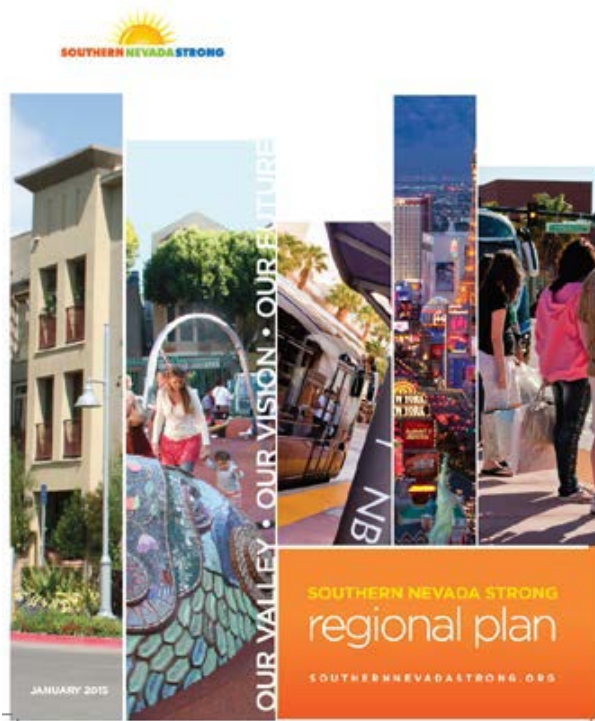
Coordination with new MPO-

The RTC will work to strengthen coordination with the newly established Bullhead City, AZ MPO through a Cooperative Planning Agreement that will outline shared responsibilities and establish a framework for joint transportation planning efforts. As part of this agreement, the RTC will collaborate with the new MPO to align planning processes for the RTP, TIP, and UPWP, ensuring seamless integration of cross-border travel patterns in the Laughlin hotel zone.

RTC will identify and coordinate the distribution of Surface Transportation Block Grant Program (STBG), [Section 5307](#) and [Section 5311](#) funding, ensuring that both MPOs maximize available federal resources to improve regional mobility. This agreement will help streamline project delivery, avoid duplication of efforts, and create a more cohesive transportation network between Laughlin and Bullhead City.

The RTC will share best practices with the Bullhead City MPO, particularly in the areas of travel demand modeling and long-range forecasting. The RTC’s experience in managing multistate transportation challenges will support the development of efficient modeling strategies that account for the unique travel patterns between Nevada and Arizona. Performance monitoring and transit coordination will also be key focus areas, ensuring that both MPOs can track progress and adjust strategies as needed. Through this coordinated effort, the RTC and Bullhead City MPO will enhance regional planning efficiency, improve mobility, and secure stable funding streams for future transportation projects.

Southern Nevada Strong



In late 2011, the U.S. Department of Housing and Urban Development awarded a \$3.5 million grant to the Southern Nevada Regional Planning Coalition to develop a comprehensive plan to align land use and transportation planning with community priorities. The development of the Southern Nevada Strong Regional Plan was led by the City of Henderson and once adopted; the region determined that the RTC would be the administrator of that plan.

Approved in early 2015, this plan provides an integrated and coherent framework to guide community development in Southern Nevada over the next 20 years.

Recommendations developed through this planning effort include strategies for improving access to transit; making neighborhoods more pedestrian and bicycle friendly; re-orientation of land use and development patterns to reduce vehicle miles traveled (VMT) and lessen dependency on single occupancy vehicles; and

strategies to nurture neighborhood cohesion and public engagement.

The effort includes the application of the concepts developed by Southern Nevada Strong (SNS) to four opportunity sites: Maryland Parkway; Boulder Highway; Downtown North Las Vegas; and the Las Vegas Medical District. The overall goal of the plan is to ensure the continued prosperity of the Southern Nevada economy while respecting and preserving its unique desert environment and improving the quality of life of its residents and the long-term integrity of its communities.

Since 2016, the RTC's MPO has expanded to include a regional planning team, which has identified discrete projects within the UPWP to support and research best practices for local agencies to implement the goals of the Southern Nevada Strong Regional Plan. The team is also continually raising awareness of the vision of the Regional Plan through education, outreach, and the monitoring of regional indicators with the support of over twenty regional partners.

Additionally, projects which implement one or more of the strategies identified in the Southern Nevada Strong Regional Plan are identified in the UPWP with this logo.



Air Quality

Air quality is monitored by the Clark County Department of Environment. The RTC conducts subtasks that ultimately have a positive impact on air quality in the region through reduced congestion and by providing multi-modal and safe options for users of the transportation system.

In the State FY 2026-2027 UPWP these projects include:

- 201-2116 - Travel Demand Model
- 202-3710 - Bicycle and Pedestrian Planning
- 202-9035 - On-Board Mobility Plan

Further details on the scopes of work for these studies are provided in the subtask description section later in this document.

RTC Board of Commissioners

The RTC governing Board of Commissioners is composed of elected officials appointed from each of the local jurisdictions in Clark County. The Director of the Nevada Department of Transportation serves as an ex-officio member of the RTC Board for participation in matters pertaining to the metropolitan planning organization.

The current composition of the RTC Board of Commissioners is:

- Justin Jones (Chair) – Clark County
- Isaac Barron (Vice Chair)– City of North Las Vegas
- Shelley Berkley – City of Las Vegas
- Tick Segerblom – Clark County
- Jim Seebock, City of Henderson
- Paul Wanlass – City of Mesquite
- Brian Knudsen – City of Las Vegas
- Joe Hardy – Boulder City
- Tracy Larkin-Thomason – Nevada Department of Transportation (NDOT) – ex-officio

The Infrastructure Investment and Jobs Act (IIJA) -

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The \$1.2 trillion Infrastructure Investment and Jobs Act reauthorizes the existing nation's surface transportation, drinking water and wastewater legislation, and includes an additional \$550 billion in funding for new programs in transportation, energy transmission, community resilience, broadband, and others, approximately half of which goes to the U.S. Department of Transportation over the next five years.

The Infrastructure, Investment and Jobs Act expands eligibility for certain programs, changes some policy requirements in legacy programs, and establishes several new formula-funded and discretionary programs.

Specifically, with regards to transportation in Nevada, the Infrastructure Investment and Jobs Act would:

Repair and rebuild our roads and bridges with a focus on safety for all users, including cyclists and pedestrians.

In Nevada, there are twenty-eight bridges and over 1,090 miles of highway in poor condition. Since 2011, commute times have increased by 7.7% in Nevada. On average, each Nevada driver pays an additional \$558 per year in costs due to driving on roads in need of repair. The Infrastructure Investment and Jobs Act is the single largest dedicated bridge investment since the construction of the interstate highway system.

Improve the safety of our transportation system.

The Infrastructure Investment and Jobs Act invests \$13 billion over the prior Fixing America's Surface Transportation (FAST) Act levels directly for the improvement of roadway safety. Over five years, Nevada would receive approximately \$18 million in formula funding

for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents a 29% increase over FAST Act levels on average. Local and tribal governments in Nevada will also be eligible to compete for \$6 billion in funding for a new Safe Streets for All program, which would provide funding directly to these entities to support their efforts to advance "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

Improve healthy balanced transportation options for millions of Americans.

Nevada anticipates receiving approximately \$468 million over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state.

Modernize and expand passenger rail and improve freight rail efficiency and safety.

The Infrastructure Investment and Jobs Act includes \$102 billion to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$41 billion would be provided as grants to Amtrak, \$43.5 billion for Federal-State Partnership for Intercity Passenger Rail Grants for intercity rail service, including high-speed rail. On top of this, Nevada will be eligible to compete for \$10 billion for rail improvement and safety grants and \$5.5 billion for grade crossing safety improvements.

SOURCE:

https://www.transportation.gov/sites/dot.gov/files/2022-01/BIL_Nevada.pdf

RTC and its partner agencies have explored, and in some instances, made applications for consideration in the various grant programs in the Infrastructure Investment and Jobs Act. A

description of some of these grant programs follows.

Safe Streets for All –

This [program](#) provides funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities.

RAISE Grants – RAISE grants support surface transportation projects of local and/or regional significance.

Infrastructure for Rebuilding America (INFRA) Grants – [INFRA grants](#) offers needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The Infrastructure Investment and Jobs Act also gives agencies the flexibility to raise the cap on multimodal projects to 30% of program funds.

Federal Transit Administration (FTA) Low and No Emission Bus Programs –

The Infrastructure Investment and Jobs Act expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities to modernize systems and improve air quality.

FTA Buses & Bus Facilities Competitive Program

This [program](#) provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Capital Investment Grants (CIG) Program -

The Infrastructure Investment and Jobs Act guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.

Federal Aviation Administration (FAA) Terminal Program –

This discretionary grant program provides funding for airport terminal development and other landside projects.

MEGA Projects –

This new [National Infrastructure Project Assistance](#) grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program

[PROTECT](#) is providing \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resistant and adaptable, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather conditions and natural disasters.

Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges.

This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

Federal support for Complete Streets planning activities-

In January 2023, the administrator of the Federal Highway Administration gave approval to the waiver of the local match requirement for state and MPO planning activities related to Complete Streets, or safer street standards or policies.

Activities which may be included under this waiver include:

- 1) Adoption of Complete Streets standards or policies;
- 2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility or accessibility of a street;
- 3) Development of transportation plans to
 - a) Create a network of active transportation facilities, including sidewalks, bikeways or pedestrian and bicycle trails) that make connections easier within or between communities;
 - b) Integrate active transportation facilities with public transportation service or improve access to public transportation.
 - c) Create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities
 - d) increase public transportation ridership; and
 - e) improve the safety of bicyclists and pedestrians
- 4) Regional and megaregional planning (i.e. multi-jurisdictional transportation planning and

that extends beyond MPO and/or state boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and

- 5) Development of transportation plans and policies that support transit-oriented development. Within the State Fiscal Years 2026-2027 UPWP document, there are three studies categorized as Complete Streets planning activities.



(This image of “Complete Streets” will be used in this document to denote projects that will utilize the federal waiver of local match in State FY 2026 for Complete Streets planning activity.)

- 1) 301-4120 - Regional Active Transportation Infrastructure Gap Analysis.
- 2) 301-9295 –Regional Bicycle and Pedestrian Plan Update
- 3) 301-9330 – Transit Oriented Development and Mobility Hub Study

Charging and fueling infrastructure discretionary grants –

This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.

Reconnecting Communities Pilot Program–

This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure as determined through a collaborative transportation planning process.

FHWA Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

This [grant program](#) provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. The Infrastructure Investment and Jobs Act amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

The [SMART Grant program](#) is a programmed competition that awards competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

Rural Surface Transportation Grant Program

This [competitive grant program](#) seeks to improve and expand surface transportation infrastructure in rural areas, increasing connectivity between residents, improving safety and reliability of the movement of people and freight, and generating more regional economic growth.

The Ten Federal Planning Factors.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(7) Promote efficient system management and operation;

(8) Emphasize the preservation of the existing transportation system;

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and

(10) Enhance travel and tourism.

Consideration of the planning factors shall be reflected, as appropriate, in the metropolitan transportation planning process.

The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment and housing and community development.

State Fiscal Years 2024-2025 UPWP Major Accomplishments

In the following pages, overviews will be provided of some planning studies conducted by the RTC during the past two years. Along with a brief description of the project, are some of the findings and how some studies align with the goals and/or objectives from the [2022 RTC Strategic Plan](#).

Areas of Persistent Poverty Program

The RTC was awarded a \$630,000 [Areas of Persistent Poverty](#) discretionary grant from the Federal Transit Administration (FTA).

The grant is helping the development of an action plan that will identify priority locations, based on community input, for mobility hubs and related infrastructure investments to enhance safety, access, and mobility for transit riders. The study area, which is approximately 30-square-miles, includes underserved neighborhoods in and around the region's urban core and eastside.

The action plan will propose a set of transportation investments, anchored and supported by mobility hubs, that enhance access to public transit and increase accessibility and opportunity for people living in areas underserved or overburdened by current infrastructure.

This program aligns with strategic priority 4.4 from the "Service" goal of the [RTC Strategic Plan](#). The priority aims to:

Invest in and expand the regional Frequent Transit Network and incorporate neighborhood and regional mobility hubs into regional planning initiatives.

Bike Safety & Advocacy

The RTC developed bilingual bicycle safety videos focused on reducing vehicle-bicyclist crashes through a grant received from the Nevada Office of Traffic Safety. The videos were

rolled out during the Biketoberfest promotional and educational events held during October 2024. These events were such a success that it marked the peak usage month of Bike Share's E-bikes (electric-assist bicycle) at an impressive eleven rides per bike per day.

The RTC developed and distributed an updated Bike Map with 50,000 printed copies that were sent to bike shops, stakeholders, community organizations and jurisdictions throughout Clark County.

These actions help to raise awareness and increase utilization of Southern Nevada's 1,100 miles of bike lanes and 383 miles of multi-use pathways that are separated from traffic. It also raises awareness of safe bicycle operation practices. We anticipate more bicycle ridership because of these efforts.

This project aligns with strategic priority 1.5 in the [RTC Strategic Plan](#). This priority aims to:

Develop integrated policies and programs that incentivize alternatives to reliance upon single-occupant commuting, including transit, carpooling, walking, biking, and telecommuting.

RTC Bike Share Expansion

The [RTC Bike Share](#) program was extended to the eastside neighborhood of the City of Las Vegas with six new stations installed and additional electric bikes. This was made possible by \$142,500 in federal community project funding secured by Congresswoman Dina Titus. In 2024, the RTC Bike Share program recorded a total of 34,086 trips. The electric-assist bicycles (E-bikes) averaged 1.17 daily rides throughout the year, highlighting the growing popularity and demand for E-bike options in the program.

The RTC Bike Share program was separately awarded a \$25,000 Centers and Disease Control and Prevention (CDC) REACH grant via the Southern Nevada Health District. This grant funding was used to purchase 13 additional bike

docking stations. These new bike docking stations will be used to expand the bike share network west and north of the existing UNLV Medical District stations by adding an additional three stations in 2025.

The RTC received a mini grant from the Better Bike Share Partnership to purchase promotional event equipment. The grant enabled the RTC to promote and lead four adult bilingual “Learn to Ride” bicycle clinics at The Center and East Las Vegas Community Center between September and November of 2024

RTC's provision of reduced fare bike share passes for Supplemental Nutrition Assistance Program (SNAP) beneficiaries has been successful, with a monthly average of 19% of bike share rides being made by reduced fare users during the non-winter months of 2024. This usage peaked in August 2024, when reduced fare riders took 24% of the bike share rides that month. This demonstrated that the reduced fare program effectively supported low-income individuals' access to affordable transportation. This initiative is fostering greater mobility and inclusivity across the community.

Bike Share expansion will increase system ridership and decrease vehicle miles traveled (VMT) and GHG emissions.

This program aligns with strategic objective 1.5.3 from the “Environmental Stewardship” goal in the [RTC Strategic Plan](#). This objective aims to:

Promote bicycling as a transportation option that supports clean air and public health outcomes by continuing operation of the Bike Center, expanding the RTC Bike Share system, and collaborating with state and local partners to implement Regional bicycle and Pedestrian Plan recommendations.

Boulder Highway Transit-Oriented Development (TOD) Plan

The Boulder Highway TOD Plan officially kicked off in the Fall of 2024 with walk audits along Boulder Highway, an open house, and walkability forum with renowned urban planner and walkability expert Jeff Speck. This plan is being conducted in partnership with the City of Henderson, to better align land use plans with the Reimagine Boulder Highway roadway construction project in an effort to plan for transit-oriented development and safe walking/biking connections to future transit stations. The project is being funded by a \$560,000 grant from the Federal Transit Administration (FTA).

Well-designed transit-oriented development (TOD) around the planned bus rapid transit (BRT) station areas has the potential to reduce the need for personal automobile use, resulting in decreased transportation costs for residents that live and/or work along the corridor.

This study aligns with the strategic objective 1.5.4 from the “Environmental Stewardship” goal in the [RTC Strategic Plan](#). This objective aims to:

Collaborate with regional agencies and the private sector to plan for and promote Transit-Oriented Development (TOD) in close proximity to high-quality, high-capacity transit solutions.

Charleston Boulevard Alternatives Analysis

In 2023, the U.S. Department of Transportation awarded the RTC with a \$5.86 million RAISE discretionary grant to plan for future high-capacity transit along Charleston Boulevard. The project will complete the planning, preliminary engineering, and environmental clearance phases for transit improvements along seventeen miles of Charleston Boulevard.

The Charleston Boulevard Alternatives Analysis started in 2024. It will plan for dedicated transit travel lanes, enhanced pedestrian and bike

amenities and facilities, enhanced transit station areas, real-time bus arrival information, streetscape improvements, and safety/traffic management technology in the corridor. Project partners include the Nevada Department of Transportation, Clark County, and the City of Las Vegas.

The Route 209 RTC bus route along Charleston Boulevard sees 9,514 average weekday boardings. This ranks Route 209 as the 3rd busiest route in the RTC transit system and 2nd busiest non-Strip (residential) route, just behind the Route 202 (Flamingo Road) bus route.

The average peak travel times along Route 209 are lengthy, with an end-to-end trip taking about two hours to complete. Enhancing transit service and safety along Charleston Boulevard, while fostering economic development opportunities, is central to corridor improvements and a key reason these upgrades were recommended in the On-Board Mobility Plan.

This study aligns with strategic priority 1.4 from the [RTC Strategic Plan](#). This priority aims to:

Design, fund, and deploy regional high-capacity transit solutions, including light rail, bus rapid transit, and rapid bus infrastructure projects.

Charleston Boulevard Transit-Oriented Development (TOD) Planning

In November 2024 the RTC was awarded \$351,233 from the Federal Transit Administration (FTA) to conduct Transit - Oriented Development planning along a 3.5-mile segment of the Charleston Boulevard corridor located within the City of Las Vegas, between Rainbow Boulevard and Valley View Boulevard. The project will complement the separate \$5.86 million RAISE grant from the U.S. Department of Transportation being used to plan for future high-capacity transit along Charleston Boulevard.

Having well-designed transit-oriented development (TOD) around the planned bus rapid transit (BRT) station areas has the potential to reduce the need for personal automobile use, resulting in decreased transportation costs for residents that live and/or work along the corridor.

This study aligns with strategic priority 1.4 from the [RTC Strategic Plan](#). This priority aims to:

Design, fund, and deploy regional high-capacity transit solutions, including light rail, bus rapid transit, and rapid bus infrastructure projects.

Air Quality Reporting

RTC transit achieved a 1.2 % reduction in emissions this year by replacing diesel buses with electric and hydrogen buses. The RTC Bonneville Transit Center has reduced 3.5% of annual electricity usage through the installation of solar panels. These actions result in the collection and reporting of independently verified agency-wide carbon emissions to air quality monitoring agencies . Our participation is vital as it underscores the agency’s commitment to environmental stewardship by accurately measuring vehicular emissions.

Through this effort, the agency will gain valuable insights into targeted emission reduction strategies and contribute to broader regional and national mitigation efforts. Reporting air quality data is crucial for the RTC as it enhances transparency, facilitates emission reduction strategies, and demonstrates a commitment to environmental stewardship, contributing to broader mitigation efforts.

Coordinated Public Transit Human Services Transportation Plan Adoption and Implementation

RTC facilitated eight produce pop-ups in conjunction with the Southern Nevada Health District (SNHD) and two Nevada Homeless Alliance Project Homeless Connect pop-up events at the Bonneville Transit Center.

This resulted in increased food access and social services for approximately 1,000 community members and transit customers.

For updating the plan, the RTC facilitated bimonthly stakeholder advisory committee meetings with participation from twenty different organizations dealing with health and human services and transportation as well as community organizations. Based on input from the stakeholder advisory committee, including the RTC's first focus groups aimed at identifying transportation needs of low-income, senior, and/or differently abled women, the Coordinated Public Transit Human Services Transportation Plan update was completed and adopted in November 2024.

This plan and the associated efforts with it enhances mobility for people of all ages, abilities, and incomes. It also builds community capacity for plan implementation.

It aligns with strategic priority 5.5 from the "Synergy" goal of the [RTC Strategic Plan](#). This priority aims to:

Continue to identify and implement policies that promote collaborative efforts with public and private sector partners.

Henderson Transportation and Mobility Plan

In partnership with the City of Henderson, the RTC developed this plan to ensure a safe, connected, reliable and balanced transportation network in Henderson. Grounded in input from the community, the Henderson Transportation and Mobility Plan identified pressing mobility challenges and presented a set of actions to be taken to address them.

The plan was adopted by Henderson in early 2025. It included prioritized recommendations for enhancing multimodal transportation to meet the needs of Henderson's diverse and growing population.

The plan prioritized a safe and connected multimodal transportation network across the city, will inform future decision-making, project prioritization, capital investments, and programs in Henderson. Enhancing mobility options for all modes of transportation can improve health, environmental, and quality-of-life outcomes.

This plan aligns with strategic priority 1.5 from [RTC Strategic Plan](#). This priority aims to:

Develop integrated policies and programs that incentivize alternatives to reliance upon single occupant commuting, including transit, carpooling, walking, biking, and telecommuting

Land Use Working Group

RTC finalized coordination with local agencies through the Land Use Working Group to ensure their latest comprehensive plans, which contain future land uses, were incorporated into the region's Travel Demand Model. Land use projections are used to develop population and employment forecasts, which are key inputs in the update of the Regional Transportation Plan. The Land Use Working Group will continue to participate in the upcoming Southern Nevada Strong Regional Plan growth scenarios development.

Socioeconomic data is one of the most important elements in model development. Determining input projections requires (1) understanding current and future land use development patterns, and (2) converting the land use patterns to the planning variables that are required inputs to the model.

This effort aligns with strategic priority 5.5 of the "Synergy" goal of the [RTC Strategic Plan](#). This priority aims to:

Continue to identify and implement policies that promote collaborative efforts with public and private sector partners.

Livable Centers Study: Henderson College Area

RTC completed a Livable Centers Study in partnership with the City of Henderson for the area surrounding Nevada State University to better integrate transportation and land use. The study conducted walk and bike audits, a needs assessment, and community visioning process. The plan was adopted by the City of Henderson City Council in September 2024. Land use and transportation recommendations will be considered by the City of Henderson and Nevada State University for implementation.

The study supported walkable, mixed-use neighborhoods with transportation and housing choices, expanded economic development, improved health outcomes, and access to jobs and services.

This study aligns with strategic objective 5.1.2 from the “Synergy” goal of the [RTC Strategic Plan](#). This objective aims to:

Partner with regional agencies to advance the Livable Centers Study Program and enhance mobility, encourage healthy life choices and improve access to social services.

Nellis Air Force Base Transportation Study

This is a Department of Defense-funded transportation study which sought to ensure accessibility to Nellis AFB by enhancing multimodal access, improving freight mobility, and congestion management. The study kicked off in 2023 and included walk audits and extensive public outreach. Project partners included Nellis Air Force Base, the Nevada Department of Transportation, Clark County, and the City of North Las Vegas.

The study included recommendations for signal timing improvements along Craig Road and Las Vegas Boulevard, ingress improvements along Las Vegas Boulevard to cut down on queuing issues. There were also bicycle and pedestrian improvements developed, such as the proposal to add a pedestrian bridge over Las Vegas

Boulevard to connect the two secure sides of Nellis Air Force Base. The project is nearing completion in June 2025.

The findings of this study will help ensure that the forecasted growth at Nellis Air Force Base and nearby industrial properties in North Las Vegas can continue through congestion management and promotion of multimodal accessibility.

This study aligns with strategic objective 5.1.3 from the “Synergy” goal of the [RTC Strategic Plan](#). This objective aims to:

Continue to prioritize partnerships to fund transportation planning studies that enable local agencies to achieve mobility, accessibility safety and economic development goals.

On-Board Mobility Plan Implementation

The RTC has continued to make refinements to the adopted On-Board Mobility Plan. RTC has also ensured that projects proposed in the Plan were ready for implementation as discretionary grant funding became available. Additional planning, focused on identifying new mobility improvements in the Resort Corridor, is almost complete. It will be incorporated into a fiscally constrained version of the On-Board Mobility Plan that could potentially be implemented through future revenues.

The On-Board Mobility Plan is the visionary mobility plan for Southern Nevada, aimed at creating a safer, more balanced transportation system for people of all ages and abilities.

This study aligns with strategic objective 4.1.2 from the “Service” goal of the [RTC Strategic Plan](#). This objective aims to:

Implement On-Board’s “Big Move #6” recommended projects to implement express routes to the Resort Corridor and Downtown Las Vegas.

Perfect Storm Special Events Management Study

The Perfect Storm Special Events Management Study is being conducted to develop a master plan to manage demand and predicted impacts on the transportation network of the Resort Corridor during periods where there are overlapping large special events.

Phase one of this study engaged stakeholders from the stakeholders representing the entertainment/tourism, transportation and emergency services sectors. Through one-on-one interviews as well as stakeholder meetings, they have been able to express their concerns and share recommendations.

Some of the outcomes achieved by this study thus far have included:

- The development of a master list and interactive map of special events and construction projects in the Resort Corridor.
- Analysis of prior instances of overlapping events to forecast travel demand and thresholds.
- Establishment of an on-call Resort Corridor special event management team.
- Assessment of existing system capacity and development of recommendations to improve mobility.

Going forward into FY 2026, the second phase of the study includes the development of a capacity study to identify future traffic

congestion in the Resort Corridor from planned future developments and the additional special events that may be hosted by these new venues. There will also be further development of a predictive congestion tool, which will have the ability to project effects of multiple overlapping special events on mobility within the resort corridor. The potential effects on traffic congestion from the proposed extension of the Boring Company’s underground Las Vegas loop network to these special events sites will also be examined.

This study aligns with strategic priority 5.1 from the “Synergy” goal of the [RTC Strategic Plan](#). This objective aims to:

Identify and explore opportunities for RTC member jurisdictions to improve interagency communication and collaboration on public transportation solutions and mobility initiatives.

Performance-Based Benefits Calculator

Completed development of an automated tool that assesses and quantifies the anticipated transportation-related benefits of planned transportation projects. The benefits calculator scores projects based on these criteria: safety, maintenance, multimodal accessibility, congestion, environment and economic impact.

The Performance-Based Benefits Calculator was developed and utilized in scoring 134 projects as part of the update of the Regional Transportation Plan.

While the calculator was not the only factor in project selection it played a critical role. Additionally, this was the first time such a methodology was leveraged in the project prioritization process, and findings will be utilized for development of the upcoming Capital Improvement Program for local roadway funding.

Distributing transportation funds through a performance-based planning and programming process helps implement an integrated, efficient regional transportation system and meet federal requirements.

This project aligns with strategic objective 2.5.3 from the “Stewardship” goal of the [RTC Strategic Plan](#). This objective aims to:

Refine the performance-based planning and programming project prioritization process to ensure funding achieves desired performance targets.

Regional Grants Coordination

RTC has facilitated bimonthly meetings with participation by over thirty planning, economic development, engineering, and grants staff from regional and local agencies focused on collaboration and coordination around federal grant opportunities. Regional support and coordination are critical to taking advantage of the historic amounts of federal funding made available through the Infrastructure Investment & Jobs Act and the Inflation Reduction Act.

RTC has further engaged participants through surveys and interviews, resulting in the identification of opportunities for collaboration and regional grant applications. RTC also prepared a scope of work to develop a regional grants strategy in coordination with local agencies, which was completed in early 2025.

Regional collaboration is essential for boosting competitiveness in securing grant funding for new transportation projects. For example, the City of Las Vegas and RTC partnered to apply for Reconnecting Communities funding in the Historic Westside to support complete streets improvements and expand the existing RTC Bike Share network.

This effort aligns with strategic objective 2.2.5 from the “Stewardship” goal of the [RTC Strategic Plan](#). This objective aims to:

Establish a grant working group with local governments and other partners to apply for collaborative, regional grant funding opportunities.

Access to Parks Plan and Regional Open Space and Trails Workgroup

RTC facilitated monthly meetings of the Regional Open Space and Trails Working Group, which has resulted in improved coordination with federal, state, regional, and local planning, infrastructure projects, and educational programming. RTC also facilitated the development of the Regional Open Space and Trails Workgroup Strategic Plan, which was completed in June 2025.

The RTC also kicked off and completed the Transportation Access to Parks Study Phase One, which was funded through a \$75,000 Nevada Department of Outdoor Recreation grant, to study transportation access to parks and open space, focusing especially on multimodal access.

This study sought to enhance access to healthy recreational opportunities. It also helped towards the development of a regional open space and trails system that will link federal, state, and local lands and connect people to the outdoors for improved physical activity and health. The findings of this study could also promote increased use of existing trails and public lands through printed maps and online tools.

This effort aligns with strategic objective 5.1.4 from the “Synergy” goal of the [RTC Strategic Plan](#). This objective aims to:

Manage the Regional Open Space & Trails workgroup to continue regional coordination of trails and park access, including completion of the Vegas Valley Rim Trail.

Regional Transportation Plan Update

RTC adopted an updated Regional Transportation Plan (RTP) in January 2025 that incorporates new IJJA-related planning requirements for housing, resiliency and expanded funding opportunities. 2024 kicked off with prioritization of 134 local agency transportation projects submitted in response to a call for projects.

The RTP is the primary mechanism through which a continuous, cooperative, and comprehensive planning process is implemented. Regulations require that the long-range planning document be updated every four years to ensure eligibility to utilize federal funding. In addition to funding local agency roadway projects with federal funding, RTC projects include new transit and paratransit fleet vehicles, Bike Share, and FAST projects.

The new RTP provides the region with a transportation planning framework to ensure considerations related to housing, resiliency and adaptation are reflected in local projects and programs.

This effort aligns with strategic objective 2.5.5 from the “Stewardship” goal of the [RTC Strategic Plan](#). This objective aims to:

Align and prioritize projects and initiatives, including planning projects, National Environmental Policy Act (NEPA), design, and construction projects in accordance with RTC’s Vision, Mission, and Core Values.

Reimagine Boulder Highway – Regional Infrastructure Accelerator

Through this project, preliminary engineering and design and environmental review under the National Environmental Protection Act (NEPA) completed, paving the way for center-running bus rapid transit and completion of streets enhancements in the northern half of the Boulder Highway corridor (from Charleston to Gibson). A funding/financing analysis was also completed which identified the optimal funding and/or financing options for the subsequent roadway work. The project was funded by a \$2 million Regional Infrastructure Accelerators discretionary grant awarded by the Build America Bureau in September 2023, and a \$2.3 million contribution from NDOT. The grant agreement with USDOT has been fully executed, an Interlocal Agreement with NDOT approved, and the project is currently underway in 2025.

The transformation of and redevelopment along the Boulder Highway corridor has long been a priority, both locally and regionally. This project will deliver critical projects needed to support final design and construction of BRT and complete streets infrastructure in the northern half of the Boulder Highway corridor. Ensuring that the northern and southern halves of the corridor align from both a roadway design and transit investment standpoint will be a critical piece in realizing the regional high-capacity transit (HCT) network envisioned in [On-Board](#) Mobility Plan.

This effort aligns with strategic priority 1.4 from the [RTC Strategic Plan](#). This priority aims to:

Design, fund, and deploy regional high-capacity transit solutions, including light rail, bus rapid transit, and rapid bus infrastructure projects.

Safe Streets for All Action Plan

RTC was awarded a \$1.2 million FHWA [Safe Streets for All grant](#) in February 2023 to develop a regional action plan. This project will begin in the Fall of 2025 and the project consultant has been selected.

It will include the development of a community-driven action plan that leverages new data sources to prioritize mobility projects that increase safety for vulnerable roadway users. Emphasis is being placed on the need to utilize cost-effective, impactful strategies to significantly reduce traffic deaths by identifying and solving the most significant safety factors, including speed, roadway design and lighting. The plan will prioritize projects, policies, and programs for immediate implementation.

The plan is being developed in close coordination with the Clark County Office of Traffic Safety to directly address a critical safety crisis, particularly impacting underserved and historically disadvantaged areas, where forty-three bicycle and pedestrian fatalities occurred last year. A key aspect of the project involves gathering input from the community and stakeholders to update RTC's Policies and Procedures, which will inform the development of a new Design Criteria Manual—also funded by a Safe Streets for All grant.

This plan aligns with strategic priority 3.1 from the “Safety” goal of the [RTC Strategic Plan](#). This priority aims to:

Emphasize safety as an internal and external imperative by implementing policies and programs to improve safety for all travel modes, reduce traffic fatalities, and promote safe cycling and walking.

Southern Nevada Strong Regional Plan Update

RTC initiated an update to the Southern Nevada Strong (SNS) Regional Plan, per the recommendation of the SNS Steering Committee. RTC completed an Underutilized

Lands Inventory, formed a stakeholder committee, and prepared a draft map. The RTC board awareness of this update was increased through a presentation and report from the RTC CEO.

A core team was formed at RTC to help inform, support, and guide the plan update process. Priorities for the plan update include re-engaging key stakeholders and the community; incorporating updated scenario planning with an emphasis on infill, aligning transportation and housing, and focusing on strategic actions that advance attainable and measurable objectives.

This update supported the creation of more livable, prosperous, and balanced communities and a higher quality of life for Southern Nevadans. The update addressed the need to increase housing affordability, choice, and connections to transportation options.

This update aligned with strategic objective 5.5.2 from the “Synergy” goal of the [RTC Strategic Plan](#). This objective aims to:

Administer Southern Nevada Strong Regional Policy Plan on behalf of local agencies and provide technical assistance for regional plan implementation.

Transportation Resiliency Plan

The RTC was awarded a \$750,000 PROTECT (Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation program) [grant](#) from the U.S. Department of Transportation in early 2024 to develop a Southern Nevada Transportation Resiliency Plan, which aims to identify projects that hardens the region’s transportation infrastructure to the increased prevalence of heat, drought, storm water, and fires.

Transportation infrastructure is increasingly at risk due to climate change impacts. The transportation sector is a major contributor of GHG emissions, accounting for 36% of total GHG emissions in Clark County, with 22% from on-road transportation.

This aligns with strategic objective 5.1.1 from the “Synergy” goal of the [RTC Strategic Plan](#). This objective aims to:

Leverage research and findings to develop transportation-specific climate vulnerability assessments and resiliency plans.

Travel Demand Model Update

The RTC finalized the development of a new Travel Demand Model (TDM). The TDM is an essential tool that the RTC employs to estimate future travel conditions and regional mobility needs. The update was successfully completed and is being used for Regional Transportation Plan air quality conformity. The new model incorporates 2023 household travel, visitor travel, and on-board transit survey data.

Travel models are critical tools for transportation planners and engineers to forecast regional transportation needs resulting from land use changes and implementation of planned transportation projects.

Walk Audit Plan Implementation (AB 343)

Completed five walk audits in cooperation with local governments and support from the Southern Nevada Health District (SNHD). The AB 343 Southern Nevada Walk Audit Planning group continues to meet quarterly. Recently launched Southern Nevada Walk Audits webpage, which provides an overview of walk audits, shares locations of previous and future walk audits, and links to past audits. 2024 walk audit locations focused on areas within the Livable Centers Study at Nevada State University and the Nellis AFB Transportation Study area.

Planning bike and pedestrian infrastructure will help increase mode choice and create a healthier community.

This effort aligns with strategic objective 1.5.1 from the [RTC Strategic Plan](#). This objective seeks to:

Continue RTC walking audits initiative, complete and implement RTC Walkability Study, and deploy other solutions that encourage walking for short trips.

Urban Heat Mitigation and Adaptation

The RTC shared findings of the Southern Nevada Urban Heat Island (UHI) Mapping Project via media interviews (local and national) and community presentations. Extreme heat maps were developed to identify locations for shade, enhanced bus shelters, and complete streets. The RTC will use findings from this study to assist planning for extreme heat emergency response as well as infrastructure investment decisions through the Southern Nevada Transportation Resiliency Plan.

This study proposed measures for reducing health-related impacts of increasing temperatures that disproportionately impact vulnerable populations, including public transit riders.

Volpe Center ASEAN Partnership

RTC helped strengthen the partnership with ASEAN (Association of Southeast Asian Nations) member-city Phuket, Thailand, as part of the U.S. Department of Transportation Volpe Center's Smart Cities Partnership capacity-building program.

RTC employees attended the third U.S.-ASEAN Smart Mobility Program workshop which was held in Phuket (March 2024) and the fourth which was held in Boston (September 2024) to advance each city pair's Smart Mobility Workplans, address challenges, and work toward final goals. These workshops enabled discussions on mobility and transportation, fostering knowledge exchange between U.S. and ASEAN cities.

The METRANS Transportation Consortium, which includes the University of Nevada – Las Vegas (UNLV) as a member, supported shared learning to address current challenges specific to Phuket and Southern Nevada.

Through this partnership opportunity, the RTC of Southern Nevada was able to provide targeted support to a peer city that experiences similar visitor mobility challenges. This also has allowed RTC to build a relationship with the U.S. Department of Transportation's Volpe Center.

State Fiscal Years (FY) 2026-2027 UPWP Development Approach

The UPWP is developed in consultation with state and local entities according to federal guidelines. The UPWP budget for State FY 2026-2027 includes RTC staff costs associated with the development and implementation for both core regional planning activities and project management of professional services for planning studies.

This program extends well beyond enhancements to the regional roadway network. Pedestrian, bicycle, transportation safety, and transit facilities are also considered. Overall, the objective of the UPWP is to facilitate the development of a multimodal transportation system that serves both the Las Vegas urbanized area and the surrounding rural areas of Clark County.

There is an emphasis in the UPWP on conducting studies that will serve to improve both the mobility of the Southern Nevada residential commuting population and ensuring the efficient flow of freight and commercial goods that serve our regional economy.

This program of projects will also provide mobility and accessibility benefits to tourists traveling into and around the Southern Nevada region into and around the Southern Nevada region.

A guiding component of this UPWP is the [Let's Go 2050 Regional Transportation Plan](#) (RTP), which was adopted in January 2025. This RTP guides the development of Southern Nevada's transportation system through the year 2050. The RTP includes recommendations from the On-Board Mobility Plan, which is also identified in this UPWP and will develop new and innovative mobility strategies for implementation in Southern Nevada.

A mobility and accessibility strategy already identified and programmed for continued funding in this UPWP is transit oriented development and the related ongoing Livable Centers Study Program.

Public Outreach Efforts and Community Engagement

The RTC's [Public Participation Plan](#) was updated in 2022 and establishes policies, processes, and methods for engaging citizens, stakeholder groups, and other interested parties in regional transportation planning. The goals of the plan are to provide multiple opportunities for the public to learn about and participate in RTC transportation planning projects, to ensure early, continuous, and broad notification about RTC plans and activities, to receive meaningful public input to inform RTC's decision making process, and to ensure participation and access to major actions and decisions by the RTC Board. These goals demonstrate RTC's commitment to providing engagement opportunities for all Southern Nevada residents.

The Public Participation Plan adopts the following policies for achieving successful engagement in transportation planning projects:

- **Opportunity in Engagement:** RTC ensures that all populations and demographic segments are involved in outreach activities, including those with diverse backgrounds and those who represent populations with varying degrees of mobility and independence.
- **Partnerships & Relationships:** RTC develops and maintains partnerships and relationships with local governments, community-based organizations, and community stakeholders through formal and informal methods, including actively participating and engaging with the community at large to increase awareness and trust for regional transportation planning.
- **Tailored Methods & Languages:** RTC tailors outreach and engagement methods based on what has worked well in the past, respecting the cultural, linguistic, temporal, and geographic preferences of different populations. RTC also leverages bilingual community partners, volunteers, and staff to provide information in appropriate languages.
- **Convenient Outreach Methods:** RTC utilizes a variety of outreach methods that bring engagement opportunities to residents and employ go-to-them public engagement methods that reach a diverse range of residents and stakeholders. Using a blend of online and in-person methods and/or interactive tools facilitates convenient, time-efficient participation, while being mindful that not all populations have access to technology and broadband access.

The Plan also provides several best practice tools and tactics for engagement in [Appendix D](#) of the plan. Additionally, RTC's [Title VI Report](#) and the [Language Assistance Plan](#) provide additional information and strategies for connecting with traditionally underserved and limited English proficiency populations. Las Vegas and Moapa Paiutes also have two reservations within Clark County and RTC staff also accompanies NDOT staff to tribal consultation meetings as needed.

Several other plans have documented transportation needs of vulnerable populations through community outreach, including the [Let's Go 2050 Regional Transportation Plan](#), the [On Board Mobility Plan](#), the [Regional Bicycle and Pedestrian Plan](#), the [Coordinated Public Transit-Human Services Transportation Plan](#), and the [Southern Nevada Strong Regional Policy Plan](#).

Public outreach during the [Public Participation Plan](#) update in 2022 also provided insight into engagement preferences of the community at large. RTC learned that while there was a slight preference for having virtual and remote participation opportunities, a significant number of residents indicated their preference for in-person meeting opportunities.

For public meetings and community events, the RTC has the following policies in place to encourage public participation.

Importance of Convenient and Accessible Public Meetings

Making public and stakeholder meetings accessible at convenient times is essential to advancing regional transportation planning goals and ensuring meaningful public input on transportation investments. As emphasized in the RTC's [Public Participation Plan \(PPP\)](#), successful outreach requires scheduling meetings when and where people can attend—particularly during morning, lunch, or evening hours when the public is more likely to be available. These engagement opportunities allow the public to help shape decisions that directly affect their mobility, neighborhoods, and economic opportunities.

Key points:

- RTC adopted policy in the PPP calls for meetings to be held at convenient locations and times to increase accessibility.
- Morning, lunch, and evening timeframes are the most effective based on experience.
- Ensuring public input improves the fairness, effectiveness, and ownership of regional transportation plans.

Providing Food and Childcare for Public Engagement

To maximize participation and reduce barriers, each UPWP project should assess the need to provide food and childcare during public meetings. Experience has shown that meetings held during traditional mealtimes suffer from low turnout when no food is offered, while those held outside these times often conflict with work schedules. Providing these accommodations—when justified—aligns with the Federal cost principles under [2 CFR §200.403](#) and [§200.432](#), which allow food costs if:

- The event qualifies as a conference disseminating technical information, and
- Food is deemed necessary and reasonable for effective participation.

When determining whether food and childcare are allowable, the RTC will:

- Evaluate if the activity supports an eligible and approved UPWP activity.
- Justify how the expense supports the success of the project and regional transportation planning.
- Consider participant needs: Is the meeting all-day? Are meal options otherwise available? Are there speakers over meal periods?

Using Incentives to Achieve Statistically Valid Survey Results

Incentives, such as gift cards, transit passes, SWAG, or tickets, can be a powerful tool to ensure public surveys generate enough responses to be statistically significant and representative. According to the PPP's best practices, incentives are especially effective in engaging hard-to-reach populations and encouraging participation in digital or intercept surveys.

When incentives are used, the RTC will:

- Clearly tie the incentive to the project's data collection goals (e.g., improving survey response rates).
- Document the necessity of the incentive to meet minimum survey sample sizes.
- Track and report incentive distribution transparently to demonstrate benefit to the program.

By using incentives strategically, the RTC will be able to gather more robust data to inform critical transportation planning decisions, especially with hard to reach populations identified in the PPP and Title VI Report.

Planning Funds and State Fiscal Years 2026-2027 UPWP Budget

There are two primary sources of federal funding available to support the MPO transportation planning functions. The FHWA administers funds under the Metropolitan Planning Area Program (PL), while the FTA administers funds under the Section 5303 Program. Funds appropriated by Congress under these programs are apportioned among the states for distribution to the MPO areas within the state.

Consolidated Planning Grant

In 2013, the Regional Transportation Commission of Southern Nevada, along with the three other Nevada metropolitan planning organizations, entered into a memorandum of understanding to participate in the U.S. Department of Transportation Consolidated Planning Grant program (CPG). Under the memorandum of understanding, FHWA PL and FTA 5303 funds are consolidated into a single source to fund the activities authorized under the UPWP. NDOT and the four MPOs in the state have also agreed to a formula under which the CPG funds are distributed between the MPO areas.

State Fiscal Years 2026-2027 Funding Elements

The funding expected to be available for the State FY 2026-2027 UPWP is based on three elements:

First, the balance of unexpended FY 2025 funding at the end of June 2025 will be carried forward to State FY 2026. Second, the CPG funding for State FY 2026 reflects the anticipated apportionment from the Infrastructure Investment and Jobs Act (IIJA) as agreed to by NDOT and the four Nevada MPO's. Third, RTC is required to contribute at least 5% of the costs of the UPWP program from local, non-federal sources. The results are set out in the tables on the following page.

State Fiscal Years 2026-2027 Projections Funding Availability

The period covered by the State Fiscal Years 2026-2027 UPWP corresponds with the two state fiscal years beginning from July 1, 2025 and ending on June 30, 2027. Federal CPG funds are apportioned and distributed for the Federal FY that starts on October 1 each year.

Therefore, the only funds available to be expended during the period through the end of September are those carried forward from the previous state fiscal year. Likewise, the UPWP always needs to show sufficient balance at the end of the state fiscal year to cover expenditures until the start of the next federal fiscal year the following October.

State Fiscal Years 2026-2027 Projections for Planning Funds-

As a result of the Infrastructure Investment and Jobs Act (IIJA) the MPO of the Regional Transportation Commission of Southern Nevada received an increase to annual federal Consolidated Planning Grant (CPG) funding.

State Fiscal Years 2026-2027 Distribution of Planning Funds for Regional Transportation Commission of Southern Nevada				
		Federal Allocation	Local Match	Total Allocation and Awards
	Estimated State Fiscal Year 2025 to State Fiscal Year 2026 Carryover	\$6,112,811.79	\$321,726.94	\$6,434,538.73
+	State Fiscal Year 2026 Consolidated Planning Grant (PL) Funding	\$2,577,078.19	\$135,635.69	\$2,712,713.88
+	State Fiscal Year 2026 Consolidated Planning Grant (PL) Funding 100% for three projects under Complete Streets local match waiver.***	\$475,000	\$0.00	\$475,000
+	State Fiscal Year 2026 FTA 5303 Funding	\$1,320,445.02	\$69,497.11	\$1,389,942.13
=	Total for State Fiscal Year 2026 Funding	\$10,485,335.00	\$526,859.74	\$11,012,194.74
+	State Fiscal Year 2027 Consolidated Planning Grant (PL) Funding (no FHWA Complete Streets waiver)	\$3,052,078.19	\$160,635.69	\$3,212,713.88
+	State Fiscal Year 2027 FTA 5303 Funding	\$1,320,445.02	\$69,497.11	\$1,389,942.13
	Total for State Fiscal Year 2027 Funding	\$4,372,523.21	\$230,132.80	\$4,602,656.01
=	Combined Totals of State Fiscal Years 2026-2027 Funding	\$14,857,858.21	\$756,992.54	\$15,614,850.75
<p>*** - Task Group 301 contains three projects #301-4120- Regional Active Transportation Infrastructure Gap Analysis, #301-9295- Regional Bicycle and Pedestrian Plan Update and #301-9330 – Transit Oriented Development and Mobility Hub Study which are all considered to be Complete Streets planning activities.</p> <p>For State FY 2026, these three projects are eligible for 100% federal PL funding with no local match. This in accordance with a FHWA approved waiver for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law. State FY 2026 is the only remaining year for the waiver. Local match will be required of any of these three projects that continue into State FY 2027.</p>				

Concept Projects and Studies for Consideration in Future Years

During the development of the State Fiscal Years 2026-2027 Unified Planning Work Program – a formal call for new projects in January 2025 was made due to approximately \$1.2 million in available funds in the budget. An effort was made to broaden the outreach of the call for projects, as additional entities were invited to submit proposals by March 3, 2025.

The contacted entities included: Clark County, Boulder City, City of Henderson, City of Las Vegas, City of Mesquite, City of North Las Vegas, RTC Transit, Southern Nevada Transit Coalition, Nevada Department of Transportation (NDOT), Southern Nevada Tribal Nations (Paiute, Moapa, Fort Mojave tribes), Clark County School District, Southern Nevada Health District, Nevada Energy, University of Nevada Las Vegas (UNLV) and the SNAP board (Federal Land Managers).

During the call for projects local entities were encouraged to identify project concepts for future UPWP consideration.

Potential Future Projects Suggested By Local Entities

Entity:	Potential Future UPWP Project(s)
Mesquite	<ul style="list-style-type: none"> • Mesquite bicycle plan update as part of update to master plan.
Clark County	<ul style="list-style-type: none"> • Livable Centers Study – Regional Redevelopment • Future Growth along I-15 South Corridor – Industrial Area Impacts
City of Las Vegas	<ul style="list-style-type: none"> • Livable Centers Study – Charleston Boulevard Corridor • Incorporation of Cycle Track Feasibility and Route Identification Study into the Regional Bicycle and Pedestrian Plan Update. • East Sahara Avenue Transit Oriented Development (Rancho Drive to Boulder Highway)
City of North Las Vegas	<ul style="list-style-type: none"> • Connecting Neighborhoods – Lake Mead Corridor Study is a project that can take place in the future following the conclusion of the Comprehensive Master Transportation Study. • Northern Job Creation Zone
City of Henderson	<ul style="list-style-type: none"> • Regional Roundabout Criteria Study • Study of freight parking in industrial areas. • Union Pacific railroad right of way study. • Participate in high-level freeway system planning with NDOT to assist coordination for project identification and prioritization. • Study transit solutions to better connect Nevada State College to College of Southern Nevada in Henderson. And also, regional options to better connect centers of higher learning with transit options.

State Fiscal Years 2026-2027 UPWP Task Group budgets

Initiated with the State Fiscal Year 2015 UPWP, the RTC streamlined the budget process in groups of activities to be performed under the UPWP into seven main task groups::

1. Planning Administration, Coordination and Outreach (Task Group 101)
2. Data Collection and Analysis (Task Group 201)
3. Long Range Transportation Planning (Task Group 202)
4. Multi-Modal Transportation Planning (Task Group 301)
5. Intelligent Transportation Systems Planning (Task Group 302)
6. Regional Policy Plan Administration (Task Group 501)
7. Regional Planning and Research (Task Group 601)

Proposed activities under the State Fiscal Years 2026-2027 UPWP are sorted under one of these seven task groups. Individual activities are described as Sub-Tasks with each task group. State and Federal agencies will track Consolidated Planning Grant expenditures with reference to the budgets for these seven tasks. This simplifies accounting procedures and reduces the need for frequent amendments to respond to minor changes in the budget for individual line items.

Detailed information on the objective, scope and timeline of the various UPWP activities within each task group is presented by Sub-Task as in previous UPWP documents. Budgetary information by subtask is presented for information and to assist RTC with monitoring progress.

**Task Group Funding via Consolidated Planning Grant (CPG) and Local Match
State Fiscal Years 2026-2027 UPWP**

	Total Professional Services and Staff Costs for State Fiscal Years 2026-2027	Total Consolidated Planning Grant (CPG) Share State Fiscal Years 2026-2027	Total Local Match Share State Fiscal Years 2026 -2027
Task Group 101 - Planning Administration	\$4,510,000	\$4,284,500	\$225,500
Task Group 201 - Data Collection	\$1,340,000	\$1,273,000	\$67,000
Task Group 202 - Long Range Transportation Planning	\$730,000	\$693,500	\$36,500
Task Group 301 - Multimodal Transportation Studies ***	\$4,859,000	\$4,639,800	\$219,200
Task Group 302 - Intelligent Transportation System Studies	\$1,005,000	\$954,750	\$50,250
Task Group 501 – Regional Policy Plan Administration	\$340,000	\$323,000	\$17,000
Task Group 601 – Regional Planning and Research	\$2,830,000	\$2,599,500	\$230,500
Total	\$15,639,000	\$14,791,800	\$847,200
	Sum of UPWP Task Costs: \$15,614,000	Sum of CPG + Local Match + Carryover Funding: \$15,614,850.75	

State FY 2026-2027:

Total Federal (CPG) Funding Available (includes State FY 2025 Carryover) : \$14,857,858.21

Total Local Match Funding Available (includes State FY 2025 Carryover) : \$756,992.54

Total Federal CPG + Local Match Funding State FY 2026-2027 - \$15,614,850.75

Sum of Programmed UPWP Task Costs – State FY 2026-2027 - \$15,614,000.00

Remaining Funding for State FY 2026-2027: \$850.75

*** Task Group 301 contains three subtasks, #301-4120- Regional Active Transportation Infrastructure Gap Analysis, #301-9295- Regional Bicycle and Pedestrian Plan Update and #301-9330 – Transit Oriented Development and Mobility Hub Study which are all considered to be Complete Streets planning activities.

For State FY 2026, these three subtasks are eligible for 100% federal PL funding with no local match in accordance with a FHWA [approved waiver](#) for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law. State FY 2026 is the only remaining year for the waiver. The local match will be required for these Complete Streets subtasks again should they continue into State FY 2027.

New Studies in State Fiscal Years 2026-2027 UPWP

UPWP Task Number and Title	UPWP State FY 2026 Funding	UPWP State FY 2027 Funding	Total Cost
301-9280 – Livable Centers Study – Project Three	\$245,000	\$245,000	\$490,000
301-9380– Regional Traffic Impact Analysis	\$320,000	\$320,000	\$640,000
301-9390 – UNLV Transportation White Papers	\$25,000	\$0	\$25,000
302-2530 – Traffic Signal Management Plan and Signal Timing Guidelines	\$460,000	\$0	\$460,000
601-1120- Comprehensive Economic Development Strategy	\$30,000	\$30,000	\$60,000
601-1130- – Transportation Access to Food	\$20,000	\$20,000	\$40,000
601-1140– Community Planning Academy	\$5,000	\$175,000	\$180,000
Total Funding for New Studies in State FY 2026-2027 UPWP	\$1,105,000	\$790,000	\$1,895,000

The costs of these new projects are part of the overall FY 2026-2027 UPWP budget, and their costs are represented in the figures of the preceding budget funding table.

State Fiscal Years 2026-2027 Unified Planning Work Program Budget -

Task Group 101 - Planning Administration, Coordination and Outreach												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
101-1500	General Outreach	\$40,000	\$25,000	\$65,000	\$61,750	\$3,250	\$40,000	\$25,000	\$65,000	\$61,750	\$3,250	95% Federal / 5% Local Match
101-2300	Stakeholder and Grants Coordination	\$100,000	\$75,000	\$175,000	\$166,250	\$8,750	\$100,000	\$75,000	\$175,000	\$166,250	\$8,750	95% Federal / 5% Local Match
101-2310	Planning Administration	\$0	\$665,000	\$665,000	\$631,750	\$33,250	\$0	\$665,000	\$665,000	\$631,750	\$33,250	95% Federal / 5% Local Match
101-3100	Unified Planning Work Program	\$0	\$100,000	\$100,000	\$95,000	\$5,000	\$0	\$100,000	\$100,000	\$95,000	\$5,000	95% Federal / 5% Local Match
101-3105	Public Participation Plan	\$15,000	\$40,000	\$55,000	\$52,250	\$2,750	\$15,000	\$40,000	\$55,000	\$52,250	\$2,750	95% Federal / 5% Local Match
101-3110	Southern Nevada Freight Planning	\$0	\$25,000	\$25,000	\$23,750	\$1,250	\$0	\$25,000	\$25,000	\$23,750	\$1,250	95% Federal / 5% Local Match
101-3115	Congestion Management Process	\$0	\$22,500	\$22,500	\$21,375	\$1,125	\$0	\$22,500	\$22,500	\$21,375	\$1,125	95% Federal / 5% Local Match
101-3120	Performance Based Planning and Programming	\$0	\$30,000	\$30,000	\$28,500	\$1,500	\$0	\$30,000	\$30,000	\$28,500	\$1,500	95% Federal / 5% Local Match
101-3125	Bicycle and Pedestrian Planning	\$0	\$50,000	\$50,000	\$47,500	\$2,500	\$0	\$50,000	\$50,000	\$47,500	\$2,500	95% Federal / 5% Local Match
101-3130	Transportation Safety Planning and Crash Report	\$0	\$40,000	\$40,000	\$38,000	\$2,000	\$0	\$40,000	\$40,000	\$38,000	\$2,000	95% Federal / 5% Local Match
101-3135	Regional Transportation Plan & Visioning	\$10,000	\$60,000	\$70,000	\$66,500	\$3,500	\$10,000	\$60,000	\$70,000	\$66,500	\$3,500	95% Federal / 5% Local Match
101-3200	Transportation Improvement Program	\$0	\$105,000	\$105,000	\$99,750	\$5,250	\$0	\$105,000	\$105,000	\$99,750	\$5,250	95% Federal / 5% Local Match

Task Group 101 - Planning Administration, Coordination and Outreach (continued)												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
101-3500	Title VI / ADA	\$15,000	\$17,500	\$32,500	\$30,875	\$1,625	\$15,000	\$17,500	\$32,500	\$30,875	\$1,625	95% Federal / 5% Local Match
101-3600	Misc. (INRIX, ArcGIS, Streetlight, Transcad)	\$500,000	\$70,000	\$570,000	\$541,500	\$28,500	\$500,000	\$70,000	\$570,000	\$541,500	\$28,500	95% Federal / 5% Local Match
101-9215	Discretionary Grant Administration	\$0	\$250,000	\$250,000	\$237,500	\$12,500	\$0	\$250,000	\$250,000	\$237,500	\$12,500	95% Federal / 5% Local Match
Task Group 101 Total – State Fiscal Years 2026-2027		\$680,000	\$1,575,000	\$2,255,000	\$2,142,250	\$112,750	\$680,000	\$1,575,000	\$2,255,000	\$2,142,250	\$112,750	

Task Group 201 – Data Collection												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
201-2116	Travel Demand Model	\$30,000	\$350,000	\$380,000	\$361,000	\$19,000	\$30,000	\$350,000	\$380,000	\$361,000	\$19,000	95% Federal / 5% Local Match
201-2125	Planning Variable Development	\$0	\$50,000	\$50,000	\$47,500	\$2,500	\$0	\$50,000	\$50,000	\$47,500	\$2,500	95% Federal / 5% Local Match
201-2130	Public Health Assessment Model	\$0	\$10,000	\$10,000	\$9,500	\$500	\$0	\$10,000	\$10,000	\$9,500	\$500	95% Federal / 5% Local Match
201-2206	Annual Population Forecast	\$25,000	\$5,000	\$30,000	\$28,500	\$1,500	\$25,000	\$5,000	\$30,000	\$28,500	\$1,500	95% Federal / 5% Local Match
201-2230	Travel Demand Model Enhancements & Validation	\$60,000	\$0	\$60,000	\$57,000	\$3,000	\$60,000	\$0	\$60,000	\$57,000	\$3,000	95% Federal / 5% Local Match
201-4015	Travel Demand Model Employment Projections and Technical Support	\$60,000	\$0	\$60,000	\$57,000	\$3,000	\$60,000	\$0	\$60,000	\$57,000	\$3,000	95% Federal / 5% Local Match
201-9220	GIS Analysis & Visualization **	\$20,000	\$30,000	\$50,000	\$47,500	\$2,500	\$20,000	\$30,000	\$50,000	\$47,500	\$2,500	95% Federal / 5% Local Match
201-9240	Census Analysis	\$0	\$20,000	\$20,000	\$19,000	\$1,000	\$0	\$20,000	\$20,000	\$19,000	\$1,000	95% Federal / 5% Local Match
201-9265	Regional Bike and Sidewalk Inventory – LIDAR management	\$0	\$10,000	\$10,000	\$9,500	\$500	\$0	\$10,000	\$10,000	\$9,500	\$500	95% Federal / 5% Local Match
Task Group 201 Total, State Fiscal Years 2026-2027		\$195,000	\$475,000	\$670,000	\$636,500	\$33,500	\$195,000	\$475,000	\$670,000	\$636,500	\$33,500	

Task Group 202- Long Range Transportation Planning												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
202-9035	On Board Mobility Plan	\$50,000	\$50,000	\$100,000	\$95,000	\$5,000	\$50,000	\$50,000	\$100,000	\$95,000	\$5,000	95% Federal / 5% Local Match
202-9040	Coordinated Human Service Transportation Plan	\$0	\$40,000	\$40,000	\$38,000	\$2,000	\$0	\$40,000	\$40,000	\$38,000	\$2,000	95% Federal / 5% Local Match
202-9090	Transit Oriented Development Planning and Coordination	\$0	\$15,000	\$15,000	\$14,250	\$750	\$0	\$15,000	\$15,000	\$14,250	\$750	95% Federal / 5% Local Match
202-9095	Regional Impacts of Freight Truck Parking on Neighborhoods	\$200,000	\$10,000	\$210,000	\$199,500	\$10,500	\$200,000	\$10,000	\$210,000	\$199,500	\$10,500	95% Federal / 5% Local Match
Task Group 202 Total State Fiscal Years 2026-2027		\$250,000	\$115,000	\$365,000	\$346,750	\$18,250	\$250,000	\$115,000	\$365,000	\$346,750	\$18,250	

Task Group 301 – Multimodal Transportation Studies												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
301-3905	High Speed Rail Station Access Planning	\$150,000	\$10,000	\$160,000	\$152,000	\$8,000	\$89,000	\$10,000	\$99,000	\$94,050	\$4,950	95% Federal / 5% Local Match
301-4100	City of Las Vegas Master Mobility Plan Update	\$350,000	\$10,000	\$360,000	\$342,000	\$18,000	\$350,000	\$10,000	\$360,000	\$342,000	\$18,000	95% Federal / 5% Local Match
301-4105	Mesquite Master Transportation and Capital Improvement Plan Update	\$120,000	\$10,000	\$130,000	\$123,500	\$6,500	\$0	\$0	\$0	\$0	\$0	95% Federal / 5% Local Match
301-4110	Henderson Lake Mead Parkway Corridor Study	\$375,000	\$10,000	\$385,000	\$365,750	\$19,250	\$200,000	\$10,000	\$210,000	\$199,500	\$10,500	95% Federal / 5% Local Match
301-4120	Regional Active Transportation Infrastructure Gap Analysis ***	\$270,000	\$20,000	\$290,000	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	SFY 2026: 100% Federal / 0% Local Match SFY 2027: 95% Federal / 5% Local Match
301-9115	Planning and Infrastructure Needs for Emerging Transportation Technologies	\$0	\$25,000	\$25,000	\$23,750	\$1,250	\$150,000	\$25,000	\$175,000	\$166,250	\$8,750	95% Federal / 5% Local Match
301-9280	Livable Centers Study – Project Three	\$225,000	\$20,000	\$245,000	\$232,750	\$12,250	\$225,000	\$20,000	\$245,000	\$232,750	\$12,250	95% Federal / 5% Local Match
301-9295	Regional Bicycle and Pedestrian Plan Update ***	\$0	\$25,000	\$25,000	\$25,000	\$0	\$550,000	\$25,000	\$575,000	\$546,250	\$28,750	SFY 2026: 100% Federal / 0% Local Match SFY 2027: 95% Federal / 5% Local Match
301-9300	Perfect Storm Special Events Management Study	\$300,000	\$20,000	\$320,000	\$304,000	\$16,000	\$0	\$0	\$0	\$0	\$0	95% Federal / 5% Local Match

Task Group 301 – Multimodal Transportation Studies (continued)												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
301-9330	Transit Oriented Development and Mobility Hub Study ***	\$150,000	\$10,000	\$160,000	\$160,000	\$0	\$150,000	\$10,000	\$160,000	\$152,000	\$8,000	SFY 2026: 100% Federal/ 0% Local Match SFY 2027: 95% Federal/ 5% Local Match
301-9370	Livable Centers Study – Project Four	\$0	\$0	\$0	\$0	\$0	\$250,000	\$20,000	\$270,000	\$256,500	\$13,500	95% Federal/ 5% Local Match
301-9380	Regional Traffic Impact Analysis	\$300,000	\$20,000	\$320,000	\$304,000	\$16,000	\$300,000	\$20,000	\$320,000	\$304,000	\$16,000	95% Federal/ 5% Local Match
301-9390	UNLV Transportation White Paper	\$25,000	\$0	\$25,000	\$23,750	\$1,250	\$0	\$0	\$0	\$0	\$0	95% Federal/ 5% Local Match
Task Group 301 Total State Fiscal Years 2026-2027		\$2,265,000	\$180,000	\$2,445,000	\$2,346,500	\$98,500	\$2,264,000	\$150,000	\$2,414,000	\$2,293,300	\$120,700	
<p>Only Professional Services to be reimbursed with CPG funding are shown in this table. Contract amounts to be reimbursed with grants or other external funding sources are not shown.</p> <p>*** Task Group 301 contains three subtasks, #301-4120- Regional Active Transportation Infrastructure Gap Analysis, #301-9295- Regional Bicycle and Pedestrian Plan Update and #301-9330 – Transit Oriented Development and Mobility Hub Study which are all considered to be Complete Streets planning activities.</p> <p>For State FY 2026, these three subtasks are eligible for 100% federal PL funding with no local match in accordance with a FHWA approved waiver for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO’s during each fiscal year under the Bipartisan Infrastructure Law. State FY 2026 is the only remaining year for the waiver. The local match will be required for these Complete Streets subtasks again should they continue into State FY 2027.</p>												

Task Group 302 – Intelligent Transportation System Planning												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
302-2510	Planning for ITS and Operations	\$0	\$17,500	\$17,500	\$16,625	\$875	\$0	\$17,500	\$17,500	\$16,625	\$875	95% Federal/ 5% Local Match
302-2520	Transportation Systems Management & Operations (TSMO) – Business Case Implementation	\$500,000	\$10,000	\$510,000	\$484,500	\$25,500	\$0	\$0	\$0	\$0	\$0	95% Federal/ 5% Local Match
302-2530	Traffic Signal Management Plan and Signal Timing Guidelines	\$450,000	\$10,000	\$460,000	\$437,000	\$23,000	\$0	\$0	\$0	\$0	\$0	95% Federal/ 5% Local Match
Task Group 302 Total State Fiscal Years 2026-2027		\$950,000	\$37,500	\$987,500	\$938,125	\$49,375	\$0	\$17,500	\$17,500	\$16,625	\$875	

Task Group 501 – Regional Policy Plan Administration												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
501-1000	Regional Plan Core Administration	\$0	\$35,000	\$35,000	\$33,250	\$1,750	\$0	\$35,000	\$35,000	\$33,250	\$1,750	95% Federal/ 5% Local Match
501-1010	Regional Plan Updates	\$0	\$35,000	\$35,000	\$33,250	\$1,750	\$0	\$35,000	\$35,000	\$33,250	\$1,750	95% Federal/ 5% Local Match
501-1050	Indicator Tracking and Scenario Planning	\$0	\$25,000	\$25,000	\$23,750	\$1,250	\$50,000	\$25,000	\$75,000	\$71,250	\$3,750	95% Federal/ 5% Local Match
501-1150	Outreach and Communications	\$0	\$15,000	\$15,000	\$14,250	\$750	\$50,000	\$15,000	\$65,000	\$61,750	\$3,250	95% Federal/ 5% Local Match
501-1160	Annual Southern Nevada Strong Implementation Report	\$0	\$10,000	\$10,000	\$9,500	\$500	\$0	\$10,000	\$10,000	\$9,500	\$500	95% Federal/ 5% Local Match
Task Group 501 Total State Fiscal Years 2026- 2027		\$0	\$120,000	\$120,000	\$114,000	\$6,000	\$100,000	\$120,000	\$220,000	\$209,000	\$11,000	

Task Group 601 – Regional Planning and Research												
UPWP Task	Task Name	State FY 2026 Professional Services	State FY 2026 RTC Staff Costs	State FY 2026 Total Professional Services and RTC Staff Costs	State FY 2026 Consolidated Planning Grant	State FY 2026 Local Match	State FY 2027 Professional Services	State FY 2027 RTC Staff Costs	State FY 2027 Total Professional Services and RTC Staff Costs	State FY 2027 Consolidated Planning Grant	State FY 2027 Local Match	Federal and Local Funding Split
601-1020	Extreme Heat Adaptation and Shade Analysis	\$30,000	\$20,000	\$50,000	\$47,500	\$2,500	\$30,000	\$20,000	\$50,000	\$47,500	\$2,500	95% Federal/ 5% Local Match
601-1060	Regional Open Space and Trails - Federal Lands Access Planning	\$65,000	\$30,000	\$95,000	\$71,250	\$23,750	\$70,000	\$30,000	\$100,000	\$75,000	\$25,000	75% Federal/ 25% Local Match
601-1070	Regional Resiliency Planning	\$0	\$20,000	\$20,000	\$19,000	\$1,000	\$0	\$20,000	\$20,000	\$19,000	\$1,000	95% Federal/ 5% Local Match
601-1080	Underutilized Parcels and Transportation Impacts	\$175,000	\$30,000	\$205,000	\$194,750	\$10,250	\$25,000	\$30,000	\$55,000	\$52,250	\$2,750	95% Federal/ 5% Local Match
601-1090	Transportation Access to Parks	\$75,000	\$30,000	\$105,000	\$99,750	\$5,250	\$75,000	\$0	\$75,000	\$71,250	\$3,750	95% Federal/ 5% Local Match
601-1100	Southern Nevada Strong Plan Update	\$450,000	\$90,000	\$540,000	\$513,000	\$27,000	\$650,000	\$90,000	\$740,000	\$703,000	\$37,000	95% Federal/ 5% Local Match
601-1110	Clark County East Side Plan	\$250,000	\$25,000	\$275,000	\$261,250	\$13,750	\$150,000	\$25,000	\$175,000	\$166,250	\$8,750	95% Federal/ 5% Local Match
601-1120	Comprehensive Economic Development Strategy	\$0	\$30,000	\$30,000	\$7,500	\$22,500	\$0	\$30,000	\$30,000	\$7,500	\$22,500	25% Federal/ 75% Local Match
601-1130	Transportation Access to Food	\$0	\$20,000	\$20,000	\$15,000	\$5,000	\$0	\$20,000	\$20,000	\$15,000	\$5,000	75% Federal/ 25% Local Match
601-1140	Community Planning Academy	\$0	\$50,000	\$50,000	\$47,500	\$2,500	\$150,000	\$25,000	\$175,000	\$166,250	\$8,750	95% Federal/ 5% Local Match
Task Group 601 Total State Fiscal Years 2026-2027		\$1,045,000	\$345,000	\$1,390,000	\$1,276,500	\$113,500	\$1,150,000	\$290,000	\$1,440,000	\$1,323,000	\$117,000	
Total All Tasks:		\$5,385,000	\$2,847,500	\$8,232,500	\$7,800,625	\$431,875	\$4,639,000	\$2,742,500	\$7,381,500	\$6,967,425	\$414,075	
<p style="text-align: center;">Total Professional Services State FY 2026-2027: \$10,024,000; Total RTC Staff Time State FY 2026-2027:\$5,590,000; Total Cost State FY 2026-2027: \$15,614,000</p> <p style="text-align: center;">Note: Only Professional Services to be reimbursed with CPG funding are shown in this table. Contract amounts to be reimbursed with grants or other external funding sources are not shown.</p>												

Summary of State Fiscal Years 2026-2027 Unified Planning Work Program Budget

UPWP State Fiscal Years 2026 & 2027 Programmed Budget:	
Total Professional Services, State FY 2026 & 2027	\$10,024,000.00
Total RTC Staff Costs, State FY 2026 & 2027	\$5,590,000.00
Sum of Total Budgeted Expenditures in State FY 2026 & 2027	\$15,614,000.00
Total Consolidated Planning Grant State FY 2026 & 2027	\$14,768,050.00
Total Local Match State FY 2026 & 2027	\$845,950.00
Projected Funding:	
State FY 2026 Consolidated Planning Grant (FHWA PL)	\$2,577,078.19
State FY 2026 Consolidated Planning Grant (FHWA PL) Local Match Amount	\$135,635.69
State FY 2026 Consolidated Planning Grant Funding (FHWA PL) at 100% Federal Funding / 0% Local Match for three projects under Complete Streets local match waiver ***	\$475,000.00
State FY 2026 Section 5303 Funding (FTA 5303 & Local Match)	\$1,389,942.13
State FY 2025 Estimated Carryover into State FY 2026	\$6,434,538.73
Funding Available for State Fiscal Year 2026	\$11,012,194.74
State FY 2027 Consolidated Planning Grant (FHWA PL & Local Match)	\$3,212,713.88
State FY 2027 Section 5303 Funding (FTA 5303 & Local Match)	\$1,389,942.13
State FY 2027 Available Funding (PL and 5303 only)	\$4,602,656.01
Total State FY 2026-2027 Funding	\$15,614,850.75
Remaining Balance State FY 2026-2027	\$850.75
<p>*** Task Group 301 contains three subtasks, #301-4120- Regional Active Transportation Infrastructure Gap Analysis, #301-9295- Regional Bicycle and Pedestrian Plan Update and #301-9330 – Transit Oriented Development and Mobility Hub Study which are all considered to be Complete Streets planning activities.</p> <p>For State FY 2026, these three subtasks are eligible for 100% federal PL funding with no local match in accordance with a FHWA approved waiver for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law. State FY 2026 is the only remaining year for the waiver. The local match will be required for these Complete Streets subtasks again should they continue into State FY 2027.</p>	

Task Group 101: Planning Administration, Coordination and Outreach

This task covers the core planning activities of the Metropolitan Planning Organization (MPO). These activities include:

Annual development and maintenance of the Unified Planning Work Program (UPWP); maintenance of the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP). Also included are the MPO’s responsibilities for compliance with Title VI of the Civil Rights Act.

Task Group 101 includes the RTC staff costs associated with these core programs, coordination with local, state and federal partners, coordination with other stakeholders and general outreach.

Specific Sub-Tasks are:

- 101-1500, General Outreach
- 101-2300, Stakeholder and Grants Coordination
- 101-2310, Planning Administration
- 101-3100, Unified Planning Work Program
- 101-3105, Public Participation Plan
- 101-3110, Southern Nevada Freight Planning
- 101-3115, Congestion Management Process
- 101-3120, Performance Based Planning and Programming
- 101-3125, Bicycle and Pedestrian Planning
- 101-3130, Transportation Safety Planning & Crash Report
- 101-3135, Regional Transportation Plan and Visioning
- 101-3200, Transportation Improvement Program
- 101-3500, Title VI/ADA
- 101-3600, Miscellaneous (Inrix, ArcGIS, Streetlight, Transcad)
- 101-9215, Discretionary Grant Administration

Task Group 101, State Fiscal Years 2026-2027 Budget

The following costs are included under Task Group 101:

Task Group 101 Budget	State FY 2026	State FY 2027	Total
Combined Costs	\$2,255,000	\$2,255,000	\$4,510,000
Professional Services	\$680,000	\$680,000	\$1,360,000
RTC Staff Costs	\$1,575,000	\$1,575,000	\$3,150,000
The sources of funding for Task Group 101 are:			
Consolidated Planning Grant (95%)	\$2,142,250	\$2,142,250	\$4,284,500
Local Funds (5%)	\$112,750	\$112,750	\$225,500

Sub-Task 101-1500 – General Outreach

Purpose:

Throughout the transportation planning process, RTC staff performs various functions concerning the time and materials used for advertising, preparation, and conducting public involvement activities associated with the development and implementation of plans and programs.

Community engagement and outreach have become increasingly important activities for the RTC MPO. This task will fund a support contract for a community engagement specialist that will help the RTC's MPO improve public outreach and enhance the agency's ability to communicate with the public to develop a better understanding of public needs and wants related to transportation planning and specific studies or projects led by the MPO. Activities could include scheduling and arranging public outreach activities, public surveys, developing and reviewing public outreach materials, helping maintain public contact databases, supporting federally required public comment activities, and other related tasks as they arise.

Public surveys that are representative of the demographics of Southern Nevada are included in this task. Surveys may be recurring or special. However, surveys related to a specific sub-task are included in that specific section and are not included as part of this sub-task. Surveys are an important tool to gather public opinions and attitudes about general transportation-related issues and assist in developing a regional vision.

Previous Work:

- Public outreach, meetings and promotion in support of the Regional Transportation Plan (RTP);
- Transportation Improvement Program (TIP);
- Unified Planning Work Program (UPWP) projects and studies;
- Public Participation Plan (PPP).

Methodology:

Through both mainstream and innovative means the RTC will develop, coordinate, and conduct public outreach related to all activities listed in the UPWP.

Examples of public outreach include conducting public meetings, participating in “pop-up meetings,” having a presence at community events, publishing documents, developing press releases, utilizing translation services and addressing and tracking public comments, updating the MPO web page for enhanced community engagement. General outreach is led by RTC's Department of Government Affairs, Media, and Marketing (GAMM).

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson; Boulder City
- City of Mesquite
- Nevada Department of Transportation (NDOT)

Budget:

Sub-Task 101-1500	State FY 2026	State FY 2027
Total Project Cost	\$65,000	\$65,000
Professional Services	\$40,000	\$40,000
RTC Staff Costs	\$25,000	\$25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$61,750	\$61,750
Local Match (5%)	\$3,250	\$3,250

Schedule and Deliverables:

Schedule: General Outreach is a recurring activity in the UPWP.

Deliverables: There will be a report developed to summarize public outreach activities by the RTC during State Fiscal Years 2026 and 2027. There will also be an inventory of display materials that have been utilized for RTC public outreach activities

Sub-Task 101-2300 – Stakeholder and Grants Coordination

Purpose:

Stakeholder and Grants Coordination covers all activities related to the continued coordination of the Southern Nevada regional transportation planning process with local agencies, Nevada Department of Transportation, U.S. Department of Transportation, and the coordination of activities with other regional planning agencies on inter-regional issues.

Methodology:

General liaison with the Nevada Department of Transportation (NDOT), coordination in development of the Strategic Highway Safety Plan and Southern Nevada Transportation Study, participation in meetings, workshops, and coordination with NDOT in development of the Southern Nevada Regional Intelligent Transportation System architecture, participation in activities of the Southern Nevada Regional Planning Coalition and inter-regional meetings and workshops. Similar stakeholder coordination tasks may arise during the period of performance for this Work Program. Stakeholder Coordination is performed by the RTC's Metropolitan Planning Organization, Government Affairs, Media and Marketing, and Executive Management teams.

Volpe Center ASEAN Partnership

Solidify partnership with Association of Southeast Asian Nations (ASEAN) member-city Phuket, Thailand as part of the USDOT's Volpe Center in support of a capacity building program through the Smart Cities Partnership.

RTC participated in a Smart Mobility Workshop in Thailand the week of January 22, 2024, with partner agencies and cities, and a follow-up conference was held in Boston later in 2024. USDOT is a part of a federal interagency team organizing a transportation and mobility-oriented project to link five ASEAN metro areas with five US peers that are addressing similar challenges unique to their context. USDOT will pay for all travel associated with participation in the capacity building program, however UPWP funding will be utilized for staff participation and planning costs.

Improve Coordination and Communication for Roadway Construction

RTC's construction coordination will focus on strengthening stakeholder collaboration to improve communication and streamline roadway project management. With numerous active work zones and lane restrictions occurring simultaneously, better coordination among agencies, utilities, and local entities is essential to minimizing disruptions for residents and businesses.

Through stakeholder interviews, we will identify key challenges and gather insights to develop a set of targeted recommendations. These will then be workshopped with a broader group to prioritize actions and assess support for implementation. By fostering stronger partnerships and improving coordination processes, potential outcomes include better scheduling alignment, enhanced real-time traffic and transit alerts, more effective public communication strategies, and the possible re-establishment of a standing coordination meeting.

This structured approach ensures that stakeholder input drives the development of practical tools and strategies, leading to a more efficient and responsive construction coordination system.

Regional Grants Coordination

Stakeholder coordination also includes facilitation of the Regional Grants Working Group, which is focused on coordination of transportation focused IJJA and IRA grant applications and the development of a long-term grant strategy.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Nevada Department of Transportation (NDOT)
- Southern Nevada Regional Planning Coalition
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Private industry and business stakeholders.

Budget:

Sub-Task 101-2300	State FY 2026	State FY 2027
Total Project Cost	\$175,000	\$175,000
Professional Services	\$100,000	\$100,000
RTC Staff Costs	\$75,000	\$75,000
Funding Sources		
Consolidated Planning Grant (95%)	\$166,250	\$166,250
Local Match (5%)	\$8,750	\$8,750

Schedule and Deliverables:

Schedule: This is a recurring task in the UPWP.

Deliverables: Coordination with local, state, and federal agencies on Southern Nevada regional transportation planning issues.

Sub-Task 101-2310– Planning Administration

Purpose:

Activities included under this Sub-Task include the overall administration of the Metropolitan Planning Organization (MPO) transportation planning process. These tasks are on-going activities required to meet federal and state regulations. Professional transportation planning services provided by consultant support are included under this sub-task and may cover the full range of activities required by federal, state, regional, and sub-regional processes for multimodal transportation planning.

Methodology:

Planning Administration occurs through the conduct of various meetings of regional stakeholders, including the RTC's Transportation Access Advisory and Executive Advisory Committees, Metropolitan Planning Subcommittee, Southern Nevada Strong, Nevada Department of Transportation, liaison meetings, Metropolitan Planning Subcommittee, RTC Board of Commissioners, and multiple other regional transportation coordination committees and groups.

RTC staff travel to and from meetings, workshops, and conferences located outside of the region is a necessary function of this task. Travel includes applicable fees related to registration, lodging, per-diem meals, airfare, and transportation in support of UPWP eligible activities. Also included in this task item is professional development of RTC staff through the maintenance of RTC staff certifications, membership in professional planning organizations and specialized training (such as meeting facilitation).

Planning administration includes recurring support from personnel of other departments at the RTC to ensure accomplishment of UPWP goals. This assistance includes staff from Facilities, Finance, Government Affairs and Media Marketing (GAMM), Human Resources, Legal, and Information Technology departments. The amount of inter-department staff time incurred is in direct support of approved MPO planning activities and will be recorded and documented monthly for quarterly reimbursement.

Expected Products:

- Continuous coordination with local agencies and stakeholders, inclusion of feedback and concepts discussed during committee meetings and other special meetings into the development and administration of the Southern Nevada Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and UPWP, including coordination of modifications and amendments to these documents.
- RTC agency membership in transportation-related national organizations; such as Association of Metropolitan Planning Organizations, National Association of Regional Councils, etc. is a function of this sub-task.
- Administration of professional services as outlined in the Fiscal Years 2026-2027 UPWP.

Examples of professional planning services to be performed by consultant support may include, but will not be limited to the following:

- leading project and contract management,
- providing technical assistance to local agencies
- supporting scenario planning analysis,
- performing financial analysis,
- participating in performance-based planning and programming,
- supporting air quality conformity analysis,
- assessing emerging technologies such as autonomous vehicles and electric vehicles,
- supporting development of transportation planning surveys,
- providing public involvement and stakeholder coordination support,
- analyzing regional economic and demographic trends,
- designing and/or recommending database management systems,
- classifying and editing data, etc.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Clark County Department of Environment
- Nevada Department of Transportation (NDOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

Budget:

Sub-Task 101-2310	State FY 2026	State FY 2027
Total Project Cost	\$665,000	\$665,000
Professional Services	\$0	\$0
RTC Staff Costs	\$665,000	\$665,000
Funding Sources		
Consolidated Planning Grant (95%)	\$631,750	\$631,750
Local Match (5%)	\$33,250	\$33,250

Schedule and Deliverables:

Schedule: Planning Administration is a recurring process in the UPWP.

Deliverables: Day to day planning activities of staff in different capacities.

Sub-Task 101-3100- Unified Planning Work Program (UPWP)

Purpose:

The UPWP coordinates transportation planning activities in the Southern Nevada region during the fiscal year.

Previous Work:

The UPWP is updated biennially, and previous work includes the development, administration, and amendment of the document.

Methodology:

RTC staff will, through stakeholder communication and the oversight of RTC committees develop, administer, amend, and implement the UPWP as required. The MPO is responsible for this task.

Participating Agencies:

Regional Transportation Commission of Southern Nevada (Lead Agency), Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, Nevada Department of Transportation, Federal Highway Administration, Federal Transit Administration.

Budget:

Sub-Task 101-3100	State FY 2026	State FY 2027
Total Project Cost	\$100,000	\$100,000
Professional Services	\$0	\$0
RTC Staff Costs	\$100,000	\$100,000
Funding Sources		
Consolidated Planning Grant (95%)	\$95,000	\$95,000
Local Match (5%)	\$5,000	\$5,000

Schedule and Deliverables:

Schedule: This is a recurring core task in the UPWP.

Deliverables:

- Preparation and delivery of quarterly reimbursements requests from the planning department to the Nevada Department of Transportation (NDOT).
- Development of amendments to the existing UPWP for State Fiscal Years 2026 and 2027 as necessary.
- The development of a new two year UPWP document for State Fiscal Years 2028 and 2029 which will be due for final approval by June 30, 2027.

**Sub-Task 101-3105 –
Public Participation Plan**

Purpose:

The Public Participation Plan (plan) establishes policies, processes and methods for engaging citizens, stakeholder groups, and other interested parties in regional transportation and transit planning. As required by federal regulations for Metropolitan Planning Organizations, the plan also establishes the public participation and amendment process for the Regional Transportation Plan and Transportation Improvement Program.

This subtask will be for the maintenance of the 2022 Public Participation Plan. This would include performing updates or providing requested interpretations of the document.

Previous Work:

- 2022 RTCSNV Public Participation Plan
- 2019 RTCSNV Public Participation Plan
- 2015 RTCSNV Public Participation Plan
- 2012 RTCSNV Public Participation Plan

Methodology:

- Continuing to monitor the region’s population growth, demographic changes, land-use patterns and transit demand.
- Implementing Public Participation Plan recommendations for ongoing evaluation of the effectiveness of public participation and tracking metrics.
- Participating in regional forums focused on inclusive community engagement such as the Cross-Sector Language Access Workgroup.
- Preparing videos and other communications to increase understanding of the role of the MPO and opportunities to engage in transportation planning and related decision-making.
- Providing translation services and accommodations in accordance with ADA.

Participating Agencies:

RTC of Southern Nevada

Budget:

Sub-Task 101-3105	State FY 2026	State FY 2027
Total Project Cost	\$55,000	\$55,000
Professional Services	\$15,000	\$15,000
RTC Staff Costs	\$40,000	\$40,000
Funding Sources		
Consolidated Planning Grant (95%)	\$52,250	\$52,250
Local Match (5%)	\$2,750	\$2,750

Schedule and Deliverables:

Schedule: This is a recurring process in the UPWP.

Deliverables: Continued monitoring of RTC public involvement, using the Public Participation Plan guidance as a reference.

**Sub-Task 101-3110 –
Southern Nevada Freight Planning**

Purpose:

To build upon previously collected information and other studies to assess the capabilities of the infrastructure to support and facilitate freight movement. This subtask will help fulfill the freight-related goals of the State of Nevada and federal requirements and provisions which were reflected in MAP-21, SAFETEA-LU, FAST ACT and the IIJA. These required that the metropolitan planning processes provide for consideration of projects and strategies to increase the accessibility and mobility of people and freight; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Previous Work:

- Southern Nevada Freight Plan Update Final Report (2022) – RTCSNV;
- Southern Nevada Regional Goods Movement Master Plan (2015) – RTCSNV;
- Nevada State Freight Plan (2017) – Nevada Department of Transportation (NDOT);

Methodology:

- Continue to convene the freight technical advisory committee. This committee discusses objectives and desired outcomes for freight in the Southern Nevada region. They receive information regarding supply chains, truck trip generators and the patterns and challenges of freight and goods movement in the Las Vegas region.
- Convene land use and economic development subcommittee to brainstorm possible land use related freight strategies that could possibly impact economic development.
- Hold a scenario planning and freight strategies workshop to immerse the TAC in differing future scenarios to prioritize freight strategies.
- Profile goods movement on supply chain activities and commodity flows into, out of and within the region.
- Conduct performance measure analysis to identify current choke points for freight in the regional roadway network.
- Identify actions that need to be completed to implement the policy and project recommendations identified elsewhere in the plan.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 101-3110	State FY 2026	State FY 2027
Total Project Cost	\$25,000	\$25,000
Professional Services	\$0	\$0
RTC Staff Costs	\$25,000	\$25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$23,750	\$23,750
Local Match (5%)	\$1,250	\$1,250

Schedule and Deliverables:

Schedule: This is a recurring process in the UPWP.

Deliverables:

- Continuing to facilitate and host freight technical advisory committee meetings.
- Conducting performance measure analysis to identify choke points for freight in the regional roadway network.

**Sub-Task 101-3115–
Congestion Management Process**

Purpose:

The purpose of congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The congestion management plan emphasizes the feasibility of cost-efficient strategies such as Travel Demand Management (TDM) and Transportation Systems Management (TSM). TDM focuses on user behavior modification strategies to reduce single-occupancy vehicles (SOV) and shift travel away from peak periods. TSM involves effective management of existing infrastructure through intersection improvements, signalization changes and freeway optimization.

Previous Work:

The Congestion Management Process is an ongoing process for RTC with recurring updates.

Methodology:

The CMP process involves the collection and analysis of a variety of different types of data. These include: 1) traffic volume counts; 2) speed and travel time data; 3) archived ITS /operations data; 4) private sector electronic traffic data sets; 5) transit data; 6) bicycle and pedestrian data; 7) crash data 8) travel survey data. This data is accumulated and analyzed. Variables impacting congestion are determined, such as locations of major trip generators, seasonal and time of day variations in traffic, work trips versus non-work trips as well as the incidents non-recurring congestion occurring from crash locations. Congestion benchmarks are established to designate whether a corridor being studied is considered to have congestion now or forecast to have so in the future.

Four tiers of strategies to mitigate congestion are also considered for applicability to each corridor. These tiers are 1) reducing person trips and vehicle miles traveled; 2) shifting automobile trips to other modes; 3) strategies to improve roadway operations and 4) adding capacity.

Participating Agencies:

- RTC of Southern Nevada
- Southern Nevada FAST
- Nevada Department of Transportation

Budget:

Sub-Task 101-3115	State FY 2026	State FY 2027
Total Project Cost	\$22,500	\$22,500
Professional Services	\$0	\$0
RTC Staff Costs	\$22,500	\$22,500
Funding Sources		
Consolidated Planning Grant (95%)	\$21,375	\$21,375
Local Match (5%)	\$1,125	\$1,125

Schedule and Deliverables:

Schedule: This is a recurring task in the UPWP.

Deliverables: Updating the Congestion Management Process report during State Fiscal Years 2026 and 2027.

Sub-Task 101-3120 – Performance Based Planning and Programming

Purpose:

Advance the current practices in data management, documentation, monitoring and analysis to meet the performance management goals and objectives of the Infrastructure, Investment, Jobs Act (IIJA) and its predecessor, the FAST Act.

Previous Work:

- Access 2050, Regional Transportation Plan for Southern Nevada 2021-2050 (2021)
- Access 2040, Regional Transportation Plan for Southern Nevada 2017-2040 (2017)
- Transportation Improvement Impacts (Appendix 4) to the FY 2013-2035 Regional Transportation Plan
- Las Vegas Valley Arterial Development Study (2009);
- Southern Nevada FAST (Freeway & Arterial System of Transportation) Dashboard;
- Nevada Department of Transportation (NDOT) Crash GIS database

Methodology:

- Research federal statutes, regulations, and guidance related to performance measures.
- Research examples of performance measure objectives and targets implemented by other regional transportation planning agencies.
- Coordinate with NDOT, RTC Transit, and RTC FAST on goals, objectives, and targets to meet required U.S. DOT performance measure regulations.
- Document existing RTC performance measures and objectives by category; such as highway, arterial, transit, multimodal, safety and freight.
- Analyze baseline conditions, trends, and expected system performance.
- Identify and analyze potential alternative transportation scenarios to meet performance measure objectives and targets.
- Analyze performance outcomes based on anticipated funding levels.
- Identify additional data in Southern Nevada that is readily available to support supplementary performance measures and objectives.
- Develop, update, and maintain a database of the selected performance measure objectives and targets as part of an on-going, long-term effort.
- Develop and document best practices for monitoring and evaluation procedures and standards.
- Monitor system performance relative to identified targets
- Evaluate observed impacts of investments and strategies.
- Develop statistics and graphics using the performance measure objectives and targets.
- Present the selected performance measure objectives to selected RTC committees.
- Develop recommendations regarding linkages between the selected performance measures, the Congestion Management Process (CMP), and project prioritization processes.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- Nevada Department of Transportation (NDOT)
- Private sector freight industry partners

Budget:

Sub-Task 101-3120	State FY 2026	State FY 2027
Total Project Cost	\$30,000	\$30,000
Professional Services	\$0	\$0
RTC Staff Costs	\$30,000	\$30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$28,500	\$28,500
Local Match (5%)	\$1,500	\$1,500

Schedule and Deliverables:

Schedule: This is a recurring process in the UPWP.

Deliverables:

- Analysis of performance-based planning and programming approaches implemented by other regional transportation planning agencies nationwide.
- A report documenting the establishment and integration into the RTC metropolitan planning process of a performance-based approach to transportation decision making in support of national goals.
- Database of the selected performance measure objectives and targets.
- Recommendations for performance measure linkage to the CMP and RTC project prioritization processes.

**Sub-Task 101-3125 –
Bicycle and Pedestrian Planning**

Purpose:

This task includes planning activities related to the continued efforts in the development and expansion of an interconnected regional bicycle and pedestrian transportation network, and the evaluation of the key role these networks play in the development and implementation of the Southern Nevada ‘Complete Streets’ strategy. Pedestrian safety has become an increasingly critical concern in the region, and training for improved pedestrian safety and awareness is included in this task item.

Previous Work:

- Let’s Go Regional Transportation Plan 2025-2050 (2025)
- Regional Bicycle and Pedestrian Plan (2017)
- Regional Bicycle and Pedestrian Plan (2016)
- Southern Nevada Strong Regional Plan (2015),
- Southern Nevada Transportation Safety Plan
- Complete Streets Design Guidelines for Livable Communities (2012)

Methodology:

- Maintain and implement the Regional Bicycle and Pedestrian Plan (2017)
- Develop implementation strategies and work with local partner agencies to advance recommendations from the Regional Bicycle and Pedestrian Plan;
- Update the RTC website to include new bicycle and pedestrian information and coordinate with RTC Communications staff on improving the RTC Regional Bicycle Network web page.
- Continue development of the Southern Nevada ‘Complete Streets’ initiative, which includes:
- Coordination with the jurisdictional planning/community development departments in supporting their Complete Streets planning efforts and incorporation of Complete Streets policies into their plan documents.
- Coordination with multiple stakeholders in development of an RTC Complete Streets Funding Program, which targets set asides for certain fund sources and determines project eligibility.
- Development of a regional pedestrian safety and awareness training program.

Budget:

Sub-Task 101-3125	State FY 2026	State FY 2027
Total Project Cost	\$50,000	\$50,000
Professional Services	\$0	\$0
RTC Staff Costs	\$50,000	\$50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$47,500	\$47,500
Local Match (5%)	\$2,500	\$2,500

Schedule and Deliverables:

Schedule: This is a recurring task in the UPWP.

Deliverables: The RTC will conduct additional bicycle and pedestrian planning, safety and awareness campaigns and inter jurisdictional coordination during State Fiscal Years 2026 and 2027.

**Sub-Task 101-3130 -
Transportation Safety Planning and Crash Report**

Purpose:

To participate in the Strategic Highway Safety Plan (SHSP) & the Zero Fatalities Goal

Previous Work:

- Let’s Go 2050 Regional Transportation Plan (2025)
- RTC Regional Transportation Plan for FY 2021-2050 (2021),
- RTC Bicycle and Pedestrian Plan (2017),
- Southern Nevada Transportation Safety Plan (2015).
- RTC Pedestrian Safety Action Plan (2009),

Methodology:

RTC will continue to participate in the implementation of the Nevada State Strategic Highway Safety Plan (SHSP) to attain its Zero fatalities goal and further move towards implementation of the Southern Nevada Transportation Safety Plan. RTC staff participate in the Nevada Advisory Committee on Transportation Safety (NVACTS) overseeing the SHSP. RTC staff participates in Technical Working Group advising the NVACTS on transportation safety in the development, update, and implementation of the SHSP. Other transportation safety committees on which the RTC staff are involved are the Traffic Records Coordinating committee (TRCC) and Pedestrian Task Force.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Nevada Department of Transportation (NDOT)
- City of Las Vegas
- Clark County
- City of North Las Vegas
- City of Henderson

Budget:

Sub-Task 101-3130	State FY 2026	State FY 2027
Total Project Cost	\$40,000	\$40,000
Professional Services	\$0	\$0
RTC Staff Costs	\$40,000	\$40,000
Funding Sources		
Consolidated Planning Grant (95%)	\$38,000	\$38,000
Local Match (5%)	\$2,000	\$2,000

Schedule and Deliverables:

Schedule: This is a recurring task in the UPWP.

Deliverables:

- Interim report on task elements
- Final Transportation Safety Plan

Sub-Task 101-3135 – Regional Transportation Plan and Visioning

Purpose:

In 2024, the RTC implemented an extensive outreach effort to engage the public on development of a transportation vision for Southern Nevada which culminated in a new Regional Transportation Plan (RTP) document known as “Let’s Go 2050”. This document, which was approved by the RTC Board in 2025, defines the key issues facing Southern Nevada over the next 25 years.

Under the Infrastructure, Investments and Jobs Act (IIJA), the metropolitan transportation planning process has been given new areas to consider. In particular, the IIJA emphasizes investments that consider housing, and environmental stewardship. The planning process must consider projects and strategies that will promote consistency between transportation improvements and state/local housing patterns.

Components of the Let’s Go 2050 Regional Transportation Plan consisted of

- 1) **Conducted vision survey** – in which a cross section of Southern Nevadans were surveyed as to their priorities for the regional transportation system. These were summarized and ranked. These responses helped guide the refinement of the overall mobility strategies, which were grouped into primary strategies and secondary strategies. Every project included in the RTP final project list had to be designated as achieving at least one of the primary strategies.
- 2) **Stakeholder Outreach**- outreach was made to local entities to identify local priorities and take steps to ensure that the new RTP reinforced similar goals to those which were developed and included in comprehensive plans from each of the local governments in Southern Nevada as well as the Southern Nevada Strong regional plan.
- 3) **A call for projects** was held to gather information on project recommendations from each local jurisdiction, NDOT and community partners. These project concepts built on the many previous plans that each agency had advanced through other coordinated initiatives.
- 4) **Prioritization of submitted projects** according to whether they were high priority (starting in 1 to 5 years), medium priority (starting in 6 to 10 years) or low priority (starting in more than 10 years). Projects were categorized and then combined into a single RTP Priority List. The Priority List consisted of those projects received through the call for projects, but also those which are part of the capital improvement program (CIP), projects from NDOT and projects in the Transportation Improvement Program (TIP)
- 5) **The RTP project list** was developed with fiscal constraint for each funding source and for overall. The evaluation of projects included a review of the projects utilizing with the performance-based benefits calculator, which was developed in a separate project.
- 6) **Outreach to stakeholders and local entities** was made with the draft and final versions of the RTP.
- 7) **Adoption of the RTP** by the RTC board and acceptance by NDOT and the FHWA occurred in early 2025.

Previous Work:

- Access2050, Regional Transportation Plan for Southern Nevada 2021-2050 (2021);
- Access2040, Regional Transportation Plan for Southern Nevada 2017-2040 (2017);
- RTC Transportation Improvement Program for FY 2019–2022 (2019);
- RTC Transportation Improvement Program for FY 2017–2021 (2017);
- RTC Public Participation Plan (amended in 2022);
- Southern Nevada Transportation Safety Plan (2015);

Methodology:

Development of the Let’s Go 2050 RTP incorporated the following changes, steps and updates.

- New federally funded projects that fully subscribe new funds available under the IJA Act.
- New regionally significant local projects that would be funded with fuel revenue indexing.
- Other changes and updates as needed to implement best planning practices related to long-range transportation planning.
- Facilitation of community outreach meetings, workshops, charrettes, or other public participation opportunities.
- Preparation of materials for public outreach in both English and Spanish including text and graphics on the website, online and/or printed surveys, agenda materials, media releases, topic papers, fact sheets, and mailings.
- Refined project prioritization process by synthesizing the results of the visioning process as well as information from key stakeholders to develop a project prioritization process.
- Developed different performance measures and metrics by which to assess the state of affairs as it related to transportation for the region.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Nevada Department of Transportation (NDOT)
- City of Las Vegas
- Clark County
- City of North Las Vegas
- City of Henderson
- City of Mesquite
- Boulder City

Budget:

Sub-Task 101-3135	State FY 2026	State FY 2027
Total Project Cost	\$70,000	\$70,000
Professional Services	\$10,000	\$10,000
RTC Staff Costs	\$60,000	\$60,000
Funding Sources		
Consolidated Planning Grant (95%)	\$66,500	\$66,500
Local Match (5%)	\$3,500	\$3,500

Schedule and Deliverables:

Schedule: This is a recurring task in the UPWP.

Deliverables: During State Fiscal Years 2026 and 2027, the RTC will be developing amendments to the 2050 Let's Go Regional Transportation Plan as necessary. These amendments occur when there are major adjustments to RTP program elements, such as adding projects, changing projects and/or modifying existing projects and funds.

These amendments will also need to be checked for air quality conformity and made available for a 21 day public comment period prior to being approved by the RTC Board.

Subtask 101-3200

Transportation Improvement Program

Purpose:

Activities included under this Sub-Task include administration and maintenance of the current State FY 2025-2029 Transportation Improvement Program (TIP), including processing of modifications and amendments.

Previous Work:

- Development and maintenance of the TIP is an on-going activity. Most recently the State FY 2025-2029 TIP was approved by the U.S. Department of Transportation on February 7, 2025.

Methodology:

- Determine that sufficient federal, state, and local revenue sources are available to fund projects programmed in the TIP.
- Ensure that all non-exempt projects included in the TIP and subsequent amendments come from a conforming Long Range Transportation Plan, as required under the Clean Air Act Amendments of 1990.
- Ensure that the TIP gives priority to eligible Transportation Control Measure projects as identified in the air quality State Implementation Plans. Utilize the RTC Project Evaluation and Prioritization Process to select projects for inclusion in the TIP.
- TIP projects are included in the MPO Title VI analysis to ensure that a fair amount of investment is made to provide services to areas where there is a greater than average concentration of minority, low income, senior, limited English proficiency (LEP) and disabled populations and that the projects are distributed in a balanced manner throughout the Southern Nevada region.
- Coordinate administration and maintenance of the TIP program with the Statewide TIP (STIP) by NDOT to ensure subsequent integration of the Clark County TIP into the Statewide TIP.
- Provide reasonable opportunity for public comment in accordance with the RTC Public Participation Plan and federal regulations.
- Incorporate ADA considerations, as appropriate.
- Prepare modifications and amendments to the TIP.
- Coordinate modifications and amendments of the TIP program with the Statewide TIP by NDOT, to ensure subsequent integration of changes to the Clark County TIP into the Statewide TIP.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Nevada Department of Transportation (NDOT)

Budget:

Sub-Task 101-3200	State FY 2026	State FY 2027
Total Project Cost	\$105,000	\$105,000
Professional Services	\$0	\$0
RTC Staff Costs	\$105,000	\$105,000
Funding Sources		
Consolidated Planning Grant (95%)	\$99,750	\$99,750
Local Match (5%)	\$5,250	\$5,250

Schedule and Deliverables:

Schedule: The TIP is a continual activity in the UPWP.

Deliverables: During State Fiscal Years 2026 and 2027, the RTC will be preparing updates to the State Fiscal Years 2025-2029 TIP document. These updates are done when there are circumstances such as updates to project descriptions, funding adjustments or the addition of new projects.

**Sub-Task 101-3500 –
Title VI / ADA -**

Purpose:

Activities included under this Sub-Task include development of products and procedures to implement the Civil Rights Act of 1964- Title VI and provide Ladders of Opportunity to traditionally underserved populations in accordance with subsequent U.S. Department of Transportation Guidance and Regulations.

Previous Work:

- Title VI Program Update Report (2010), Civil Rights Act of 1964-Title VI Program Report (1998), Title VI Program Update Report (2009), and Title VI Reports for the MPO and Transit (2013).

Methodology:

- Completion of updates to monitor the effectiveness of the transportation system in providing Ladders of Opportunity for low-income, minority, elderly, and traditionally underserved populations as required.
- The RTC is responsible for this task.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Clark County Department of Environment
- Nevada Department of Transportation (NDOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

Budget:

Sub-Task 101-3500	State FY 2026	State FY 2027
Total Project Cost	\$32,500	\$32,500
Professional Services	\$15,000	\$15,000
RTC Staff Costs	\$17,500	\$17,500
Funding Sources		
Consolidated Planning Grant (95%)	\$30,875	\$30,875
Local Match (5%)	\$1,625	\$1,625

Schedule and Deliverables:

Schedule: Title VI is a continual activity in the UPWP.

Deliverables: RTC will submit the 2025 Title VI Update for the MPO and Transit Divisions to NDOT in September 2025.

**Sub-Task 101-3600 –
Miscellaneous (Inrix, ArcGIS, Streetlight, Transcad)**

Purpose:

This task item covers all activities related to efficient planning administrative work as well as providing for costs associated with planning and administration. This includes, but is not limited to travel, membership dues, software licenses, office supplies, copying and printing, traffic probe data acquisition, professional licenses, registration, lodging, and meals in support of other UPWP eligible activities.

Additional potential software programs and licenses that may be utilized to enhance regional transportation planning may include, but are not limited to:

Stata, Sugar Access, Community Remarks, INRIX, ArcGIS, Transcad, Streetlight and timekeeping software to track RTC staff hours and UPWP tasks.

Participating Agencies:

Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 101-3600	State FY 2026	State FY 2027
Total Project Cost	\$570,000	\$570,000
Professional Services	\$500,000	\$500,000
RTC Staff Costs	\$70,000	\$70,000
Funding Sources		
Consolidated Planning Grant (95%)	\$541,500	\$541,500
Local Match (5%)	\$ 28,500	\$ 28,500

Schedule and Deliverables:

Schedule: Miscellaneous is a continual task in the UPWP.

Deliverables: The Miscellaneous subtask will provide for costs associated with professional planning work. These include planning conference fees and related travel, planning software licenses and office supplies.

Sub-Task 101-9215 – Discretionary Grant Administration

Purpose:

The Discretionary Grant Administration subtask is intended to fund reported RTC staff time associated with planning projects whose professional service costs are paid through external planning grants rather than utilizing federal Consolidated Planning Grant (CPG) funds. This allows for RTC staff time spent on these planning projects to be reimbursed.

Methodology:

RTC staff time incurred in support of each of the grant-administered planning project will be charged to the Discretionary Grant subtask, rather than to the subtask itself.

Eligible Studies:

Listed as grantor and specific project assisted by the grant.

1. USDOT RAISE Grant - Charleston Boulevard Alternatives Analysis
2. FTA – Areas of Persistent Poverty – Equitable Access to Mobility Plan
3. Build America Bureau – Regional Infrastructure Accelerator Program – Reimagine Boulder Highway – Regional infrastructure Accelerator.
4. FHWA – Safe Streets and Roads for All – Southern Nevada Safe Streets for All Action Plan
5. FHWA – Bipartisan Infrastructure Law 11204(c)(2) - Prioritization Process Pilot Program
6. FTA – Transit Oriented Development Planning – Boulder Highway Transit Oriented Development Plan
7. FTA – Transit Oriented Development – Charleston Boulevard Transit Oriented Development
8. Community Project Funding – Bike Share Expansion
9. US Department of Defense - Office of Local Defense Community Cooperation – Nellis Air Force Base Transportation Study
10. National Parks Service -Rivers, Trails and Conservation Assistance (RTCA) program – Regional Open Space and Trails (ROST) Workgroup Strategic Vision
11. State of Nevada, Nevada Outdoor Recreation Infrastructure – Access to Parks – Transportation Access to Parks Plan – Phase One.
12. Southern Nevada Health District – CDC REACH grant – Bike Share Expansion and Food Access Planning
13. State of Nevada, Department of Public Safety – Bicycle Safety Videos

The above grants are described in greater detail in Appendix D of this UPWP document.

Participating Agencies:
RTC of Southern Nevada

Budget:

Sub-Task 101-9215	State FY 2026	State FY 2027
Total Project Cost	\$250,000	\$250,000
Professional Services	\$0	\$0
RTC Staff Costs	\$250,000	\$250,000
Funding Sources		
Consolidated Planning Grant (95%)	\$237,500	\$237,500
Local Match (5%)	\$12,500	\$12,500

Schedule and Deliverables:

Schedule: Discretionary Grant Administration is an ongoing subtask in the UPWP.

Deliverables: Progress will be made on several grant funded planning studies during State Fiscal Year 2026 and State Fiscal Year 2027. This will be facilitated in part by RTC staff time, which will be reimbursed through the Discretionary Grants Administration subtask.

Task Group 201: Data Collection and Analysis

This task covers the gathering of data needed to support the MPO’s planning activities and the analysis of that data as part of the development of the Regional Transportation Plan and other planning studies.

Activities include:

- The maintenance of the regional travel demand forecast model and upgrades to keep up with the state-of-the-practice;
- Execution of model runs and analysis to support traffic and transit studies and the demonstration of air quality conformity;
- Undertaking travel surveys to support the calibration of the model;
 - Improving the technical capability of the RTC to perform more detailed transportation analyses needed by RTC, NDOT or our partner local agencies;
- Development of population and land use forecasts;
- RTC’s participation in a regional program of traffic counts; and,
- Developing techniques and methods to inventory bicycle and pedestrian activity.

Several of these activities will require extensive professional support from outside consultants. The costs of professional services are included under Task Group 201. Task Group 201 includes the RTC staff time associated with these data collection and analytical activities as well as the procurement of professional services and their administrative and financial oversight

Specific Sub-Tasks are:

- 201-2116, Travel Demand Model
- 201-2125, Planning Variable Development
- 201-2130, Public Health Assessment Model
- 201-2206, Annual Population Forecast
- 201-2230, Travel Demand Model Enhancements and Validation)
- 201-4015, Travel Demand Model Employment Projections and Technical Support
- 201-9220, GIS Analysis and Visualization
- 201-9240, Census Analysis
- 201-9265, Regional Bike and Sidewalk Inventory – LIDAR management

Task Group 201, State Fiscal Years 2026-2027 Budget

The following costs are included under Task Group 201:

Task Group 201 Budget	State FY 2026	State FY 2027	Total
Professional Services (CPG Funded)	\$195,000	\$195,000	\$390,000
RTC Staff Costs	\$475,000	\$475,000	\$950,000
Combined Costs	\$670,000	\$670,000	\$1,340,000
The sources of funding for Task 201 are:			
Consolidated Planning Grant (95%)	\$636,500	\$636,500	\$1,273,000
Local Match (5%)	\$33,500	\$33,500	\$67,000

Sub-Task 201-2116 - Travel Demand Model

Purpose:

Travel Demand Forecasting (TDF) is an essential tool that RTC employs to estimate future travel conditions and regional mobility needs. The information generated from the process provides decision makers with the background to determine future transportation system improvement needs, which are programmed into the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Previous Work:

- RTC model updates;
- FY 2021-2050 Regional Transportation Plan (RTP) modeling results, including modifications and amendments;
- FY 2021-2024 Transportation Improvement Program (TIP) modeling results and amendments;
- Travel Demand Modeling run results for various corridor studies by either consultants or RTC; Travel Demand Modeling run results by consultants in coordination with RTC modeling technical support.

Methodology:

- Improve the network structure and coding procedures and qualities (ongoing).
- Update the travel demand model network with all highway, roadway, and transit networks, park and ride facilities, and intersection signal projects regarding any amendments to the 2021-2050 RTP.
- Test and apply the update versions of the RTC Travel Demand Model as they are developed under UPWP Task 201-2230.
- Coordinate with the consultant to resolve any technical issues that may arise during routine modeling activities.
- Research and implement the incorporation of bicycle and pedestrian trips and 'Complete Streets' design elements into RTC modeling procedures.
- The work is performed by RTC modeling staff and the project consultant.

Schedule and Deliverables:

- Updated model inputs, highway and transit networks.
- Model results as needed for supporting RTP as well as TIP amendments or model data needs of UPWP studies.
- VISSIM modeling results for corridors and/or intersections.
- Tests of air quality emissions projections using 'MOVES.'
- Report detailing modeling results.
- Modeling work is an on-going activity.

Budget:

Sub-Task 201-2116	State FY 2026	State FY 2027
Total Project Cost	\$380,000	\$380,000
Professional Services	\$30,000	\$30,000
RTC Staff Costs	\$350,000	\$350,000
Funding Sources		
Consolidated Planning Grant (95%)	\$361,000	\$361,000
Local Match (5%)	\$19,000	\$19,000

Schedule and Deliverables:

Schedule: This is a continual process in the UPWP.

Deliverables: During State Fiscal Years 2026 and 2027 population forecasts will be prepared which will contain long-term projections for Clark County, Nevada.

Sub-Task 201-2125 - Planning Variable Development –

Purpose:

The RTC travel demand model (TDM) is an essential tool used by the Regional Transportation Commission of Southern Nevada (RTC) to forecast future regional travel conditions and estimate future transportation system needs that guide the development of the Regional Transportation Plan. Socioeconomic data is one of the most important elements in TDM development. To determine the TDM inputs, one must:

- 1) Determine the current and future land use development patterns and
- 2) Convert the land use patterns to the planning variables that are required by the TDM.

The planning variables are the land use input for the TDM. RTC's TDM requirements dictate inputs identified in the planning variable structure. The planning variables are aggregated to the Traffic Analysis Zones (TAZ's) which were developed for travel demand forecasting purposes.

Previous Work:

2020 - Planning Variable Development and Methodology – Land Use Working Group and RTC of Southern Nevada

Methodology:

The Planning Variables are developed based on Clark County's Geographic Integrated Land Use Information System (GILIS), planned land use policies for 2025-2050 and Clark County total population and employment forecasts made by the University of Nevada Las Vegas (UNLV) Center for Business and Economic Research (CBER).

1. Obtain and process the base year population from the latest iteration of GILIS parcel data provided by the Clark County Department of Comprehensive Planning.
Obtain and process future land use forecasts through working with the Land Use Working Group (LUWG)
2. Establish jobs/acreage conversion methods and factors.
3. Develop planning variables.
4. Validate planning variables, using processes such as control total benchmarks and LUWG review/quality control as necessary.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Clark County Department of Comprehensive Planning
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Clark County School District
- Las Vegas Chamber

- Southern Nevada Water Authority,
- Las Vegas Water District,
- Nellis Air Force Base,
- Harry Reid International Airport,

Budget:

Sub-Task 201-2125	State FY 2026	State FY 2027
Total Project Cost	\$50,000	\$50,000
Professional Services	\$0	\$0
RTC Staff Costs	\$50,000	\$50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$47,500	\$47,500
Local Match (5%)	\$2,500	\$2,500

Schedule and Deliverables:

Schedule: This is a continual activity in the UPWP.

Deliverables: In State Fiscal Year 2026 and State Fiscal Year 2027, the RTC will be updating land use variables related to new development for the purpose of assisting the preparation of RTP amendments.

Sub-Task 201-2130 - Public Health Assessment Model–

Purpose:

The influence of transportation and land use investments on health and physical activity are broadly recognized yet rarely captured and quantified in a predictive tool that considers built and natural environmental factors. Public health experts and land use and transportation planners seek ways to collaborate to make healthy changes to the built environment.

Urban Design 4 Health (UD4H) developed the National Public Health Assessment Model (N-PHAM) with U.S. Environmental Protection Agency (EPA) support. Before their work on this project, there weren't any widely available, consistent, nationally applicable decision-support planning tools to quantify the health impacts of changes to the built and natural environment.

As part of the Sustainable and Healthy Communities Research Program, the Environmental Protection Agency (EPA) researches and develops tools to help communities make decisions that support more balanced development patterns, including development that promotes public health.

Previous Work:

- Land Use and Transportation Scenario Planning,
- Title VI/Ladders of Opportunity,
- Travel Demand Model,
- Bicycle and Pedestrian Planning,
- Transportation Safety Planning,
- Congestion Management Process,
- Regional High Speed Rail Station, Regional Commuter
- Center Study,
- On Board Mobility Plan,
- Regional Transportation Plan & Visioning,

Methodology:

The public health assessment model was developed by Urban Design for Health (UD4H), implemented using the R programming language, and provided as a web application with a graphical user interface. The model aggregates demographic and built environment characteristics by census block group (CBG) and traffic analysis zones (TAZ) from our base year 2015 travel demand model. Input scenario data, representing changes from baseline conditions can be fed into the model as a CBG-TAZ data table in a comma delimited format, or an Urban Footprint Scenario Canvas export file in a GEO-CSV format. The model's output reflects health impacts estimates resulting from the changes.

Participating Agencies:

RTC of Southern Nevada

Budget:

Sub-Task 201-2130	State FY 2026	State FY 2027
Total Project Cost	\$10,000	\$10,000
Professional Services	\$0	\$0
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$9,500	\$9,500
Local Match (5%)	\$500	\$500

Schedule and Deliverables:

Schedule: This is a continual process in the UPWP.

Deliverables: Staff will reference the findings from the Public Health Assessment Model in various planning efforts in State Fiscal Years 2026 and 2027.

**Sub-Task 201-2206 -
Annual Population Forecast**

Purpose:

To provide long-term population forecasts for the Southern Nevada region. Results of this task will be used as control totals for development of the RTC planning variables, which are inputs to the RTC Travel Demand Model.

Previous Work:

Annual Population Forecasts are an on-going activity.

Methodology:

- Coordinate with local entities, SNWA, and CBER to develop regional population projections, report progress, and discuss issues raised during the planning process.
- The work is performed by RTC modeling staff and the project consultant.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Nevada Department of Transportation (NDOT)
- Southern Nevada Water Authority (SNWA)
- Clark County School District
- Las Vegas Convention and Visitors Authority
- University of Nevada, Las Vegas (UNLV)

Budget:

Sub-Task 201-2206	State FY 2026	State FY 2027
Total Project Cost	\$30,000	\$30,000
Professional Services	\$25,000	\$25,000
RTC Staff Costs	\$5,000	\$5,000
Funding Sources		
Consolidated Planning Grant (95%)	\$28,500	\$28,500
Local Match (5%)	\$1,500	\$1,500

UNLV will generate separate invoices to RTC and the SNWA for one-half (1/2) of the total annual costs (\$50,000), an amount not to exceed \$25,000 per funding entity for costs related to developing the annual long-range population forecasts.

Schedule and Deliverables:

Schedule: This is a continual process in the UPWP.

Deliverables: The preparation and release of the Annual Population Forecast Report for Clark County, Nevada.

Sub-Task 201-2230

Travel Demand Model Enhancements & Validation Improvement and Technical Support

Purpose:

Travel demand model uses current travel behavior to predict future travel patterns from samples of travel behavior data. Models are critical tools for transportation planners and engineers who use the model to forecast the transportation needs of the communities they serve. The travel demand model helps transportation professionals assess the pros and cons of different options for meeting those needs. The purpose of this project is to 1) provide technical support to RTC staff; 2) necessary updates and improvement to RTC 2022 Travel Demand Model (September 2024 release) hybrid travel demand model with latest data, information, and needs along with further validation.

Previous Studies:

- RTC 2022 Travel Demand Model
- RTC Let's Go 2050 RTP modeling
- RTC Let's Go 2050 TIP 2025-2029 modeling

Methodology:

1. RTC initiates needed technical support when necessary and applicable
2. RTC initiates model update and/or improvement request when necessary and applicable. RTC will work with consultant closely to ensure the result meets RTC expectations.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Nevada Department of Transportation (NDOT)
- City of Las Vegas
- Clark County
- City of North Las Vegas
- City of Henderson
- Clark County Department of Environment

Budget:

Sub-Task 201-2230	State FY 2026	State FY 2027
Total Project Cost	\$60,000	\$60,000
Professional Services	\$60,000	\$60,000
RTC Staff Costs	\$0	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$57,000	\$57,000
Local Match (5%)	\$3,000	\$3,000

Schedule and Deliverables:

Schedule: Approximately 24 months

Deliverables: Monthly reports, final report and technical memos will be prepared as necessary in line with changes made to the travel demand model during State Fiscal Years 2026 and 2027.

Sub-Task 201-4015

Travel Demand Model, Employment Projections and Technical Support:

Purpose:

Obtain need based professional services support to determine air quality conformity of amendments to the Regional Transportation Plan (Let’s Go 2050). The consultant will run the model and provide air quality analysis, conformity demonstration and determination, as well as preparation of technical reports for each model run. The consultant will provide modeling and analysis for up to three RTP amendments.

Previous Studies:

RTC 2022 Travel Demand Model
RTC Let’s Go 2050 RTP Air Quality Conformity Report with MOVES4

Methodology:

This project provides need-based support to RTC staff primarily in air quality conformity demonstration including, but not limited, to apply anticipated EPA MOVES 5 applications. The methodology and tasks are to be the continuation of RTC contract 22-046 Task 2 e) through h).

Participating Agencies:

Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-4015	State FY 2026	State FY 2027
Total Project Cost	\$60,000	\$60,000
Professional Services	\$60,000	\$60,000
RTC Staff Costs	\$0	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$57,000	\$57,000
Local Match (5%)	\$3,000	\$3,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables: The RTC will work with the consultant to run the model to help determine air quality conformity and produce reports for up to three RTP amendments during State Fiscal Years 2026 and 2027.

Sub-Task 201-9220
GIS Analysis and Visualization

Purpose:

The latest Federal Planning Rule for Metropolitan Planning calls for increased use of visualization to communicate planning-related information and concepts. This task will be an ongoing in-house process to improve and maintain RTC’s Geographic Information Systems mapping and visualization capacity and deploy that towards better meeting FHWA and FTA requirements.

Previous Work:

The Regional Transportation Commission has an established GIS program, and GIS has been an integral part of the agency’s required planning processes.

Methodology:

Increased use of GIS for analysis and visualization will require the following basic steps:

- Maintain transportation-related data layers;
- Maintain and operate an online Project Assessment Tool that allows analysis of planned or potential transportation projects;
- Develop GIS-based analysis or visualization materials as needed or requested by RTC agency stakeholders.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-9220	State FY 2026	State FY 2027
Total Project Cost	\$50,000	\$50,000
Professional Services	\$20,000	\$20,000
RTC Staff Costs	\$30,000	\$30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$47,500	\$47,500
Local Match (5%)	\$2,500	\$2,500

Schedule and Deliverables:

Schedule: GIS Analysis and Visualization is a recurring task in the UPWP.

Deliverables: In State Fiscal Years 2026 and 2027, the MPO will work closely with the RTC GIS department to maintain and enhance transportation related GIS data layers, as well as work on the development of the Project Assessment Tool.

Sub-Task 201-9240 Census Analysis

Purpose:

Every 10 years, the U.S. Census Bureau conducts a census to determine the number of people living in the United States. The U.S. Census Bureau conducts the census in years ending in zero, on Census Day, which is April 1.

The Decennial Census is the main source to provide an accurate population count in the U.S. The data can be used to perform population trend analysis, land use model allocation, travel demand model estimation, validation and calibration, and to identify the transit service needs.

Previous Studies:

- 2018 Livable Centers Study Project One
- 2018 Boulder Highway Multimodal Study
- 2019 SNS community Engagement tool

Methodology:

The RTC team will perform in-depth population trend analyses using the 2020 decennial census along with other historical data. The analyses will be performed at the regional level, sub-regional level, and district level. A final report will be generated to provide information about how the population has changed in the past few decades.

Participating Agencies:

Regional Transportation Commission of Southern Nevada

Budget:

Sub-Task 201-9240	State FY 2026	State FY 2027
Total Project Cost	\$20,000	\$20,000
Professional Services	\$0	\$0
RTC Staff Costs	\$20,000	\$20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$19,000	\$19,000
Local Match (5%)	\$1,000	\$1,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables: The Decennial Census Analysis Report will be reviewed and updated as necessary.

Sub-Task 201-9265

Regional Bike and Sidewalk Inventory – LIDAR management

Purpose:

The Regional Bikeway and Sidewalk Inventory determined the presence of bike facilities and sidewalks along existing major roadways and established a consistent GIS database for active transportation facilities. The inventory serves as a resource for:

- Tracking and facilitating implementation of the Regional Bicycle and Pedestrian Plan;
- Identifying locations of existing bicycle and pedestrian facilities and gaps;
- Identifying sidewalk accessibility deficiencies and maintenance needs;
- Integrating active transportation facilities into regional transportation modeling;
- Establishing baselines for regional transportation performance measures related to biking, walkability,; and
- Developing and updating future regional scale biking, trails, sidewalk, and accessible path of travel maps for public education and navigation.

Previous Work:

- Regional Bike and Sidewalk Inventory (2023)
- RTC Regional Bicycle and Pedestrian Plan (2017)
- RTC Policies and Procedures, Policy for Reimbursement of Maintenance Costs for Off-Street Shared Use Paths (2019)
- RTC Bicycle and Pedestrian Plan (2008)
- Coordinated Public Transit Human Services Transportation Plan (2020)
- Neon to Nature app and mobile app
- Sidewalk, bikeway, and trail data maintained by the various jurisdictions in Southern Nevada
- Data provided from open sources (e.g. Open Street Map)
- RTC MPO Transportation Model

Methodology:

- Utilize the Regional Bikeway and Sidewalk Inventory LIDAR Data Maintenance Manual and identify any needed revisions;
- Evaluate the level of comfort of existing bicycle infrastructure;
- Evaluate accessibility of existing sidewalks;
- Compare existing bicycle and pedestrian facilities with improvements proposed in the Regional Bicycle and Pedestrian Plan and Regional Walkability Plan and identify gaps;
- Prepare maps to illustrate gaps and opportunities for improvements in communities of concern and areas of high heat vulnerability;
- Compare existing active transportation facilities with Neon to Nature and RTC Bicycling maps and identify updates;
- Maintain communication with RTC Streets and Highways regarding ongoing LIDAR data updates;
- Complete first and last mile analysis to transit stops and community destinations (e.g. schools) and develop project lists in coordination with local agencies and community partners;
- Identify other applications of the data and implement in coordination with project stakeholders; and
- Encourage use of the data through ongoing communications with project stakeholders, committee presentations, and other forums.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (lead)
- Southern Nevada Health District (SNHD)
- Nevada Department of Transportation (NDOT)
- University of Nevada – Las Vegas (UNLV)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- Boulder City
- Get Outdoors Nevada

Budget:

Sub-Task 201-9265	State FY 2026	State FY 2027
Total Project Cost	\$10,000	\$10,000
Professional Services	\$0	\$0
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$9,500	\$9,500
Local Match (5%)	\$500	\$500

Schedule and Deliverables:

Schedule: LIDAR inventory management will be a recurring activity in the UPWP.

Deliverables: The planning department will use LIDAR to help identify and evaluate areas of need with regards to bicycle and/or pedestrian infrastructure.

Task Group 202: Long Range Transportation Planning

The next update of the Regional Transportation Plan will need to address a number of issues in more depth than is supported by current knowledge, data and policies.

This task covers a number of key MPO practices related to the provisions of MAP-21, the FAST Act , the Infrastructure Investment and Jobs Act (IIJA) and related topics of regional concern that RTC anticipates addressing more extensively in future long-range planning activities, including the next RTP.

Activities include:

- Development and application of visioning techniques as part of efforts to engage the community in RTP development;
- Creation of a framework for performance-based planning in accordance with MAP-21 and the FAST Act;
- On-going coordination of transit with human services;
- Development of policies and proposals related to bicycle and pedestrian planning;
- Development of policies and proposals related to the various aspects of transportation safety planning.

Some of these activities will require professional support from outside consultants but a greater part of the work will be performed with RTC resources. The Task Group 202 budget reflects this.

Specific Sub-Tasks are:

- 202-3720, RTP-CIP Project Prioritization Tool
- 202-9035, On Board Mobility Plan
- 202-9040, Coordinated Human Service Transportation Plan
- 202-9090, Transit Oriented Development and Coordination
- 202-9095, Regional Impacts of Freight Truck Parking on Neighborhoods

Task Group 202, State Fiscal Years 2026-2027 Budget

The following costs are included under Task Group 202:

Task Group 202 – Long Range Transportation Planning	State FY 2026	State FY 2027	Total
Total Task Group Cost	\$365,000	\$365,000	\$730,000
Professional Services (CPG Funded)	\$250,000	\$250,000	\$500,000
RTC Staff Costs	\$115,000	\$115,000	\$230,000
The sources of funding for Task Group 202 are:			
Consolidated Planning Grant	\$346,750	\$346,750	\$693,500
Local Funds	\$18,250	\$18,250	\$36,500

Sub-Task 202-3720 (Grant Funded)
RTP-CIP Prioritization Tool (Performance-Based Benefits Calculator)

Purpose:

The objective of the Performance Based Benefits calculator study is to develop an automated benefits calculator to quantify the anticipated return on investment on proposed Regional Transportation Plan and Capital Improvement Program projects to the public.

The professional services contract of \$267,435 is being paid for with non-CPG fuel revenue index funding from the RTC Streets and Highways Department.

There will not be any consolidated planning grant (CPG) funds expended on professional services.

MPO staff time costs for this study will be paid out of subtask 101-9215 - Discretionary Grant Administration.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada,

Schedule and Deliverables:

Schedule: 12 months

Deliverables: A functional automated performance benefits calculator for the RTC.

Sub-Task 202-9035 On Board Mobility Plan

Purpose:

With growing regional interest in high-capacity transit (HCT) to serve residents and visitors, the RTC seeks to conduct a study that will provide a coordinated and comprehensive approach for promoting balanced transportation and transit supportive land use patterns.

HCT is a transit service that can improve reliability and carry more people at higher speeds than a standard fixed route bus. Route capacity can be expanded through increases in the number of vehicles, vehicle size, frequency, travel speed or a combination of these elements. There are a range of HCT services in use nationally and internationally including bus rapid transit (BRT), light rail transit (LRT), commuter rail, modern streetcar, and heavy rail (subway).

This task will provide RTC staff-level planning support for a larger study effort that will develop a HCT plan for Southern Nevada. Development of the HCT plan will be based on projected economic market analysis, future land use changes, corridor analysis, transportation modeling, stakeholder and public involvement, and an analysis of transit capital and operating costs. It is anticipated that this study will produce a recommended set of corridors, corridor miles, preferred HCT technology, and the optimal number of stations for a potential HCT system. This planned HCT network information will then enable the RTC and local agency partners to proceed with long-range land use planning to develop specific station area typologies and a potential future transit-oriented development incentives program to ensure development patterns and densities can support HCT.

Previous Work:

- Maryland Parkway Environmental Assessment (2016);
- Transportation Investment Business Plan (2016);
- Southern Nevada Strong (SNS) Regional Plan (2015);
- Las Vegas Valley Long Range Transit Survey (2005);
- Las Vegas Valley Transit System Development Plan (2002).

Methodology:

RTC staff will manage the study to identify characteristics of the built environment and transportation corridors in Southern Nevada that may be compatible for HCT. Study findings will enable the RTC and regional partners to understand the scope of potential HCT investments, evaluate tradeoffs, and better conceptualize additional planning needs.

Task 1: Project Management

the RTC Project Manager will communicate regularly with the selected consultant and conduct monthly project management functions to ensure the project progresses according to schedule, within budget, and that deliverables meet the quality standards expected by the RTC and its partners. These functions include coordination with internal consultant staff, RTC and participating agency staff, as well as monthly progress reports, accounting and invoicing.

Task 2: Stakeholder Coordination

Assist in the coordination with other ongoing studies at the RTC, NDOT, and RTC local member agencies. RTC staff will coordinate with local agencies which have experience in population and employment.

projections, redevelopment planning, comprehensive planning, and zoning issues will be important to ensure local factors are represented in the study methodology.

Task 3: Community and Public Involvement

This study necessitates coordinated outreach to the general public. RTC staff and the selected consultant will create and implement a public outreach strategy and assist the RTC in all matters related to public involvement (distributing public information, newsletters, presentation materials, briefings, meeting summaries, and information for posting on the RTC web site).

Task 4: Study Methodology and Data Collection

RTC staff will help document the existing regional transportation policy framework and conduct research on national and international efforts to implement transportation strategies. The methodology will cover indicators and their means of measurement. The evaluation will include methods to forecast the impact of transit projects on these measures.

Task 5: Transit Supportive Land Use in Southern Nevada

By focusing on compact development around transit stations, transit-supportive developments capitalize on public infrastructure investments. Extensive research has been completed that identifies built environment characteristics necessary to support varying levels of HCT investment. The RTC seeks to consolidate this research and verify (or develop) targets that are specific to the built environment attributes of Southern Nevada. This effort will help inform the stakeholder group and the public about the relationship between transportation and land use and help establish the rationale for ranking potential HCT corridors.

Task 6: HCT Corridor Screening and Data Collection

One of the first study tasks that RTC staff will assist the consultant with will be to identify priority HCT investments for transit corridors identified in the Regional Transportation Plan 2013-2035, Las Vegas Valley Long Range Transit Survey (2005), and by stakeholders.

Task 7: Prepare and Evaluate Land Use Scenarios

Up to two (2) alternative land use scenarios will be prepared. The two scenarios will be compared to each other and to a base case scenario. The overall purpose of this task is twofold: 1) to determine the potential travel demand impacts associated with alternative land use scenarios along specified transit corridors; and 2) to determine the economic viability of each alternative land use scenario.

Task 8: HCT Corridor Modeling

Of the top ranked HCT corridors and those with appropriate land use characteristics from the scenario planning, RTC staff will help identify and describe conceptual HCT mode(s) and their respective project limits from the land use scenario analysis. Conceptual HCT modes identified should have a basis in local knowledge of the corridor, constraints, existing plans, transit supportive land use, HCT corridor screening, and stakeholder and public input.

Task 9: HCT System Plan Scenarios

Using information from the corridor modeling and the land use scenario analysis, RTC staff will assist the consultant in packaging the most promising conceptual HCT corridors together into a complete system of transit investments. Corridors that do not perform relatively well with the HCT corridor modeling will be excluded from further analysis and not included in HCT system plan scenarios.

Task 10: HCT System Plan Scenario Cost Analysis

RTC staff will review the consultant prepared capital and operating cost estimates for each HCT system plan scenario. Costs for each scenario should be presented to additionally understand the approximate cost for each individual HCT component proposed.

RTC staff will review an administrative draft of each deliverable prior to distribution for external review.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Project Manager)
- Nevada Department of Transportation (NDOT)
- RTC Local Member Agencies,
- UNLV Center for Business and Economic Research (CBER)

Budget:

Sub-Task 202-9035	State FY 2026	State FY 2027
Total Project Cost	\$100,000	\$100,000
Professional Services	\$50,000	\$50,000
RTC Staff Costs	\$50,000	\$50,000
Funding Sources		
Consolidated Planning Grant (95%)	\$95,000	\$95,000
Local Match (5%)	\$5,000	\$5,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables: High-capacity transit plan for Southern Nevada.

Sub-Task 202-9040 Coordinated Human Service Transportation Plan

Purpose:

Federal transit law requires that projects selected to receive funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program are “included in a locally developed, coordinated public transit-human services transportation plan”. The Coordinated Transportation Plan focuses on improving mobility for older adults, people with disabilities, and low-income populations. Developed through stakeholder engagement, plan goals include: 1) expanding mobility options and resources, 2) increased awareness of transportation, 3) leverage technology, 4) improve connections to transit facilities, and 5) expand regional collaboration. Additionally, the plan outlines strategies for achieving these goals and related implementation actions, potential funding sources, and roles.

The RTC Board adopted the Coordinated Transportation Plan update in November 2024.

Previous Work:

- RTC Coordinated Public Transit-Human Services Transportation Plan (2015)
- Southern Nevada Coordinated Public Transit–Human Services Transportation Plan (2020)

Methodology:

- Engaging with Stakeholder Advisory Committee members to track strategy implementation and provide support and technical assistance as needed.
- Lead and support plan implementation actions as identified in annual work plans including popup services (such as social services, healthy foods) at transit hubs to improve access to targeted populations.
- Track and promote funding opportunities.
- Participate in the Southern Nevada Homeless Continuum of Care to expand regional coordination by aligning housing and transportation goals.
- Identify plan revision needs such as new services, transportation gaps, data, and trends in preparation for the next update.

Participating Agencies and Organizations:

- Blind Connect
- Catholic Charities
- Clark County
- Clark County School District
- Economic Opportunity Board of Clark County
- Guinn Center for Policy Priorities
- Helping Hands of Vegas Valley
- Nevada Department of Transportation (NDOT)
- Nevada PEP
- Nevada Senior Services
- Opportunity Village
- Regional Transportation Commission of Southern Nevada
- Rural Regional Behavioral Health Policy Board
- Silver Summit Health Plan

- Southern Nevada Regional Housing Authority
- Southern Nevada Transit Coalition
- State of Nevada
- Three Square

Budget:

Sub-Task 202-9040	State FY 2026	State FY 2027
Total Project Cost	\$40,000	\$40,000
Professional Services	\$0	\$0
RTC Staff Costs	\$40,000	\$40,000
Funding Sources		
Consolidated Planning Grant (95%)	\$38,000	\$38,000
Local Match (5%)	\$2,000	\$2,000

Schedule and Deliverables:

Schedule: This is a recurring activity in the UPWP.

Deliverables: The Coordinated Transportation Plan will be maintained and implemented throughout State Fiscal Years 2026 and 2027.

**Sub-Task 202-9090 –
Transit Oriented Development Planning and Coordination**

Purpose:

RTC MPO staff will facilitate and coordinate local and regional TOD planning regional or local studies, plans and projects as needed. MPO staff will research additional initiatives or possible capital investment opportunities.

Previous Work:

- 2018 Maryland Parkway Corridor TOD Plan, City of Las Vegas (FTA grant) - RTC
- 2018 Maryland Parkway Corridor TOD Plan, Clark County (UPWP) - RTC
- On Board Mobility Plan
- Southern Nevada Strong Regional Plan

Current Initiatives:

- Reimagine Boulder Highway Transit Oriented Development Plan, City of Henderson (FTA grant)–
- On Board Mobility Plan Implementation

Methodology:

The Transit Oriented Development Planning and Coordination methodology involves:

- Perform day-to-day administration work, research best practices in TOD development, planning and capital investment
- Organize and facilitate meetings with RTC staff and regional partners
- Submit all reports, maps, concept designs, and other work products to RTC project manager for review and revision prior to the circulation of these materials to other entities
- Coordinate with other regional or local studies, plans and projects as needed
-

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Clark County
- Boulder City

Budget:

Sub-Task 202-9090	State FY 2026	State FY 2027
Total Project Cost	\$15,000	\$15,000
Professional Services	\$0	\$0
RTC Staff Costs	\$15,000	\$15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$14,250	\$14,250
Local Match (5%)	\$750	\$750

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- Assist with Reimagine Boulder Highway Transit Oriented Development Plan, City of Henderson
- Research best practices in regional and local TOD initiatives
- Continue to encourage and identify future best practices in TOD planning and investment throughout Southern Nevada.

**Sub-Task 202-9095 –
Regional Impacts of Freight Truck Parking on Neighborhoods**

Purpose:

The purpose of this project is to evaluate and address neighborhood impacts of truck parking in Clark County, with a focus on community concerns such as noise, air quality, traffic safety, and land use conflicts. The study will assess how truck parking shortages affect residential areas, local businesses, and public spaces, and will recommend strategies to mitigate negative effects while accommodating necessary freight activity.

Previous Work:

- Southern Nevada Freight Plan Update– 2022, (RTCSNV)
- Nevada Truck Parking Implementation Plan – 2019, (NDOT)

Methodology:

The methodology for assessing neighborhood impacts of truck parking will involve:

- Evaluating unauthorized truck parking in residential and commercial areas and its effects on quality of life.
- Analyzing noise pollution, air quality, and traffic safety concerns related to truck parking.
- Assessing the impact of truck parking on access to local businesses, schools, and community facilities.
- Identifying policy and infrastructure solutions to reduce truck parking conflicts, such as designated truck parking zones, buffer areas, and enforcement measures.
- Engaging stakeholders, including residents, business owners, and local agencies, to gather feedback and refine strategies.

The identified strategies will be prioritized based on feasibility, cost, and potential impact, and will be implemented in phases.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Clark County

Budget:

Sub-Task 202-9095	State FY 2026	State FY 2027
Total Project Cost	\$210,000	\$210,000
Professional Services	\$200,000	\$200,000
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$199,500	\$199,500
Local Match (5%)	\$10,500	\$10,500

Schedule and Deliverables:

Schedule: 24 Months

Deliverables:

1. **Neighborhood Impact Assessment Report:** Analysis of the effects of truck parking on residential and commercial areas, including noise, air quality, and safety concerns.
2. **Stakeholder Outreach Report:** Summary of community feedback and recommendations from residents and local businesses regarding truck parking challenges.
3. **Mitigation Strategies Report:** Identification of solutions such as enforcement measures, designated parking zones, and infrastructure improvements to reduce neighborhood impacts.
4. **Implementation and Monitoring Plan:** Prioritized action plan for addressing truck parking impacts, with evaluation metrics to measure effectiveness.
5. **Final Report:** Comprehensive report summarizing findings, recommendations, and strategies for mitigating truck parking impacts on neighborhoods.

Task Group 301: Multimodal Transportation Studies

While the primary focus of the planning program in the coming year will be on tasks supporting the development of the next Regional Transportation Plan update, RTC maintains a robust program of planning studies to assist RTC and its partner agencies in framing solutions to emerging transportation challenges across the region.

Activities include or have included:

- Studies that support the implementation of “complete street” concepts in various local jurisdictions and circumstances – often these studies also have a significant safety component;
- Working with the Clark County School District to improve the planning of access to schools in the interests of improving the mobility and safety of students;
- Further developing our undertaking of freight traffic and the need for targeted investments to support freight movement;
- Assisting Clark County with a review of the planning process as it relates to parking provision;
- RTC has supported a local initiative to develop a more balanced regional planning framework using a Grant issued under the Sustainable Communities Program of the US Department of Housing and Urban Development. The UPWP includes a task to study the potential to implement this framework in a corridor where possible transportation capital improvements were studied under the 2014 UPWP;
- Assisting the City of Mesquite in a review and update of the way it reviews the transportation impacts of proposed developments.
- Many of these activities are being undertaken by outside consultants under professional services with RTC. The costs of these professional services are included under Task Group 301. This task also includes the RTC Staff Costs associated with the procurement of professional services and their administrative and financial oversight.

Specific Sub-Tasks are:

301-3905, High Speed Rail Station Access Planning
301-4100, City of Las Vegas Master Mobility Plan Update
301-4105, Mesquite Master Transportation and Capital Improvement Plan Update
301-4110, Henderson Lake Mead Parkway Corridor Study
301-4120, Regional Active Transportation Infrastructure Gap Analysis
301-9115, Planning and Infrastructure Needs for Emerging Transportation Technologies
301-9280, Livable Centers Study – Project Three
301-9295, Regional Bicycle and Pedestrian Plan Update
301-9300, Perfect Storm Special Events Management Study
301-9330, Transit Oriented Development and Mobility Hub Study
301-9370, Livable Centers Study – Project Four
301-9380, Regional Traffic Impact Analysis
301-9390, UNLV Transportation White Papers

Task Group 301, State Fiscal Years 2026-2027 Budget

The following costs are included under Task Group 301:

Task Group 301 – Multimodal Transportation Studies Budget	State FY 2026	State FY 2027	Total
Task Group Costs	\$2,445,000	\$2,414,000	\$4,859,000
Professional Services (CPG Funded)	\$2,265,000	\$2,264,000	\$4,529,000
RTC Staff Costs	\$180,000	\$150,000	\$330,000
The sources of funding for Task Group 301 are:			
Consolidated Planning Grant (95%) **	\$2,346,500	\$2,293,300	\$4,639,800
Local Funds (5% match)	\$98,500	\$120,700	\$219,200

** - The State FY 2026 Consolidated Planning Grant amount includes three subtasks categorized as Complete Streets Planning Activities. For State FY 2026, these three studies are receiving 100% CPG funding (no 5% local match) under the Bipartisan Infrastructure Law § 11206(c) [waiver](#) for "Complete Streets Planning Activities". The amount of local match which is waived for these three subtasks is \$23,750.

Sub-Task 301-3905 High Speed Rail Station Access Planning

Purpose:

In late 2018, Fortress Investment Group filed a prospectus with the Securities and Exchange Commission providing details about building a new 185-mile dual-track high-speed rail line (Brightline) between Las Vegas and Victorville, California. The start of the construction of this privately funded project is still pending.

Recently, the company entered into an agreement to acquire 38 acres in the resort corridor area for the Las Vegas high-speed train station. The goal of this study would be to investigate transportation routes and alternatives to connect the proposed high-speed train station to other activity centers in the region. If viable transportation options are not provided to and from this future site, it is expected that traffic and congestion could increase dramatically.

Previous Work:

- City of Las Vegas Mobility Master Plan - May 2016
- Transportation Investment Business Plan - April 2016
- 2014 Southern Nevada Visitor Survey - January 2016
- Community Mobility Study for Central Las Vegas - September 2013
- I-15 Resort Corridor Study - December 2009
- Las Vegas Visitor Mobility Strategy Study - April 2008

Methodology:

- Creation of a study working group with key stakeholders to determine important goals and objectives.
- Collection of data on RTC transit routes, roadway networks, and land-use characteristics in the region.
- Review of existing roadway and transit networks and infrastructure in the Las Vegas Valley.
- Creation of a list of corridors that should be examined to facilitate travel between the high-speed rail station and activity centers.
- Conducting outreach meetings with key stakeholders to receive support on potential corridors for transit, shuttles, taxis, ride share etc.
- Identification of any potential connections within these preferred corridors.
- Recommendations for roadway and transit improvements that would best serve the new rail station.
- Identification of possible funding sources to supplement existing local funds for both the development and maintenance of identified facilities.
- Development of draft and final reports.
- Present the findings to the City Council, County Commission and RTC Boards.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- City of Las Vegas,
- Clark County
- City of Henderson
- Las Vegas Convention and Visitors Authority

Budget:

Sub-Task 301-3905	State FY 2026	State FY 2027
Total Project Cost	\$160,000	\$99,000
Professional Services	\$150,000	\$89,000
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$152,000	\$94,050
Local Match (5%)	\$8,000	\$4,950

Schedule and Deliverables:

Schedule: 24 months.

Deliverables: Draft and final report on connectivity between planned high speed rail station and activity centers in the Las Vegas Valley.

Sub-Task 301-4100
City of Las Vegas Master Mobility Plan Update

Purpose:

In 2016, the City of Las Vegas completed their Mobility Master Plan to help guide transportation decisions and prioritize the public investment in infrastructure, looking 20 years into the future. The Plan is intended to be a living document, and an update is necessary at this time to account for completed improvements and to evaluate evolving transportation needs.

This update will document how the City intends to invest in infrastructure solutions and technologies to advance safe, balanced and available mobility. The Plan will identify recommended projects and their projected timelines for implementation based on the priorities of local, regional, state, and federal agencies as well as funding availability. In addition, it will focus on how the City is reforming its approach to safety through its Vision Zero Program with an emphasis on enabling safe mobility and access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Previous Studies:

- City of Las Vegas Mobility Master Plan (2016)
- City of Las Vegas Vision Zero Action Plan (2022)

Methodology:

The project will consist of:

- Evaluation of existing conditions
- Identification of currently planned improvements
- Public and stakeholder outreach
- Identification of transportation network needs and priority improvements
- Business and financial plans
- Conceptual design for future transformational projects
- Updates to 2016 Mobility Master Plan document and technical appendices
- Project management and agency coordination

Participating Agencies:

- City of Las Vegas
- RTC of Southern Nevada
- Nevada Department of Transportation (NDOT)
- Clark County

Budget:

Sub-Task 301-4100	State FY 2026	State FY 2027
Total Project Cost	\$360,000	\$360,000
Professional Services	\$350,000	\$350,000
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$342,000	\$342,000
Local Match (5%)	\$18,000	\$18,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables: Updated Major Mobility Plan for the City of Las Vegas.

Sub-Task 301-4105

Mesquite Master Transportation and Capital Improvement Plan Update

Purpose:

The transportation element of the Mesquite Master Plan was last updated in 2014. Since that time, the City has undergone significant growth in both residential and commercial development. This growth has necessitated numerous capital improvements in the form of road extensions, widening, and traffic control measures. To keep Mesquite's transportation system up-to-date, and useful as a policy tool, it is recommended that the transportation element of the Master Plan be reviewed and updated.

The purpose of the Transportation Capital Improvement Plan (TCIP) is to evaluate the traffic capacity and operations of Mesquite's transportation system to determine existing and future deficiencies. The TCIP needs to be updated every three years per state law. The TCIP was last updated in August 2018. Since that time, the City has undergone significant growth in both residential and commercial development. This growth has necessitated numerous capital improvements to the transportation system in the form of road extensions, widening, and traffic control measures. To keep Mesquite's Transportation System up to date, it was recommended that the TCIP be reviewed and updated.

Previous Studies:

- Transportation Element of the Master Plan (2014).
- Transportation Capital Improvement Plan (2018).
- Traffic Impact Analysis Guidelines (MMC 9-9-6C - Ord. 489 2015)

Methodology:

Methodology of Transportation Element Update of Master Plan-

- Hold a kick-off meeting with City of Mesquite
- Review the existing Master Plan Element and related Unified Development Code sections dealing with Transportation.
- Review of the most recent Transportation Capital Improvement Plan (TCIP).
- Review any perceived problems with Access Management Policies and make recommendations.
- Review the land use activity thresholds for the Category 1, 2, and 3 Traffic Impact Studies, and make recommendations for any needed updates.
- Update the Transportation Plan Map as necessary. Review and update Transportation Goals, Policies, and Actions as necessary.

Methodology of Transportation Capital Improvement Plan-

- Survey the road classifications.
- Study the network intersections.
- Identify current traffic volumes.
- Locate and identify existing bridges and storm water projects.
- Estimate needs for future traffic projects and improvements.
- Determine the projects eligible for impact fee assessments.
- Recommend impact fees per land use activity.

Participating Agencies:

- City of Mesquite
- RTC of Southern Nevada

Budget:

Sub-Task 301-4105	State FY 2026	State FY 2027
Total Project Cost	\$130,000	\$0
Professional Services	\$120,000	\$0
RTC Staff Costs	\$10,000	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$123,500	\$0
Local Match (5%)	\$6,500	\$0

Schedule and Deliverables:

Schedule: 12 months

Deliverables:

Expected Deliverables of Transportation Capital Improvement Plan:

- Maps of Study Area to include traffic areas of concern.
- Establishment of a traffic data collection plan to create a table of traffic counts.
- Production of a map and list of intersections studied.
- Examine existing intersection Levels of Service (LOS).
- Development of the transportation capital improvement schedule and map locations.
- Creation of a single-family equivalent (SFE) demand Index.
- Determine impact fee cost per unit schedule.

Expected Deliverables of Transportation Element of Master Plan

- Creation of a report which identifies needed updates and changes.
- Create Master Plan language and map to include a section of roadway classification and design standards.
- Include reference to separate street naming and addressing policy (Exhibit).
- Revise the introduction of plan element to include background, state law, purpose of plan, and vision.

Sub-Task 301-4110 Henderson Lake Mead Parkway Corridor Study

Purpose:

1. To assess existing and forecasted conditions along Lake Mead Parkway and identify a preferred future condition.
2. To assess traffic circulation and regional access within the area due to the anticipated I-11/215/Lake Mead interchange construction and connectivity via Galleria Drive to I-11.
3. To assess alternate intersection design types within the corridor to include separated grade intersections as appropriate due to existing traffic volumes and/or forecasted growth, specifically, planned master plan communities such as Cadence, Lake Las Vegas, and Lakemoor.
4. To develop an implementation plan of prioritized projects based on need and timeframe in which they should occur - short (0-4 years), middle (5-10 years), and long-term (10+ years).
5. This study will look at the feasibility and develop recommendations to make this corridor a “gateway” into the City of Henderson.

Previous Studies:

- East Henderson Investment Strategy
- Henderson Strong Comprehensive Plan
- On Board High-Capacity Transit Study (RTC)
- Reimagine Boulder Highway (RTC)
- Southern Nevada Extreme Heat Vulnerability Analysis
- All-In Clark County - Climate Action Plan

Methodology:

1. Develop a public engagement plan and conduct public workshops with stakeholders and steering committee members for robust public outreach.
2. Collect metrics that include land use, infrastructure and construction starts (residential and commercial).
3. Collect metrics that describe and explain the reasons for the study.
4. Traffic analysis of existing and planned volumes as well as origin and destination evaluations for Lake Mead Parkway and Galleria Drive.
4. Produce a matrix to identify criteria for complete streets to include weather and heat accommodations.
5. Produce a matrix to identify levels and types of needed infrastructure improvements based on any identified potential safety concerns, enhancement alternatives, deficient infrastructure, and existing and recommended land uses within the corridor.
6. Create technical resilience memorandum quantifying and minimizing the impact of travel and promoting resilience against environmental changes and general deterioration.

Participating Agencies:

- City of Henderson,
- Clark County,
- Nevada Department of Transportation (NDOT)
- Federal Highway Administration (FHWA)
- RTC of Southern Nevada

Budget:

Sub-Task 301-4110	State FY 2026	State FY 2027
Total Project Cost	\$385,000	\$210,000
Professional Services	\$375,000	\$200,000
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$365,750	\$199,500
Local Match (5%)	\$19,250	\$10,500

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- A final report containing a public outreach plan and public participation tools.
- An existing conditions analysis and report will be developed.
- A travel demand model will be prepared which will help predict future travel conditions and estimate the effects of complete street policies on behavior as well as travel demand.
- A matrix will be developed to identify potential congestion locations and causes.
- Existing and future no-build traffic capacity and level of service analyses will be conducted.
- Short-term and long-term study recommendation narratives will be written. Linkage evaluation to address needed roadway and overall corridor improvements for increased hyper-local, intracity and intercity connectivity.

Sub-Task 301-4120 Regional Active Transportation Infrastructure Gap Analysis



Purpose:

To identify regional best practices for developing and maintaining active transportation infrastructure and coordinate efforts to improve active transportation infrastructure throughout the region.

Previous Studies:

- Regional Bikeway and Sidewalk Inventory
- Regional Bicycle and Pedestrian Plan
- Southern Nevada Transportation Impacts on Health
- Performance-Based Benefits Calculator
- Pedestrian Comfort Study and Demonstration Projects
- Regional Walkability Plan

Methodology:

With the completion of the regional bikeway and sidewalk inventory, Southern Nevada has an unprecedented understanding of the extent and condition of active transportation infrastructure (i.e. crosswalks, sidewalks, ADA ramps, etc.). Gaps in the active transportation network (due to quality or availability) have deleterious effects—often disparately borne by low-income neighborhoods—on resident health, safety, and welfare.

To allocate our scarce active transportation funding efficiently, stakeholders will compile a prioritization matrix with criteria referencing existing conditions, public input, health vulnerability, road project programming, non-occupant traffic collisions, paratransit path-of-travel barriers, calculated active transportation infrastructure benefits, and recommendations from applicable local and regional planning documents and policies. Stakeholders shall identify options for and build consensus regarding the means whereby the matrix remains relevant and coordinated (e.g. steering committee).

Participating Agencies:

- RTC of Southern Nevada
- City of Henderson
- City of Las Vegas
- City of North Las Vegas
- City of Boulder City
- City of Mesquite
- Clark County
- Nevada Department of Transportation (NDOT)

Budget:

Sub-Task 301-4120	State FY 2026	State FY 2027
Total Project Cost	\$290,000	\$0
Professional Services	\$270,000	\$0
RTC Staff Costs	\$20,000	\$0
Funding Sources		
Consolidated Planning Grant (100%)	\$290,000	\$0
Local Match (0%)	\$0	\$0

On January 5, 2023, the FHWA [approved a waiver](#) for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's during each fiscal year under the Bipartisan Infrastructure Law. This planning subtask would be considered a Complete Streets planning activity and thus eligible for the local match waiver.

Schedule and Deliverables:

Schedule: 12 Months

Deliverables: During State Fiscal Year 2026, the stakeholder steering committee on this project will work with RTC to develop a prioritization matrix for addressing gaps and needs in the region's active transportation network.

Sub-Task 301-9115

Planning and Infrastructure Needs for Emerging Transportation Technologies

Purpose:

Substantial and rapid technological advances are happening in the transportation field, including autonomous vehicles, connected vehicle technologies, commercial drones (unmanned aerial vehicles), transportation network companies, and increasing market adoption of electric vehicles. These developments have the potential to trigger significant changes in transportation safety, costs, resource consumption, mobility, and other important areas. However, any benefits can only be achieved if the transportation system can effectively accommodate and leverage these emerging technologies. This study will examine current, anticipated, and potential trends relating to various new and developing transportation technologies to identify challenges and opportunities related to the RTC's transportation infrastructure planning over near-, mid-, and long-term horizons.

Previous Work:

- Traffic Signal Timing Strategies in Las Vegas;
- Regional Transportation Plan

Methodology:

Review current and recent research and literature on development and projections for adoption of relevant emerging transportation technologies, including autonomous vehicles, drones, connected vehicles, shared vehicle ownership models, and transportation network companies.

- Identify and summarize recent examples of MPO or city planning activities that have addressed emerging transportation technologies. Identify policies adopted by other agencies related to emerging transportation technologies.
- Summarize current state of knowledge or practice related to transportation infrastructure needs or characteristics necessary to accommodate emerging transportation technologies.
- Develop potential timelines showing likely or potential levels of adoption of different emerging vehicle technologies and potential impacts on relevant planning-related outcomes and measures of transportation system performance.
- Develop policy and planning alternatives appropriate for current and future levels of adoption of different emerging vehicle technologies.
- Identify any relevant fiscal impacts from emerging vehicle technologies and different levels of policy and planning-related responses at the regional or local level.
- Convene a stakeholder advisory committee comprised of representatives from local jurisdictions and other stakeholders. Solicit feedback from the stakeholder committee on key milestones.
- Present to RTC and local jurisdictions at key milestones, as needed.
- Prepare a draft final report and present it to the stakeholder committee for feedback and direction.
- Revise report as needed.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Henderson
- City of Las Vegas
- City of North Las Vegas
- Boulder City
- City of Mesquite
- Nevada Department of Transportation (NDOT)
- University of Nevada Las Vegas (UNLV)

Budget:

Sub-Task 301-9115	State FY 2026	State FY 2027
Total Project Cost	\$25,000	\$175,000
Professional Services	\$0	\$150,000
RTC Staff Costs	\$25,000	\$25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$23,750	\$166,250
Local Match (5%)	\$1,250	\$8,750

Schedule and Deliverables:

Schedule: 24 months

Deliverables: The final deliverable will be a report analyzing trends in emerging transportation technologies and challenges and opportunities related to RTC's transportation infrastructure planning over the near-, mid-, and long-term horizons.

Sub-Task 301-9280 Livable Centers Study - Project Three

Purpose:

The overall goal of the Livable Centers Study is to foster multimodal access and connectivity, a mix of uses, a range of housing options, and a sense of place. The study's conceptual framework and resulting catalyst projects should encourage walkability, connections within and between the nodes of community activity, and built environment strategies that support a strong and diverse economy. The Livable Centers Study should create a plan for the area that analyzes the safety and quality of the public realm, identifies existing as well as potential future pedestrian generators, and provides design solutions for an enhanced, attractive, connected and safe pedestrian environment.

All recommendations should be based on strengthening the area's existing best characteristics while providing real strategies and a road map for implementing improvements over time. Recommendations should include actions for the local jurisdiction to take, including potential changes to zoning and/or city codes and ordinances.

Recommended projects and/or strategies should include potential funding mechanisms such as public/private partnerships and investment opportunities. An implementation plan should consider the benefits and consequences of each recommendation and identify proposed implementation timing and funding opportunities.

Previous Work:

- Southern Nevada Strong, Regional Transportation Plan - Access 2040
- Regional Bicycle and Pedestrian Plan,
- RTC Complete Streets Study,
- RTC Complete Streets Design Guidelines for Livable Communities.

Methodology:

Issuing a call for projects to local jurisdictions

Select FY 26 Livable Centers Study – Project Four partner
Develop scope and issue RFP for consultant team

Select consultant team

Anticipated Project Tasks

- Task 1: Project Management
- Task 2: Needs Assessment
- Task 3: Develop Conceptual Plan
- Task 4: Designs for Proposed Recommendations
- Task 5: Implementation Plan for Proposed Recommendations
- Task 6: Stakeholder Engagement
- Task 7: Final Report

Participating Agencies:

- Regional Transportation Commission of Southern Nevada,
- Local stakeholders to be determined

Budget:

Sub-Task 301-9280	State FY 2026	State FY 2027
Total Project Cost	\$245,000	\$245,000
Professional Services	\$225,000	\$225,000
RTC Staff Costs	\$20,000	\$20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$232,750	\$232,750
Local Match (5%)	\$12,250	\$12,250

Schedule and Deliverables:

Schedule: 24 months

Deliverables: The final deliverable is a Livable Centers Study plan document with proposed infrastructure improvements and redevelopment opportunities for the study area.

Sub-Task 301-9295 Regional Bicycle and Pedestrian Plan Update



Purpose:

The Regional Bicycle and Pedestrian Plan provides a framework for improving the bicycle and pedestrian environment throughout the Las Vegas Valley and Boulder City. The actions and investments identified in the plan are envisioned to enhance safety for all roadway users and encourage more people to bike, walk, and roll. The 5-year plan update will include:

- 1) revised bicycle and pedestrian network maps based on the inventory and Regional Walkability Plan,
- 2) identification of cycle track corridors and development of cycle track pilot conceptual plan(s), and 3) an updated, prioritized implementation plan with specific actions, roles, potential resources, and timelines. Additionally, the plan update will expand the study area to include the City of Mesquite.

Previous Work:

- RTC Regional Bicycle and Pedestrian Plan (2017)
- RTC/NDOT Pedestrian Crash Data (ongoing)
- RTC Pedestrian Comfort Study (2019)
- North Las Vegas Citywide Pedestrian & Bicycle Plan (2020)
- Regional Walkability Plan (in progress)

Methodology:

- Scope the plan update in collaboration with a Technical Advisory Committee; determine implementation status, barriers, and obtain input on the planning and community engagement process.
- Revise the plan maps and GIS data to include the City of Mesquite and the following elements for all geographic areas: completed bicycle and pedestrian facilities, facilities planned through new studies (e.g. North Las Vegas Citywide Pedestrian and Bicycle Plan), and locations of cycle tracks and bicycle and/or pedestrian boulevards.
- Analyze crash corridors and intersections based on recent data and prepare a map.
- Update transit corridors maps per the On-Board Mobility Plan and Silver Rider plans. Identify bicycle facility gaps and needs for improved first and last mile access.
- Develop design concepts and solutions to maintenance challenges for cycle tracks.
- Update the prioritized list of bicycle and pedestrian facility projects. Convene meetings with agency staff to explore integration into existing plans, including Capital Improvement Plans.
- Revisit programs and policies, determine implementation status, and revise as needed.
- Prepare and build regional agreement on a 5-year implementation plan that includes priority actions (projects, programs or policies), roles, timelines, planning-level cost estimates, and funding sources.
- Establish key priority indicators (KPIs), roles, and methods for tracking progress. Gather baseline data for KPIs.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (lead)
- Southern Nevada Health District (SNHD)
- University of Nevada – Las Vegas (UNLV)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- Boulder City
- City of Mesquite

Budget:

Subtask 301-9295	State FY 2026	State FY 2027
Total Project Cost	\$25,000	\$575,000
Professional Service Contract	\$0	\$550,000
RTC Staff Costs	\$25,000	\$25,000
Funding Sources		
Consolidated Planning Grant	\$25,000	\$546,250
Local Match	\$0	\$28,750

On January 5, 2023, the FHWA approved a [waiver](#) for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's up to and including State FY 2026 under the Bipartisan Infrastructure Law. This planning subtask would be considered a Complete Streets planning activity and thus eligible for the local match waiver for State FY 2026. As the waiver will sunset at the end of FY 2026, these activities would be funded with a conventional 95% federal consolidated planning grant, 5% local match in State FY 2027.

Schedule and Deliverables:

Schedule: 24 months

Deliverables: This subtask will develop Development of a framework for improving bicycle and pedestrian infrastructure in the Las Vegas Valley.

Sub-Task 301-9300 “Perfect Storm” Special Events Management Study

Purpose:

- Develop a traffic management plan for the Resort Corridor (RC) to service the range of demand from scenarios of every mode of travel to mitigate predicted impacts to the transportation system and ensure safety and security.
- Refer to other Counties/cities who have previously hosted national special events - refer to FHWA guidance;
- Identify and engage stakeholders;
- Align recommendations from stakeholders and develop master list of special events and public works projects along major roadways inside the Resort Corridor;
- Analyze overlap of special events and construction to develop forecast event-generated traffic and parking demand and EMS routes; including an increasing range of traffic demand and threshold traffic scenarios, up to and including a fully saturated special event weekend where every major venue has an event and are overlapping (Perfect Storm Special Event Scenario) to include an assessment of resort corridor employee commuter demand movements. Analysis of system capacity and operating needs.

Previous Work:

- RTC Transportation Investment Business Plan;
- FHWA National Special Security Events: Transportation Planning for Special Events.
- Nevada Traffic Incident Management Coalition;
- Southern Nevada Traffic Management Center - Waycare Platform case study.

Task Elements:

Engaging all necessary stakeholders and identifying SME participants; Collecting stakeholder data master list of special events in a year (including NFL events); collecting county and utility CIP project schedules; traffic and parking demand analysis and forecast modeling; assessment and recommendations.

Expected Products:

Report identifying the Traffic Management Plan that includes:

- Group movement for shared ride into/out of RC. Optimal location and utilization of park and ride lots; possible dedicated lane use for high occupancy vehicles and contra flow lanes;
- Recommendations for advanced ITS deployment;
- Actual deployment of artificial intelligence /Internet of Things (IoT) methods during past planned special events to capture, process and predict future behaviors.
- Listing and interactive map with layers of special events, projects, by date range to illustrate demand on the transportation system and RC properties for parking.
- Conclusions and Recommendations.

Proposing Agency:

Clark County Department of Public Works

Participating Agencies:

- Las Vegas Convention and Visitor Authority
- Nevada Department of Transportation (NDOT)
- City of Las Vegas
- Las Vegas Metropolitan Police Department
- Nevada Highway Patrol
- Nevada State Taxicab Authority
- Las Vegas Stadium Authority
- Resort Corridor Major Properties
- Fremont Street Experience.

Budget:

Sub-Task 301-9300	State FY 2026	State FY 2027
Total Project Cost	\$320,000	\$0
Professional Services	\$300,000	\$0
Staff Time	\$20,000	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$304,000	\$0
Local Match (5%)	\$16,000	\$0

Schedule and Deliverables:

Schedule: 12 months

Deliverables: In State Fiscal Year 2026, the Special Events Traffic Management Plan will be completed as a product of this subtask.

Sub-Task 301-9330

Transit Oriented Development and Mobility Hub Study

Purpose:

The Southern Nevada Transit Oriented Development and Mobility Hub Study will be a component of implementing the On-Board Transit Plan. The objective is to create financing, design and housing, employment standards for up to four Transit Oriented Development (TOD) priority site locations along the approved high-capacity transit (HCT) corridors. The RTC will work with each jurisdiction in planning and designing one of their priority transit-oriented developments on an identified/approved HCT corridor.

The study will also look at the feasibility of establishing mobility hubs within our region. Mobility hubs are places in a community that bring together public transit, bike share, car sharing and other ways for people to get where they want to go without a private vehicle. They are built around frequent and high-capacity transit, mobility hubs offer a safe, comfortable, convenient and accessible space to seamlessly transfer from one type of transportation to another

Previous Work:

- Southern Nevada Strong (SNS) Regional Plan,
- On Board Transit Plan,
- RTC Regional Transit Plan,
- RTC-Boulder Highway Multimodal Transportation Investment Study,
- Las Vegas Global Economic Alliance (LVGEA), CEDS, Henderson Strong, City of Las Vegas Mobility Master Plan,
- Maryland Parkway Environmental Assessment

Methodology:

- Establish and manage a TOD Stakeholder group, composed of jurisdiction staff from RTC and local member agencies. The Stakeholders will meet regularly to provide input and discuss technical work products.
- Each jurisdiction will have “TOD staff workshop” to refine and scenario plan the jurisdiction’s TOD site location.

For siting analysis of mobility hubs, steps could include:

1. Identification of the baseline networks
2. Classification of the Baseline Network by Hub Type
3. Prioritizing hubs by objective

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (RTC),
- City of Las Vegas
- City of Henderson
- City of North Las Vegas
- Boulder City

Budget:

Sub-Task 301-9330	State FY 2026	State FY 2027
Total Project Cost	\$160,000	\$160,000
Professional Services	\$150,000	\$150,000
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$160,000	\$152,000
Local Match (5%)	\$0	\$8,000

On January 5, 2023, the FHWA approved a [waiver](#) for the non-federal match for SPR and PL funds on Complete Streets planning activities conducted by states or MPO's up to and including State FY 2026 under the Bipartisan Infrastructure Law. This planning subtask would be considered a Complete Streets planning activity and thus eligible for the local match waiver for State FY 2026. As the waiver will sunset at the end of State FY 2026, these activities would be funded with a conventional 95% federal consolidated planning grant, 5% local match in State FY 2027.

Schedule and Deliverables:

Schedule: 24 months

Deliverables: Final deliverables will consist of a final report on the feasibility of establishing new mobility hubs in our region. This will be presented to the Clark County Planning Commission, the City Council of each city and to the Clark County Commission.

Sub-Task 301-9370 Livable Centers Study – Project Four -

Purpose:

The overall goal of the Livable Centers Study is to foster multimodal access and connectivity, a mix of uses, a range of housing options, and a sense of place. The study's conceptual framework and resulting catalyst projects should encourage walkability, connections within and between the nodes of community activity, and built environment strategies that support a strong and diverse economy. The Livable Centers Study should create a plan for the area that analyzes the safety and quality of the public realm, identifies existing as well as potential future pedestrian generators, and provides design solutions for an enhanced, attractive, connected and safe pedestrian environment.

All recommendations should be based on strengthening the area's existing best characteristics while providing real strategies and a road map for implementing improvements over time. Recommendations should include actions for the local jurisdiction to take, including potential changes to zoning and/or city codes and ordinances.

Recommended projects and/or strategies should include potential funding mechanisms such as public/private partnerships and investment opportunities. An implementation plan should consider the benefits and consequences of each recommendation and identify proposed implementation timing and funding opportunities.

Previous Work:

- Southern Nevada Strong Regional Transportation Plan – Access 2040
- Regional Bicycle and Pedestrian Plan,
- RTC Complete Streets Study,
- RTC Complete Streets Design Guidelines for Livable Communities.

Methodology:

Issue a call for projects to local jurisdictions
Select FY 26 Livable Centers Study – Project Four partner
Develop scope and issue RFP for consultant team
Select consultant team

Anticipated Project Tasks

- Task 1: Project Management
- Task 2: Needs Assessment
- Task 3: Develop Conceptual Plan
- Task 4: Designs for Proposed Recommendations
- Task 5: Implementation Plan for Proposed Recommendations
- Task 6: Stakeholder Engagement
- Task 7: Final Report

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Local partner to be determined.

Budget:

Sub-Task 301-9370	State FY 2026	State FY 2027
Total Project Cost	\$0	\$270,000
Professional Services	\$0	\$250,000
RTC Staff Costs	\$0	\$20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$0	\$256,500
Local Match (5%)	\$0	\$13,500

Schedule and Deliverables:

Schedule: 12 months

Deliverables: The development of a Livable Centers Study plan will occur in State Fiscal Year 2027. This plan will offer proposals for infrastructure improvements and redevelopment opportunities within the study area.

Sub-Task 301-9380 Regional Traffic Impact Analysis

Purpose:

The goal of this study is to update Traffic Impact Analysis (TIA) policies and procedures, focusing on high-level policies that go beyond vehicle movement to include pedestrian safety, transit, and other multimodal considerations. The update will establish a clear, consistent framework for private development review across the region while allowing flexibility for individual jurisdictions.

Previous Work:

- City of Mesquite Traffic Impact Study Policy Review (2014)

Leveraging this prior effort as a framework will provide a solid foundation for regional consistency. However, given the evolution of transportation planning, an updated approach is necessary to address current challenges and opportunities

Methodology:

This study will involve:

- **Stakeholder Engagement** – Involvement of traffic engineers, planners, developers, and business associations to ensure a balanced and practical approach.
- **Peer Review** – Evaluation of best practices from other regions to inform policy updates.
- **Assessment of Local Practices** – Review of existing policies and procedures across jurisdictions.
- **Multimodal Integration** – Expansion of TIA requirements to better address all transportation modes, not just vehicle traffic.
- **Stakeholder Coordination & Task Force** – Formation of a regional Task Force with representatives from each jurisdiction (City Traffic Engineers, Development staff, and Planners) to guide discussions and decision-making.
- **Policy Development & Documentation** – Creation of revised TIA language and guidance for adoption into the RTC Policies & Procedures.

Participating Agencies:

- RTC of Southern Nevada
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City;
- City of Mesquite
- Clark County:
- Nevada Department of Transportation (NDOT)

Budget:

Sub-Task 301-9380	State FY 2026	State FY 2027
Total Project Cost	\$320,000	\$320,000
Professional Services	\$300,000	\$300,000
RTC Staff Costs	\$20,000	\$20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$304,000	\$304,000
Local Match (5%)	\$16,000	\$16,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables: A comprehensive, updated Traffic Impact Analysis (TIA) policy which will be integrated into RTC Policies and Procedures with flexibility for jurisdiction-specific considerations. The final report will provide clear actionable guidance to streamline TIA processes and create a more consistent, effective approach to traffic impact assessments across the region.

Sub-Task 301-9390
UNLV Transportation White Papers

Purpose:

This is a professional services project in conjunction with UNLV Business School to produce four white papers for the RTC of Southern Nevada focusing on dynamic pricing and its relationship to emerging transportation technologies.

Methodology:

The four white papers will cover the following topics.

- 1) A Cost-Benefit Analysis of Surge Pricing – both an academic paper and a white paper will be developed using available data for ride share and the May 2021 resumption of surge pricing for surge pricing for transportation network company (TNC) ride share following the end of the COVID-19 pandemic emergency.
- 2) A Cost-Benefit Analysis of Algorithmic Fares – both an academic paper and a white paper will be produced using the data from the September 2022 introduction of algorithmic fares for drivers of Uber. This paper will include information on how Las Vegas drivers adapted to this change by either driving less, using different platforms or driving different routes.
- 3) Las Vegas Golden Knights and Las Vegas Raiders game access – this white paper will look at transportation mode choice and usage to these sporting events by comparing patterns between spectators from local addresses and those from non-local addresses. The study will also examine data available from RTC game day express service and examine the extent to which the availability of this service reduced use of TNC rideshare services.
- 4) Current state of Las Vegas driving – this white paper will summarize interesting data points from across the city.

Participating Agencies:

- University of Nevada - Las Vegas (UNLV)
- RTC of Southern Nevada

Budget:

Sub-Task 301-9390	State FY 2026	State FY 2027
Total Project Cost	\$25,000	\$0
Professional Services	\$25,000	\$0
RTC Staff Costs	\$0	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$23,750	\$0
Local Match (5%)	\$1,250	\$0

Schedule and Deliverables:

Schedule: 12 months

Deliverables: Four transportation white papers are to be prepared by UNLV during State Fiscal Year 2026 for the benefit of the RTCSNV.

Task Group 302: Intelligent Transportation Systems Planning

The Regional Transportation Commission, through the Freeway and Arterial System of Transportation (FAST) unit has played a major role in the development of ITS systems in the Southern Nevada region. The MPO has provided support for these activities by funding capital investments in the RTP and TIP.

Further development of the FAST system is also supported by the inclusion of ITS-related planning activities in the UPWP.

Activities comprise an investigation of how best to update signal timing strategies to respond to changing patterns of traffic.

This activity requires extensive professional support from outside consultants. The costs of professional services are included under Task Group 302.

Task Group 302 includes the RTC Staff Costs associated with the procurement of professional services and their administrative and financial oversight.

Specific Sub-Tasks are:

- 302-2510, Planning for ITS and Operations
- 302-2520, TSMO Business Case Implementation
- 302-2530, Traffic Signal Management Plan and Signal Timing Guidelines

Task Group 302, State Fiscal Years 2026-2027 Budget

The following costs are included under Task Group 302:

Task Group 302 - Intelligent Transportation Systems Planning Budget	State FY 2026	State FY 2027	Total:
Total Cost	\$987,500	\$17,500	\$1,005,000
Professional Services	\$950,000	\$0	\$950,000
RTC Staff Costs	\$37,500	\$17,500	\$55,000
The sources of funding for Task Group 302 are:			
Consolidated Planning Grant (95%)	\$938,125	\$16,625	\$954,750
Local Funds (5%)	\$49,375	\$875	\$50,250

Sub-Task 302-2510
Planning for ITS and Operations

Purpose:

The Planning for Intelligent Transportation Systems and Operations subtask helps the RTC achieve its vision of advancing regional transformative mobility solutions through innovative and resilient infrastructure development.

Project Scope:

- Attendance at RTC’s Operations Subcommittee and NDOT Operations Management Group, FAST’s Data Working Group, and applicable webinars like the Eastern Transportation Coalition’s RITIS User Group to stay up to date on industry resources and best practices as well as coordinate between agencies.
- Leverage travel demand model, dynamic traffic assignment microsimulation, internally generated data, and big data sources and tools (e.g. RITIS) to evaluate the impacts of implemented and proposed ITS and operation scenarios (e.g. road diet).

Previous Studies:

- Northwest Las Vegas Traffic Study,
- Traffic Signal Communication System Gap Analysis,
- Integrating Exploratory Modeling and Simulation Modeling into Regional Transportation Planning,
- Land Use and Transportation Scenario Planning

Methodology:

Longitudinal tracking and microsimulation scenarios can reveal the effectiveness of implemented and proposed strategies respectively. The findings of this project will recommend changes, as necessary and feasible, in the congestion management process and in the performance-based benefits calculator.

Participating Agencies:

RTC of Southern Nevada

Budget:

Sub-Task 302-2510	State FY 2026	State FY 2027
Total Project Cost	\$17,500	\$17,500
Professional Services	\$0	\$0
RTC Staff Costs	\$17,500	\$17,500
Funding Sources		
Consolidated Planning Grant (95%)	\$16,625	\$16,625
Local Match (5%)	\$875	\$875

Schedule and Deliverables:

Schedule: 24 months

Deliverables: Microsimulation of different scenarios to determine the effectiveness of implemented and proposed transportation strategies.

Sub-Task 302-2520 TSMO Business Case Implementation

Purpose:

The purpose of the Transportation Systems Management and Operations (TSMO) Business Case Implementation project is to implement recommendations from the final report of the recent TSMO Business Case study. These recommendations were approved by the study stakeholders.

The purpose of the TSMO Business Case study was to determine the desirability and benefit to the region for the Regional Transportation Commission of Southern Nevada to pursue a Transportation Systems Management and Operations plan for regional adoption and potential integration into the NDOT TSMO plan.

Methodology:

- Educate RTC and member agency staff on the benefits of TSMO for improving the performance of the freeway and arterial networks across jurisdictional boundaries and service delivery. This incorporates areas of responsibilities such as Emergency Services, Transit Operations, Work Zone Management, Special Event Coordination, Congestion Management, etc.
- Host meetings with appropriate stakeholders to advance the project objectives
- Review inventory and catalog existing programs and projects that were documented in the TSMO Business Case study amongst the RTC and local jurisdictions and establish a prioritization list for their construction and completion.
- Estimate the benefits and costs associated with funding the projects that were recommended in the preceding TSMO Business Case study.
- Submit technical memoranda, presentations, and briefings to executive management as necessary to support the project objectives

Previous Studies:

- Transportation Systems Management and Operations (TSMO) Business Case Development Plan (2022-2023)
- Nevada Statewide TSMO Program Plan (2020)

Participating Agencies:

- Regional Transportation Commission of Southern Nevada
- Nevada Department of Transportation (NDOT)
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Unincorporated Clark County

Budget:

Sub-Task 302-2520	State FY 2026	State FY 2027
Total Project Cost	\$510,000	\$0
Professional Services	\$500,000	\$0
RTC Staff Costs	\$10,000	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$484,500	\$0
Local Match (5%)	\$25,500	\$0

Schedule and Deliverables:

Schedule: 12 months

Deliverables: The development of an implementation plan for TSMO in Southern Nevada will occur during State Fiscal Year 2026.

Sub-Task 302-2520

Traffic Signal Management Plan and Signal Timing Guidelines

Purpose:

The purpose of this project is to create two (2) documents that will be used by RTC FAST and the local agencies that document the policies, procedures, and timing methods used within Southern Nevada. The first document, Traffic Signal Management Plan, is to document the roles and responsibilities of the FAST Department of the Regional Transportation Commission of Southern Nevada (RTC) and the local member agencies in the design, operation, and maintenance of traffic signals as well as identify additional policies or guidelines that may be needed. The Management Plan will serve as a strategic plan to better manage the traffic signal system by aligning goals and objectives, clearly identifying performance measures, identifying priorities, and planning for the future.

The second document, Traffic Signal Timing Guidelines, will provide guidance for development on signal timing parameters such as red clearance intervals, vehicle change and clearance intervals, pedestrian control features, minimum vehicle green parameter, recalls, leading pedestrian intervals, etc. It will cover components of the operation of individual traffic signals and the strategies used when coordinating traffic signals on a corridor or in a grid network. Using the guidelines will help to standardize the operations of the traffic signals across the boundaries of the member agencies. Development of these documents will help the traveling public by utilizing similar methods for operating the traffic signals. This will help to improve the efficiency and effectiveness of the transportation system.

Methodology:

It is desired to contract with professional engineering services to develop the two documents. Their services will include at a top level:

- a. Review of existing documentation and practices regarding traffic signal management and timing guidelines;
- b. Interviewing RTC FAST and the local agencies to document current practices and signal timing strategies;
- c. Industry review of signal timing policies, procedures, and signal timing standards and strategies;
- d. Facilitating stakeholder meetings;
- e. Building consensus between stakeholders;
- f. Identification of gaps with recommendations; and
- g. Preparation of the Traffic Signal Management Plan and Signal Timing Guidelines Documents

Previous Studies:

Traffic Signal Timing Strategies in Las Vegas (2014)

Budget:

Sub-Task 302-2530	State FY 2026	State FY 2027
Total Project Cost	\$460,000	\$0
Professional Services	\$450,000	\$0
RTC Staff Costs	\$10,000	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$437,000	\$0
Local Match (5%)	\$23,000	\$0

Schedule and Deliverables:

Schedule: 12 months

Deliverables: The Traffic Signal Management Plan and Final Signal Timing Guidelines will both be developed during State Fiscal Year 2026.

Task Group 501: Regional Policy Plan Administration

The following work activities will be conducted by the Regional Transportation Commission of Southern Nevada, as the region’s designated Metropolitan Planning Organization, to administer the Southern Nevada Strong Regional Plan.

In completing these activities, the MPO will follow established best practices for conducting a continuous, cooperative, and comprehensive planning process, and – to the maximum extent possible – conform to the metropolitan transportation planning procedures described in 23 CFR 450 (“Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning”).

Task Group 501 and relevant sub-tasks define the Core Administration functions for the Southern Nevada Strong Regional Plan, which the Regional Transportation Commission (RTC) agreed to assume upon adoption of the Plan in 2015. Administration consists of planning, coordinating, and either managing or encouraging the implementation of the Regional Plan. Because implementation of the Regional Plan – or conforming to it – is voluntary, administering the plan without authority to implement most (non-transportation) parts requires focusing efforts on supporting local governments and stakeholders as they implement the Regional Plan. The goals of administering the Regional Plan on behalf of the Southern Nevada Regional Planning Coalition are two-fold:

First, perform the regional plan-related tasks identified in Nevada Revised Statutes to help advance the legislative intent of regional planning identified in NRS 277.02521; and

Second, perform the “Building Capacity for Implementation” tasks identified in the SNS Regional Plan Implementation Matrix for the RTC to lead.

Specific Sub-Tasks are:

- 501-1000, Regional Plan Core Administration
- 501-1010, Regional Plan Updates
- 501-1050, Indicator Tracking and Scenario Planning
- 501-1150, Outreach and Communications
- 501-1160, Annual Southern Nevada Strong Implementation Report

Task Group 501, State Fiscal Years 2026-2027 Budget

The following costs are included in Task Group 501:

Task Group 501 Regional Policy Plan Administration Budget	State FY 2026	State FY 2027	Total:
Total Cost	\$120,000	\$220,000	\$340,000
Professional Services	\$0	\$100,000	\$100,000
RTC Staff Costs	\$120,000	\$120,000	\$240,000
The sources of funding for Task Group 501 are			
Consolidated Planning Grant	\$114,000	\$209,000	\$323,000
Local Match	\$6,000	\$11,000	\$17,000

Sub-Task 501-1000 Regional Plan Core Administration

Purpose:

In accordance with NRS 277.02528(4), the RTC MPO Team will administer the Southern Nevada Strong Regional Plan. This role involves reviewing Comprehensive (Master) Plans for conformance with the regional plan, convening and facilitating meetings of stakeholders working to implement the regional plan, and coordinating with the Southern Nevada Regional Planning Coalition.

Previous Work:

- Southern Nevada Strong Regional Plan (2015)
- Southern Nevada Strong Steering Committee bylaws (2025)
- Regional Transportation Plan, Grants Strategy (2025)

Methodology:

- **Conformity Review:** Develop a framework for collaborative, consistent, and clear conformity review. Conduct conformity review for any plans or plan elements that local partners develop during the year.
- **Plan Review:** Participate in technical committees for local agency comprehensive plans and development code updates and identify opportunities for regional plan implementation. Provide comments on local agency comprehensive plans and other studies as needed.
- **Grants Coordination:** Convene and facilitate meetings of local, regional, and state partners to improve the coordination of IJJA grants and develop long-term funding lists.
- **Facilitation:** Facilitate meetings of implementation leads to improve information sharing, identifying accomplishments, and develop strategies to address barriers to implementation.
- **SNS Steering Committee:** Facilitate plan implementation through meetings of the SNS Steering Committee. Design interactive, engaging meetings that include subject matter experts in key focus areas. Track Steering Committee membership list and identify gaps as needed.
- **Southern Nevada Regional Planning Coalition:** Participate in Planning Directors' and Board meetings for improved regional coordination. Track and provide input on work products as needed.
-

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Clark County School District
- Southern Nevada Regional Planning Coalition (SNRPC)

Budget:

Sub-Task 501-1000	State FY 2026	State FY 2027
Total Project Cost	\$0	\$0
Professional Services	\$0	\$0
RTC Staff Costs	\$35,000	\$35,000
Funding Sources		
Consolidated Planning Grant (95%)	\$33,250	\$33,250
Local Funds (5%)	\$1,750	\$1,750

Schedule and Deliverables:

Schedule: This is a recurring task in the UPWP.

Deliverables:

- Complete conformity and plan review (Upon request from July 2025-June 2027)
- Participate in SNRPC/COG Planning Directors meetings (Monthly from July 2025 – June 2027)
- Attend SNRPC/COG Board meetings (Quarterly from July 2025 – June 2027)
- Provide updates to the Regional Grants Working Group (Quarterly from July 2025 – September 2026)
- Update the Regional Grants Strategy and reconvene the Regional Grants Working Group following the Surface Transportation Bill Reauthorization (October 2025 – July 2027)
- Design and convene quarterly meetings of the Southern Nevada Strong Steering Committee (Quarterly from June 2025 – July 2027)
- Maintain the Southern Nevada Strong Steering Committee membership list and onboard new members as needed (Ongoing from June 2025 – June 2027)

Sub-Task 501-1010 Regional Plan Updates

Purpose:

As needed, the RTC MPO will develop and propose potential updates of the SNS Regional Plan, in collaboration with the Southern Nevada Strong Steering Committee, stakeholders, and community members.

Previous Work:

- Opportunity Site 5-Year Progress Reports for Boulder Highway, Downtown North Las Vegas, and the Las Vegas Medical District.
- Southern Nevada Strong 2050 Plan Update: Phase 1 Land Inventory and Outreach (January 2023-present)
- Maryland Parkway Opportunity Site Implementation Plan: June 2024

Methodology:

- Track regional trends and planning performance measures.
- Identify and track regional plan elements that require future updates.
- Research methods for integrating growth management plans into Regional Transportation Plans.
- Integrate Southern Nevada Strong Regional Plan and/or plan elements into the 2029 Regional Transportation Plan update.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County,
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Clark County School District,
- Southern Nevada Regional Planning Coalition

Budget:

Sub-Task 501-1010	State FY 2026	State FY 2027
Total Project Cost	\$35,000	\$35,000
Professional Services	\$0	\$0
RTC Staff Costs	\$35,000	\$35,000
Funding Sources		
Consolidated Planning Grant (95%)	\$33,250	\$33,250
Local Funds (5%)	\$1,750	\$1,750

Schedule and Deliverables:

Schedule: This is a recurring UPWP activity.

Deliverables:

- Summarize regional trends and planning performance measures (December 2026)
- Maintain a tracking list of potential plan updates and timing (Ongoing from June 2026 – June 2027)
- Regional Transportation Plan best practices research (June 2026)
- Regional Transportation Plan scope element focused on Southern Nevada Strong integration (December 2026)

Sub-Task 501-1050 Indicator Tracking and Scenario Planning

Purpose:

As the RTC has done from the start of its SNS Regional Plan administration activities, the MPO team will track key indicators relating to elements of the SNS plan. Tracking includes updating thirty regional indicators that provide overarching metrics for progress on the goals within the Regional Plan related to the regional economy, transportation, housing, health, and resiliency.

Previous Work:

- [Community Indicator Metrics Dashboard \(updated 2024\)](#)
- MPO [Planning Map Resources](#)
- Regional Transportation Plan baseline growth scenario (adopted January 2025)

Methodology:

- Continue to update community indicator metrics, revising following the approval of the Southern Nevada Strong 2050 Plan (expected in mid-2026).
- Track implementation of the Southern Nevada Strong 2050 preferred growth scenario.
- Support Southern Nevada Strong 2050 preferred growth scenario implementation through the MPO Land Use Working Group, Southern Nevada Strong Steering Committee, and other stakeholder and community groups.
- Explore new indicator tools, such as the development of a Southern Nevada version of the Economic Value Atlas in collaboration with Brookings.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Clark County School District
- Southern Nevada Health District
- University of Nevada - Las Vegas (UNLV)
- Las Vegas Global Economic Alliance
- Brookings Mountain West
- Nevada Department of Transportation (NDOT)
- Urban Lands Institute
- Southern Nevada Water Authority

Budget:

Sub-Task 501-1050	State FY 2026	State FY 2027
Total Project Cost	\$25,000	\$75,000
Professional Services	\$0	\$50,000
RTC Staff Costs	\$25,000	\$25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$23,750	\$71,250
Local Funds (5%)	\$1,250	\$3,750

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- Annual community indicator metric dashboard update (December 2025)
- Develop new community indicator metric dashboard based on Southern Nevada Strong 2050 indicators (December 2026)
- Develop and implement process to track Southern Nevada Strong 2050 preferred growth scenario. (June – December 2026)

Sub-Task 501-1150
Outreach and Communications

Purpose:

The MPO team will perform outreach and communications-related elements in the “Building Capacity for Implementation” portion of the Southern Nevada Strong (SNS) Regional Plan Implementation Matrix. Specific ongoing activities include production of SNS blog stories, maintenance of the regional planning contacts list, providing social media content, etc.

Included in this task will also be continued coordination and participation with regional coalitions and work groups related to goals within the regional plan. Stakeholder outreach and coordination allows the MPO Team to identify current issues and regional progress.

Previous Work:

- Blog and social media posts.
- Contact database.

Methodology:

- Support partnership with local agencies and key stakeholders to identify progress and issues
- Participation in meetings, workshops, coalitions that carry out work related to the regional plan goals
- Draft, finalize and publish blog stories.
- Amplify and share news related to progress on the regional plan via social media
- Additional communications related activities are performed by the MPO, RTC Government Affairs, Media and Marketing, and Executive Management

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- Boulder City,
- City of Mesquite

Budget:

Sub-Task 501-1150	State FY 2026	State FY 2027
Total Project Cost	\$15,000	\$65,000
Professional Services	\$0	\$50,000
RTC Staff Costs	\$15,000	\$15,000
Funding Sources		
Consolidated Planning Grant (95%)	\$14,250	\$61,750
Local Funds (5%)	\$750	\$3,250

Schedule and Deliverables:

Schedule: This is a recurring activity in the UPWP.

Deliverables:

- Revise annual communications plan (July 2025)
- Develop monthly implementation plans (July 2025 – June 2027)
- Track number of digital media interactions and engagement (July 2025 – June 2027)

Sub-Task 501-1160

Annual Southern Nevada Strong Implementation Report

Purpose:

On an annual basis, RTC staff, who are responsible for the administration of the Regional Plan, will create a summary of implementation progress to show the annual progress the region makes on each strategy. This report will be released concurrently with the annual update of the indicator dashboard. While the primary stakeholder involved in regional plan coordination tends to be agency staff within the planning department, regional implementation encompasses every department within local government as well as state government, nonprofit organizations, and private business. A full and comprehensive review of strategy progress relies on staff responsiveness and assistance with research.

Previous Work:

- Annual SNS report (2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024)
- Annual RTC accomplishments report (2021, 2022, 2023, 2024)

Methodology:

- Distribution of implementation strategies by “lead responsible agency” for stakeholder review
- MPO staff review of all strategies
- Follow-up inquiries distributed to all partners, connect with additional partners and communications teams
- Continue to inquire of progress
- Draft annual report for review

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Clark County School District
- Southern Nevada Regional Planning Coalition
- Southern Nevada Health District (SNHD)
- University of Nevada Las Vegas
- Las Vegas Global Economic Alliance
- Nevada Department of Transportation (NDOT)
- Urban Lands Institute
- Southern Nevada Water Authority (SNWA)

Budget:

Sub-Task 501-1160	State FY 2026	State FY 2027
Total Project Cost	\$10,000	\$10,000
Professional Services	\$0	\$0
RTC Staff Costs	\$10,000	\$10,000
Funding Sources		
Consolidated Planning Grant (95%)	\$9,500	\$9,500
Local Funds (5%)	\$500	\$500

Schedule and Deliverables:

Schedule: The report will be completed annually by December, published in January

Deliverable: Development and release of the annual Southern Nevada Strong implementation report.

Task Group 601: Regional Planning and Research

Based on stakeholder request and input, the MPO Regional planning staff identified the following projects to support and promote progress of the regional plan.

Following years of staff assistance on tracking and communications, the team will now work to provide technical assistance in research and planning so that individual agencies and local governments can carry out their tasked strategies within the regional plan. To best support the forward movement and progress of these strategies, the MPO team will provide specific research and analysis that can inform implementation.

Progress on all regional plan strategies is voluntary and based on current needs, available resources, and motivation on the part of those responsible for each strategy.

Specific Sub-Tasks are:

- 601-1020, Extreme Heat Adaptation and Shade Analysis
- 601-1060, Regional Open Space and Trails – Federal Lands Access Planning
- 601-1070, Regional Resiliency Planning
- 601-1080, Underutilized Parcels and Transportation Impacts
- 601-1090, Transportation Access to Parks
- 601-1100, 2025 Southern Nevada Strong Regional Policy Plan Update
- 601-1110, Clark County East Side Plan
- 601-1120, Comprehensive Economic Development Strategy
- 601-1130, Transportation Access to Food
- 601-1140, Community Planning Academy

Task Group 601 State Fiscal Years 2026-2027 Budget

The following costs are included in Task Group 601:

Task Group 601 Regional Planning and Research Budget	State FY 2026	State FY 2027	Total:
Total Task Group Cost	\$1,390,000	\$1,440,000	\$2,830,000
Professional Services (CPG Funded)	\$1,045,000	\$1,150,000	\$2,195,000
RTC Staff Costs	\$345,000	\$290,000	\$635,000
The sources of funding for Task Group 601 are:			
Consolidated Planning Grant	\$1,276,500	\$1,323,000	\$2,599,500
Local Funds	\$113,500	\$117,000	\$230,500

Sub-Task 601-1020 Extreme Heat Adaptation and Shade Analysis

Purpose:

Southern Nevada has been identified as one of the fastest warming regions in the country, and recent research has indicated a substantial risk of heat-related deaths from an increasing number and duration of extreme heat events in the region. Increasing temperatures in the region are associated with and contribute to a host of negative impacts – from poorer air quality to added wear and tear on infrastructure. Most importantly, studies have found a clear link between increasing temperatures and increasing heat-related deaths and hospitalizations.

Despite the history of adverse health impacts associated with extreme heat in our region, experts hold that many of these outcomes are preventable. Reducing future adverse outcomes requires developing effective and coordinated responses, as well as improving the awareness of public health officials and the community members about the health risks associated with extreme heat. This is especially critical in areas with the populations most vulnerable during extreme heat events.

In response to this challenge, MPO staff prepared the heat vulnerability index and map, which identifies where populations are at high risk to extreme heat. MPO staff will continue to support the region's adaptation to extreme heat through infrastructure and emergency response planning.

Previous Work:

- [Southern Nevada Extreme Heat Vulnerability Analysis Report](#) (2022)
- [Southern Nevada Extreme Heat Vulnerability Analysis Webmap](#) (2022)
- Southern Nevada Urban Heat Island Mapping Project (2022)

Methodology:

- Participate in local, state, regional, and federal technical committees focused on extreme heat adaptation and related projects.
- Support implementation of the NOAA Emergency Response Tabletop Exercise in coordination with regional partners.
- Continue to update the Extreme Heat Vulnerability Index.
- Convene the Southern Nevada Heat Technical Advisory Committee.
- Support local implementation of the Southern Nevada Extreme Heat Vulnerability Report as needed.
- Prepare a tree canopy and shade analysis in coordination with community partners.

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency)
- Clark County
- City of Las Vegas
- City of North Las Vegas
- City of Henderson
- Boulder City
- City of Mesquite
- Southern Nevada Regional Planning Coalition
- Southern Nevada Health District (SNHD)
- NV Energy,
- Southern Nevada Water Authority (SNWA)

Budget:

Sub-Task 601-1020	State FY 2026	State FY 2027
Total Project Cost	\$50,000	\$50,000
Professional Services	\$30,000	\$30,000
RTC Staff Costs	\$20,000	\$20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$47,500	\$47,500
Local Funds (5%)	\$2,500	\$2,500

Schedule and Deliverables:

Schedule: 24 months

Deliverable: Development of a final tree canopy and shade analysis report.

Sub-Task 601-1060 – Regional Open Space and Trails – Federal Lands Access Planning

Purpose:

The Regional Open Space and Trails (ROST) Collaborative coordinates a regional approach to land conservation, with an emphasis on access to open space and trails in the Southern Nevada region. The Collaborative coordinates implementation of the Regional Open Space Plan (2006) and the ROST Strategic Plan (2025) through an interagency staff working group which includes local agencies, state, and federal partners. The Collaborative shares information and resources to continue the development of an interconnected regional trail system and to improve transportation facilities that provide access to local, state, and federal lands.

As a member of the ROST Collaborative, the purpose of this task is to continue RTC's participation as a member of ROST, support facilitation of the Collaborative, provide resources and technical assistance for regional open space and trails planning, improve connectivity and multimodal access in the region, and implement guidance for federal lands access within the MPO.

Previous Work:

- Regional Open Space Plan (2006)
- Regional Open Space and Trails (ROST) working group (2008-present)
- Southern Nevada Strong Regional Policy Plan (2015)
- NPS Rivers, Trails, and Conservations Assistance for ROST strategic planning (present)
- ROST Strategic Plan (2025)

Methodology:

The ROST Collaborative recently completed a 5-year ROST Strategic Plan, which includes projects and actions that the ROST Collaborative can take in the near term in support of the following goals:

1. Collaborative Action and Capacity Building. Promote collaboration, strategic focus, resource development, and capacity building in support of regional open space and trails.
2. Regional Open Space and Trails Planning and Design. Ensure broad access, continuity in experience, and designs that promote resiliency.
3. Regional Open Space and Trails Development, Operations and Management. Support communities with the highest needs, while promoting operations and management.
4. Community and Partner Awareness. Increase visibility and relevance of the regional open space and trails system, highlighting community and economic benefits, as well as links to mental and physical health, resilience, and livability.
5. Public Enjoyment and Shared Stewardship. Promote enjoyment, participation, and stewardship of regional open space and trails, advancing their care and protection.

Using the ROST Strategic Plan, ROST develops annual workplans to achieve these goals. Work plan activities will likely include:

- Facilitation of the Collaborative and coordination among local, state, and federal partners
- Updates to regional trails and open space planning documents, such as wayfinding and use policies, regional open space and trails maps, maintenance of data files, etc.
- Identification of funding and project prioritization for expansion of the open space and trails network

- Identifying projects and funding sources for improving access to federal lands
- Tracking of project needs for improved access to open space and trails in the region

Participating Agencies:

- Clark County
- City of Las Vegas
- City of Henderson
- City of North Las Vegas
- Boulder City
- Regional Flood Control District
- Clark County School District
- National Park Service
- U.S. Forest Service
- Bureau of Land Management
- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Southern Nevada Health District
- Nevada Department of Transportation (NDOT)

Budget:

Sub-Task 601-1060	State FY 2026	State FY 2027
Total Project Cost	\$95,000	\$100,000
Professional Services	\$65,000	\$70,000
RTC Staff Costs	\$30,000	\$30,000
Funding Sources		
Consolidated Planning Grant (75%)	\$71,250	\$75,000
Local Match (25%)	\$23,750	\$25,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- Development of State FY 2026 and 2027 work plan
- Work plan to be executed between July 2025 – June 2027
- Work plan deliverables may include facilitation of the Collaborative and coordination among local, state, and federal partners, updates to regional trails and open space planning documents, such as wayfinding and use policies, regional open space and trails maps, maintenance of data files, identification of funding and project prioritization for expansion of the open space and trails network and for improving access to federal lands, tracking of project needs for improved access to open space and trails in the region.

**Sub-Task 601-1070 –
Regional Resiliency Planning**

Purpose:

The Southern Nevada region continues to experience the effects of extreme heat and drought. RTC staff will continue to support regional collaboration and implementation of regional and federal policy aimed at increasing community resiliency. Additionally, staff will explore a *Southern Nevada Transportation Resiliency Plan* to identify vulnerabilities and projects that “harden” infrastructure to withstand higher temperatures, flooding, and winds.

Previous Work:

- **Southern Nevada Strong Regional Plan** (2015) established a shared vision for a diverse economy, excellent educational opportunities, urban and natural amenities, and integrated transportation networks. SNS identifies goals and strategies to create healthy communities.
- **Regional Planning Tools and Techniques Report** (November 2020) examined approaches and frameworks used by other regions in their climate-related work and catalogued best practices.
- **All-In Action Plan** (2023) identifies actions to advance clean and reliable energy, smart buildings and development, connected mobility, and a diverse and circular economy.

Methodology:

- Continue to track and support implementation of SNS strategies that build community resiliency;
- Participate in local, regional and state technical groups focused on resiliency, such as the NDOT Emissions Reduction Working Group;
- Support the implementation of the Southern Nevada Transportation Resilience Plan

Participating Agencies:

- Clark County Department of Environmental Services (All-In Clark County Lead)
- Nevada Department of Transportation (NDOT)
- Local and regional agencies

Budget:

Sub-Task 601-1070	State FY 2026	State FY 2027
Total Project Cost	\$20,000	\$20,000
Professional Services	\$0	\$0
RTC Staff Costs	\$20,000	\$20,000
Funding Sources		
Consolidated Planning Grant (95%)	\$19,000	\$19,000
Local Match (5%)	\$1,000	\$1,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- Ongoing participation and technical assistance for local, regional and state working groups focused on resiliency (July 2025 – June 2027)
- Support the implementation of the resiliency plan (January 2027 – June 2027)

Sub-Task 601-1080 Underutilized Parcels and Transportation Impacts

Purpose:

The local jurisdictions interest in and ability to promote infill development has critical outcomes for regional transportation. This is because disjointed land use patterns contribute significantly to worsening air quality, as well as increasing vehicle miles traveled (VMT) and congestion by promoting long trips. As the expected population growth in Southern Nevada threatens to worsen the aforementioned metrics by continuing sprawling patterns, it is imperative that the RTC studies the feasibility of developing underutilized and vacant parcels to accommodate new housing and economic development opportunities as an alternative.

The Room for Smart Growth Study will:

- identify vacant and underutilized parcels and their ownership,
- assess the feasibility of their development for housing and employment using existing conditions as a baseline,
- create a publicly accessible online mapping tool describing the parcels,
- develop a vehicle miles traveled (VMT), congestion and GHG emissions scenario in which 30% of the population and job growth occurs within the urbanized core as planned by Southern Nevada Strong,
- identify local barriers to infill development including real estate development market and zoning regulation, and
- issue recommendations to overcome barriers based on other existing urban planning and policy research and peer regions.

Previous Work:

- Southern Nevada Strong
- Access 2050
- Transportation Emissions Gap Report (in progress)
- Las Vegas Global Economic Alliance (LVGEA) - 2016 Employment Lands Report
- All-In Clark County GHG Inventory
- Center for Business and Economic Research (CBER) Population Forecast
- NAIOP Southern Nevada Industrial Land Analysis

Methodology:

Study will meet its purpose by:

- developing a schema to identify underutilized and vacant lots in coordination with local jurisdictions and LVGEA (i.e. excluding cemeteries from analysis),
- mapping and counting relevant parcels, acreage, and ownership using Clark County Assessor's data,
- assessing their feasibility of development based on prior infill research, which focuses on existing conditions related to transit access as well as housing and employment densities,
- predicting travel behavior with existing RTP model,
- interviewing planners and economic development professionals in local municipalities, developers, and parcel owners to understand opportunities and constraints, and

- researching academic and policy literature regarding best practices to promote infill development.

Participating Agencies:

- RTC of Southern Nevada (RTC)
- Las Vegas Global Economic Alliance (LVGEA)
- Urban Land Institute Nevada (ULI)
- CBER at University of Nevada – Las Vegas (UNLV)
- Clark County
- City of Las Vegas
- City of Henderson
- City of North Las Vegas
- City of Mesquite

Budget:

Sub-Task 601-1080	State FY 2026	State FY 2027
Total Project Cost	\$205,000	\$55,000
Professional Services	\$175,000	\$25,000
RTC Staff Costs	\$30,000	\$30,000
Funding Sources		
Consolidated Planning Grant (95%)	\$194,750	\$52,250
Local Match (5%)	\$10,250	\$2,750

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- Engage partner agencies and co-develop underutilized parcel identification schema.
- Conduct interviews with planners, economic development professionals, developers, and parcel owners.
- Count and map number of underutilized parcels and acreage based on Assessor Data and maximum parking standards from peer communities.
- Categorize underutilized parcels by size and housing and employment development feasibility. Focus on mapped feasible parcels.
- Develop VMT, congestion and GHG scenario where 30% of population growth occurs in lands with feasible development opportunities using current RTP model
- Prepare study first draft and distribute for review.
- Release study and interactive mapping tool to the public
- Co-develop two-year tool maintenance guidelines and recommendations and identify partner agency responsible for updating the tool.

Sub-Task 601-1090 Transportation Access to Parks (Phase Two)

Background:

The RTC previously received discretionary grant funding from the Nevada Department of Outdoor Recreation (NDOR) to fund a Transportation Access to Parks (TAP) study (Phase One) through NDOR's 2023 Nevada Outdoor Recreation Infrastructure (NORI) grant program.

The TAP Phase One study used a GIS-based spatial analysis to identify gaps in park access for high-needs communities, with an emphasis on populations with little or no access to a personal vehicle. For the purposes of the study, parks are generally defined as publicly accessible outdoor recreational opportunities, including parks, open space, trails, and other natural resources and outdoor recreational assets.

The TAP Phase One study provided high-level recommendations for improving transportation access to parks across the region. The types of recommendations provided include policies, programs, and initiatives, capital improvement projects, and partnership opportunities. Many of these recommendations need further planning work before implementation can proceed.

Purpose:

The purpose of this TAP Phase Two subtask is to further the study's findings through continued planning work to ultimately implement recommendations from the TAP Phase One study. High-level recommendations from the study include:

- Improving walking access to parks by removing physical barriers and adding pedestrian infrastructure.
- Improving park access where it is most needed.
- Prioritizing connections that get people where they need to go.
- Promoting microtransit where other transportation options are not available.
- Extending existing and future bus service to reach parks.
- Adding features to RTC routes that are transit-to-parks friendly.
- Incorporating cooling infrastructure along transportation routes.
- Making biking and walking to parks safer and more comfortable.
- Making travel planning to parks easier.

Methodology:

Implementation activities will likely include:

- Additional planning and/or feasibility studies
- Transit service evaluation and service changes
- Partner coordination and prioritization of projects
- Program development

Previous Work:

- Transportation Access to Parks (Phase One) (2025)
- Regional Open Space and Trails Strategic Plan (2025)
- Urban Heat Island Mapping Campaign (2022)
- Extreme Heat Vulnerability Analysis (2021)
- Southern Nevada Preliminary Parks and Open Space Analysis (2017)
- Southern Nevada Strong Regional Policy Plan (2015)

Expected outcomes:

Continuation of the Transportation Access to Parks study with Phase Two will result in future investments in new facilities, active transportation infrastructure, transit services, and education and programming to provide more access to parks in communities who have little or no access to a personal vehicle.

Participating Agencies:

- RTC of Southern Nevada
- Clark County
- City of Las Vegas
- City of Henderson
- City of North Las Vegas
- Boulder City
- Regional Flood Control District
- Clark County School District
- National Park Service
- U.S. Forest Service
- Bureau of Land Management
- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Southern Nevada Health District
- Nevada Department of Transportation (NDOT)

Budget:

Sub-Task 601-1090	State FY 2026	State FY 2027
Total Project Cost	\$105,000	\$75,000
Professional Services	\$75,000	\$75,000
RTC Staff Costs	\$30,000	\$0
Funding Sources		
Consolidated Planning Grant (95%)	\$99,750	\$71,250
Local Match (5%)	\$5,250	\$3,750

Schedule and Deliverables:

Schedule: 24 months

Deliverables: Continue planning work to ultimately result in the future investment in facilities to improve transportation access to parks in the study area.

Sub-Task 601-1100 2025 Southern Nevada Strong Regional Policy Plan Update

Background:

To increase staff capacity and more efficiently complete the range of projects identified in the UPWP, RTC staff has identified an opportunity to combine four standalone studies into one, achieving the goals of each individual project through a consolidated study that will serve as an update to the Southern Nevada Strong (SNS) Regional Policy Plan.

The combined studies include *Land Use and Scenario Planning*, *Livable Centers Project 3*, *Future Housing Inventory and Needs Analysis*, and *Underutilized Parcels and Transportation Impacts*. (Note that the *Underutilized Parcels and Transportation Impacts* study will remain as a standalone study with a reduced budget. The remaining balance of unused funds from this study will be consolidated into the new, combined study.)

The SNS Regional Policy Plan was adopted regionwide in early 2015 and provides an integrated framework that guides community development through strategies that include improving access to transit, co-locating jobs and housing, increasing transportation choice, and integrating land use and transportation planning to reduce VMT and transportation emissions. SNS stakeholders recently identified a need to update the SNS Regional Policy Plan amidst community concerns of rising housing and transportation costs, extreme heat, and worsening air quality. After identifying goals of this plan update, RTC MPO staff realized that many projects in the UPWP FY 24 and FY25 shared similar goals. It was decided to consolidate the aforementioned studies into a combined 2025 Southern Nevada Strong Plan Update.

Purpose:

The purpose of the 2025 Southern Nevada Strong Regional Policy Plan Update (2025 SNS Plan Update) is to procure consultant services to perform a rigorous and inclusive planning process that can guide urban development over the next 25 years, incorporating the interactions between land use, transportation, the economy, and the environment. The results of the planning process will identify an agreed upon community vision that accommodates forecasted population growth and resiliency goals and maximizes quality of life for all Southern Nevadans.

The 2025 SNS Plan Update will accomplish the following goals:

1. Re-engage and educate the community at large in regional planning processes and decision making.
2. Highlight outcomes and trade-offs of various infrastructure and development decisions to improve data-based decision-making in the region.
3. Establish a foundation to integrate land use and transportation planning in RTC and local agency plans and processes, such as the Regional Transportation Plan and local comprehensive plans and master plans.

Previous Work:

- Southern Nevada Strong Regional Policy Plan
- Rapid Policy Analysis Tool
- Envision Tomorrow (software practice and basic training)
- RTC's Livable Centers program (ongoing support for Livable Centers studies)
- Regional Housing Analysis: Diversifying Housing Type (2021)
- Regional Housing Analysis: Jobs-Housing Balance (2021)
- Regional Housing Analysis: Housing Affordability (2021)
- Access 2050 (RTP – update in progress)
- Transportation Emissions Gap Report (in progress)
- Las Vegas Global Economic Alliance (LVGEA)- 2016 Employment Lands Report
- All-In Clark County GHG Inventory
- Center for Business and Economic Research (CBER) - Population Forecast
- NAIOP Southern Nevada Industrial Land Analysis
- Underutilized Parcels and Transportation Impacts (in progress)

Methodology:

These planning goals will be accomplished through the following exercises:

- A. Understand the hyperlocal scale of our built environment by mapping and analyzing existing activity centers in the Southern Nevada region.
- B. Assess current and future housing needs and preferences for the region.
- C. Perform a robust scenario planning process to improve coordinated and integrated land use and transportation planning and decision making in the region.
- D. Establish one or more preferred development scenarios through a scenario planning process that can guide planning decisions in the region for the next 25 years.
- E. Develop a regional housing strategy and strategic action plan that will guide coordinated, short-term (5-year) actions to jump start implementation of the 2025 SNS Plan Update.
- F. Establish baseline data and performance measures to track implementation of the 2025 SNS Plan Update over time.
- G. Develop a process for integrating and maintaining the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and the SNS Regional Policy Plan.
- H. Facilitate adoption by RTC member entities and the RTC Board of Commissioners.

Participating Agencies:

- RTC of Southern Nevada
- City of North Las Vegas
- City of Las Vegas
- City of Henderson
- City of Boulder City
- City of Mesquite

Budget:

Sub-Task 601-1100	State FY 2026	State FY 2027
Total Project Cost	\$540,000	\$740,000
Professional Services	\$450,000	\$650,000
RTC Staff Costs	\$90,000	\$90,000
Funding Sources		
Consolidated Planning Grant (95%)	\$513,000	\$703,000
Local Match (5%)	\$27,000	\$37,000

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- Conduct Regional Land Use Working Group meetings and meet with representatives from local entities and stakeholders to gather input for scenario assumptions.
- Continuous coordination with local agencies and stakeholders to develop land use scenarios and provide scenario input files.
- Assess scenario impacts on land use and transportation and the integrated relationships.
- Assess scenarios that evaluate the effects of infill development on environmental outcomes and job-housing balance.
- Identify local barriers to infill development including real estate development market and zoning regulations.
- Present scenario planning results and findings to local entities to demonstrate the relationships between land use and transportation.
- Identify growth geographies that can be used to guide where future growth in housing and jobs would be prioritized under RTP plan strategies over the next 30 years and update the Southern Nevada Strong vision map to reflect this jobs-housing balance strategy.
- Develop an action-based plan that leads to walkable, mixed-use places with increased travel choices, improved environmental quality, balanced economic development and housing choices.
- Facilitate and support integration of scenario planning findings into local agency and regional planning efforts.
- Develop guidance for review and coordination of regionally significant developments that have region-wide impacts on vehicle miles traveled (VMT), pollution, transit service, etc.

601-1110 Clark County East Side Plan

Purpose:

The Southern Nevada Strong Regional Plan (SNS) identifies a goal to develop “complete communities,” where jobs, housing, transportation options, and community amenities are located within a reasonable proximity of one another, meaning that everyone has access to housing, economic opportunity, and healthy resources, regardless of income or transportation choice.

The established “East Side” neighborhood, which is in both Clark County and the City of Las Vegas jurisdictions, includes opportunities to integrate transportation and land use for the development of complete communities. With a history of disinvestment from both public and private sectors, many neighborhoods within the Eastside lack access to active transportation infrastructure, grocery stores and healthy foods, parks, and healthcare facilities. While rich in history and culture, the Eastside has not experienced recent reinvestment, and many commercial areas are underutilized. Additionally, Eastside residents who participated in recent listening sessions led by local coalitions and Southern Nevada Strong shared concerns related to transportation challenges, increasing heat, lack of affordable housing, and decreasing air quality.

Building on recent plans for portions of the East Side in the City of Las Vegas, the Clark County Eastside Study aims to develop neighborhood-scale action plan(s) that further the following Transform Clark County Master Plan goals²:

- Encourage reinvestment in established areas;
- Expand access to neighborhood serving uses and amenities;
- Protect the natural environment and systems;
- Enhance multi-modal connections; and
- Protect and enhance the neighborhood employment base.

Methodology:

- Task 1: Continue to scope the Clark County East Side Study and define potential planning phases or pilot neighborhood for expedited implementation.
- Task 2: Complete existing conditions analysis with an emphasis on developing engaging visuals.
- Task 3: Develop a culturally appropriate, bilingual community engagement plan.
- Task 4: Identify challenges and opportunities through community and stakeholder outreach.
- Task 5: Identify strategies to address challenges and build on existing opportunities.
- Task 6: Develop an action plan, including a transportation project list; define roles, potential funding sources, and timelines.
- Task 7: Facilitate approvals by the Clark County Board of Commissioners.

Previous Work:

- Southern Nevada Strong Regional Policy Plan (2015)
- Southern Nevada Regional Bicycle and Pedestrian Plan (2017)
- [Transform Clark County Master Plan](#) – Sunrise Manor Planning Area (2021)
- Southern Nevada Extreme Heat Vulnerability Report and Map (2022)
- Southern Nevada Transportation Impacts on Health Study Community Health Score (2022)
- Southern Nevada Regional Walkability Plan (2022)
- [East Las Vegas Neighborhood Revitalization Strategy Area](#) (2023)
- [East Las Vegas Special Area Plan](#) (2023)

Participating Agencies:

Key agency stakeholders include:

- Clark County (multiple departments including Planning, Public Works, Parks and Recreation, Housing, Social Services, Redevelopment, Environment and the University Medical Center (UMC))
- Regional Transportation Commission of Southern Nevada (multiple departments including Transit Planning, Transit Amenities, Specialized Services)
- Clark County School District
- City of Las Vegas
- Bureau of Land Management
- Nevada Department of Transportation (NDOT)
- Nevada Department of Employment, Training and Rehabilitation (DETR)

Additional participating agencies and community stakeholders will be identified through the development of the community engagement plan.

Budget:

Sub-Task 601-1110	State FY 2026	State FY 2027
Total Project Cost	\$275,000	\$175,000
Professional Services	\$250,000	\$150,000
RTC Staff Costs	\$25,000	\$25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$261,250	\$166,250
Local Match (5%)	\$13,750	\$8,750

Schedule and Deliverables:

Schedule: 24 months

Deliverables:

- July 2025 - December 2025: Scope development and phase identification
- January 2026 – June 2027: Plan development through community engagement

601-1120 Comprehensive Economic Development Strategy

Purpose:

The Las Vegas Global Economic Alliance (LVGEA) in its role as the region's state-sanctioned regional economic development authority leads the development and implementation of a Comprehensive Economic Development Strategy (CEDS) for Southern Nevada, a plan that establishes a blueprint for regional collaboration and improving economic resiliency. According to the U.S. Economic Development Administration, "a CEDS is a strategy-driven plan for regional economic development" and "contributes to effective economic development in America's communities and regions through a place-based, regionally driven economic development planning process."

Collaboration between the RTC and LVGEA to develop the Comprehensive Economic Development Strategy results in improved coordination between transportation and economic development planning and community engagement. RTC will support this LVGEA-led project through project management, document review for integration with regional plans, and technical assistance related to plan development and process design, scope development, peer community research, stakeholder and community engagement, and partnership development.

Previous Work:

The Regional Transportation Commission (RTC) in its role as the Metropolitan Planning Organization for Clark County, Nevada has supported regional economic development by:

- Coordinating transportation and related infrastructure investments with regional economic development plans;
- Administering the Southern Nevada Strong Regional Plan that identifies a goal to increase regional economic competitiveness and a strategy to align the RTC Regional Transportation Plan and LVGEA Comprehensive Economic Development Strategy (CEDS); and
- Providing funding and technical assistance for planning studies and the formation of partnerships in support of economic development and related transportation infrastructure.

Methodology:

- Develop a community engagement plan.
- Prepare a summary background of the economic development conditions of the region.
- Conduct an in-depth analysis of regional strengths, weaknesses, opportunities and threats related to economic development.
- Establish a strategic direction (vision, goals and objectives) and an action plan (implementation), based on SWOT analysis and consistency with other relevant state, regional, and local plans.
- Establish performance measures used to evaluate the organization's implementation of the CEDS and its impact on the regional economy.
- Develop a plan for economic resilience including the establishment of information networks, pre-disaster recovery planning, and measuring tools.

Participating Agencies:

- Greater Las Vegas Economic Alliance (Lead Agency)
- City of Las Vegas' Southern Nevada Enterprise Community Board (Project Partner)

Key Stakeholder Groups:

- Federal, regional, state and local agencies
- Chambers of Commerce
- Housing
- Workforce development
- Lenders
- Hospitality
- Healthcare
- Contractors
- Professional sports
- Freight
- Education
- Infrastructure

Budget:

Sub-Task 601-1120	State FY 2026	State FY 2027
Total Project Cost	\$30,000	\$30,000
Professional Services	\$0	\$0
RTC Staff Costs	\$30,000	\$30,000
Funding Sources		
Consolidated Planning Grant (25%)	\$7,500	\$7,500
Local Match (75%)	\$22,500	\$22,500

Schedule and Deliverables:

Schedule: Plan development and approvals are expected to be completed within 12 months of the consultant receiving a Notice to Proceed.

Deliverable: Development of the Comprehensive Economic Development Strategy (CEDs)

601-1130

Transportation Access to Food

Purpose:

The purpose of this study is to conduct a transportation assessment of existing conditions and potential improvements at Double Up Food Bucks (DUFB) implementation sites, identifying barriers to walking, biking, and public transit access. Engagement strategies will involve a public survey of nearby sites and feedback from public transit users, priority populations, and DUFB participants. A plan to improve access will be developed with a sub-contractor, and programmatic findings will be submitted.

Methodology:

The methodology for this project will include an analysis of existing conditions, stakeholder engagement, and the development of a recommendation report.

Previous Work:

1. Food Council and Partners for a Healthy Nevada
 - a. As members of the Food Council and Partners for a Healthy Nevada, we collaborate with various partners to address food access challenges and promote health and wellness throughout the region.
2. Food Access Map
 - a. In 2025, we updated our 2019 Food Access Map in partnership with University of Nevada – Reno (UNR), which highlights key food resources across Southern Nevada, including grocery stores, WIC-approved stores, limited access food areas, and food pantries.
3. Produce Pop-Ups at Bonneville Transit Center (BTC)
 - a. In collaboration with the Southern Nevada Health District (SNHD), we have hosted Produce Pop-Ups at the BTC, where fresh fruits and vegetables are sold, and Double Up Food Bucks (DUFB) is accepted through SNAP Electronic Benefits Transfer (EBT) to make healthy food more accessible to the community.

Participating Agencies:

- Southern Nevada Health District (SNHD)
- Clark County
- City of Las Vegas
- Store Operators
- RTC of Southern Nevada

Budget:

Sub-Task 601-1130	State FY 2026	State FY 2027
Total Project Cost	\$20,000	\$20,000
Professional Services	\$0	\$0
RTC Staff Costs	\$20,000	\$20,000
Funding Sources		
Consolidated Planning Grant (75%)	\$15,000	\$15,000
Local Match (25%)	\$5,000	\$5,000

Schedule and Deliverables:

Schedule: 24 months

Deliverable: Development of a recommendation report for improving transportation access to Double Up Food Bucks food distribution sites.

601-1140
Community Planning Academy

Purpose:

The MPO team will work with local jurisdictions and the Nevada APA chapter on developing a community planning academy. In alternating years, the focus would shift between an academy focused on explaining planning issues to the general public, and one focused on providing briefing and training for local appointed planning board members. The long-term goal for the academy is to increase the local understanding of planning issues and process.

Methodology:

- Research existing programs held throughout the country
- Contextualize content for Southern Nevada and current issues
- Host academy weekly for 6 weeks with expert speakers

Participating Agencies:

- Regional Transportation Commission of Southern Nevada (Lead Agency),
- Clark County,
- City of Las Vegas,
- City of North Las Vegas,
- City of Henderson,
- City of Boulder City,
- City of Mesquite
- Nevada Chapter of the American Planning Association

Budget:

Sub-Task 601-1140	State FY 2026	State FY 2027
Total Project Cost	\$50,000	\$175,000
Professional Services	\$0	\$150,000
RTC Staff Costs	\$50,000	\$25,000
Funding Sources		
Consolidated Planning Grant (95%)	\$47,500	\$166,250
Local Match (5%)	\$2,500	\$8,750

Schedule and Deliverables:

Schedule: This is a recurring task in the UPWP.

Deliverable: The Planning Academy will be an annual event which will be held for members of the general public and for new locally appointed planning board members.

Discretionary Planning Grant Program Funded Projects–

The RTC receives approximately \$4.5 million annually in its role as the Metropolitan Planning Agency to coordinate transportation planning. These funds are utilized to develop the long-rang Regional Transportation Plan (RTP), prioritize federal transportation funding for high-priority projects, engage with the public and stakeholders, coordinate with government agencies, and analyze transportation-related data to improve mobility and infrastructure within Southern Nevada.

With these federal funds, there are three priorities the MPO seeks to achieve:

1. First and foremost. We need to meet baseline federal requirements by completing required plans like the RTP, TIP, UPWP, PPP, and the Coordinated Plan.
2. Second, we seek to advance regional planning priorities. We do this through coordination with local entities to build off existing plans and fill any needed gaps. This includes efforts to develop environmental mitigation strategies, safety plans, and the RTC’s role as core administrator of the Southern Nevada Strong Regional Plan.
3. And finally, we seek to directly fund local agency planning initiatives that implement a shared regional vision. These are local agency sponsored plans that the RTC funds with federal dollars, and we work with your local agency staff to complete them.

With passage of the Infrastructure Investment and Jobs Act, much of the increased funding was made available through existing and new discretionary grant programs. To leverage these funding opportunities to meet regional needs, and to increase available resources, the RTC proactively applied for numerous grant opportunities throughout calendar years 2023, 2024 and 2025. This resulted in thirteen successful grant awards totaling approximately \$15 million. These funds will assist Southern Nevada in achieving goals outlined in the RTP by providing additional funding to support crucial transportation projects and initiatives, ultimately enhancing mobility, accessibility, and economic development.

Program Description:

Charleston Boulevard Alternatives Analysis

RTC was awarded a USDOT RAISE discretionary grant to plan for future high-capacity transit (HCT) along Charleston Boulevard in 2023. The approximately \$9.7 million in project funding is dedicated to completing the planning, preliminary engineering, and environmental clearance phases for a HCT line along 16.9 miles of Charleston Boulevard. The Alternatives Analysis began in mid-2024. This analysis is planning for dedicated transit travel lanes, enhanced pedestrian and bike amenities and facilities, enhanced transit station areas, real-time bus arrival information, streetscape improvements, and safety/traffic management technology. Project partners include NDOT, Clark County, and City of Las Vegas. Planning grant for Charleston Boulevard to fund the Alternatives Analysis, NEPA, and PE phases for future LRT or BRT.

This alternatives analysis will lead to the enhancement of transit service and safety along Charleston Boulevard, while expanding economic development opportunities as well as implementing the On-Board Mobility Plan.

Project Description:**Areas of Persistent Poverty Program****Equitable Access to Mobility Action Plan**

RTC was awarded an FTA Areas of Persistent Poverty (AoPP) discretionary grant in July 2023. The \$630,000 grant (with an additional \$70,000 in local match) will be used to develop the Equitable Access to Mobility Action Plan, which will identify priority locations for mobility hubs, complete streets, and transit amenities, as well as prioritize overall infrastructure investments within the study area to enhance safety, access, and mobility. The size of the study area is 31 square miles, encompassing downtown Las Vegas, the historic Westside neighborhood, East Las Vegas and North Las Vegas.

The plan kicked off in 2024 and has included workshops with key stakeholders and community members, as well as a community-led plan. This plan will increase safety, comfort, and job accessibility in a high need area.

Project Description:**Reimagine Boulder Highway – Regional Infrastructure Accelerator**

RTC approved an Interlocal Agreement with NDOT to initiate the NEPA and Preliminary Engineering phases of the Reimagine Boulder Highway project in Clark County and the City of Las Vegas. An application for federal funding through the Build America Bureau’s Regional Infrastructure Accelerators program was successful, with NDOT committed to funding the remainder of the project cost. This \$4.3 million planning grant is funding NEPA and preliminary engineering (PE) for future center-running bus rapid transit (BRT) on Boulder Highway. These efforts are being coordinated with NDOT, Clark County and the City of Las Vegas.

This project will increase safety and promote transit ridership by ensuring seamless implementation of the Reimagine Boulder Highway corridor currently under construction by the City of Henderson.

Project Description:**Southern Nevada Safe Streets for All Action Plan**

RTC has begun work on a \$1.6 million FHWA Safe Streets for All grant to develop a regional action plan to reduce the number of traffic deaths occurring in the Las Vegas Valley. The community-driven action plan under development will leverage new data sources to prioritize mobility projects that increase safety for vulnerable roadway users. Emphasis is being given to utilization of cost-effective, impactful strategies to identify and solve the most significant safety risks, which include speed, roadway design and poor lighting.

In 2024, 293 traffic fatalities occurred in Clark County, of which 106 were vulnerable road users such as pedestrians and bicyclists. This plan will directly address this safety crisis.

Project Description:

Boulder Highway Transit-Oriented Development (TOD) Plan

In partnership with the City of Henderson, align land use plans with the Reimagine Boulder Highway project, which will construct center-running bus rapid transit (BRT), to plan for transit-oriented development. Funded by a discretionary FTA Transit-Oriented Development (TOD) Planning grant in 2023, the project is presently underway in 2025. Project will conduct a market readiness analysis to understand which station areas are most ripe for redevelopment and develop specific station area plans to be incorporated by the City of Henderson in future master plan and zoning updates.

A planning grant will fund the station-area TOD planning to complement the Re-Imagine Boulder Highway project in the City of Henderson.

Well-designed TOD station areas reduce the need for personal automobile use, resulting in decreased transportation costs for residents that live within the station area.

Project Description:

Bike Share Expansion

RTC was the recipient of a \$142,500 grant (along with a \$7,500 local match) to expand the RTC bike share program. Six new bike share stations were placed in East Las Vegas, along with 37 additional electric bicycles.

Plan for future expansion in partnership with the City of Las Vegas via Community Project Funding (Earmark) in Rep. Titus' district and that will include 37 E-bikes and 24 docks.

Bike Share expansion will increase system ridership and decrease VMT and GHG emissions.

Project Description:

Charleston Transit Oriented Development –

The purpose of this two year planning initiative is to harness the transformative potential of high-capacity transit investment to accelerate redevelopment along a three mile portion of Charleston Boulevard, one of the most critical corridors in the City of Las Vegas. It will build upon the synergistic goals of the City of Las Vegas, Regional Transportation Commission of Southern Nevada (RTC), community members, and related planning efforts, particularly the separate RTC Charleston Boulevard Alternatives Analysis and the City of Las Vegas Charleston Area Plan.

The study will identify opportunities to catalyze balanced redevelopment, enhance multimodal connectivity, and guide public and private investments that support affordable housing, active transportation, and vibrant, mixed-use neighborhoods. Through coordinated planning, community engagement, and data-driven scenario analysis, the study will help ensure that future growth of the study area benefits both current and future residents. The study will include a detailed analysis of existing conditions, a market readiness and gap analysis, and have a robust public engagement process to involve property owners, developers and residents in the corridor.

The final plan will include visualizations, measurable outcomes, and actionable strategies to guide affordable housing production, active transportation improvements, and coordinated redevelopment efforts that support future high-capacity transit service.

The study area includes all the TOD (Transit-Oriented Development) and TOC (Transit-Oriented Corridor) land use parcels that fall within a quarter mile radius of Charleston Boulevard between Valley View Boulevard and Rainbow Boulevard. This study area was chosen because of the presence of above average transit boardings and alightings, and large parcels that are susceptible to redevelopment.

The study is funded by a Federal Transit Administration Transit Oriented Development Planning Grant of \$351,233 with a local match of \$148,767 for a total of \$500,000. It is anticipated that this study may get underway around December 2025.

Project Description:

Department of Defense - Office of Local Defense Community Cooperation

Nellis Air Force Base Transportation Study

RTC is nearing completion of the development of a Department of Defense-funded transportation study to ensure accessibility to Nellis AFB by enhancing multimodal access, improving freight mobility, and congestion management. This project kicked off in 2023 and had extensive community engagement. The study findings have recommended transportation projects, services, programs, and policy strategies to address expected growth at Nellis AFB and surrounding industrial areas. Project partners included Nellis Air Force Base, the Nevada Department of Transportation (NDOT), Clark County, and the City of North Las Vegas.

This study will help ensure that the forecasted growth at Nellis Air Force Base and industrial properties in North Las Vegas can continue to coexist through congestion management and promotion of multimodal accessibility.

Project Description:**Access to Parks Plan Phase One and Regional Open Space and Trails Workgroup**

In 2023, RTC received a discretionary grant from the Nevada Department of Outdoor Recreation (NDOR) to fund the first phase of a Transportation Access to Parks (TAP) study. This funding came through the 2023 Nevada Outdoor Recreation Infrastructure (NORI) grant program.

The TAP Phase One study used a GIS-based spatial analysis to identify gaps in park access for high-needs communities, with an emphasis on populations with little or no access to a personal vehicle. For the purposes of the study, parks are generally defined as publicly accessible outdoor recreational opportunities, including parks, open space, trails, and other natural resources and outdoor recreational assets.

The TAP Phase One study provided high-level recommendations for improving transportation access to parks across the region. The types of recommendations provided include policies, programs, and initiatives, capital improvement projects, and partnership opportunities. Many of these recommendations need further planning work before implementation can proceed.

This project was supported through continued collaboration with Get Outdoors Nevada by convening the Regional Open Space and Trails (ROST) Workgroup to address regional trail network gaps, update trail and public lands maps, and educate the public about the region's outdoor recreation opportunities. ROST will finalize strategic planning, through support from the National Park Service, to update the ROST charter – including the group's purpose, structure, and actions – and develop a 5-year action plan to guide the group's work.

Phase one of this study looked at ways to enhance access to healthy recreational opportunities and develop a regional open space and trails system that would link federal, state, and local lands and connect people to the outdoors for improved physical activity and health. The study also promoted increased use of existing trails and public lands through printed maps and online tools.

Project Description:**Centers for Disease Control - REACH grant (Given to RTC via SNHD)**

The RTC of Southern Nevada joined a partnership with the Southern Nevada Health District (SNHD) Office of Chronic Disease and Health Promotion and the Veggie Buck Truck in an effort to increase access to low-cost fresh fruits and vegetables for areas in central Las Vegas considered to be in a "food desert." A food desert, by the definition of the US Department of Agriculture is a location where a large proportion of households do not have access to a grocery store.

The SNHD was recipient of a REACH grant from the Centers for Disease Control and Prevention (CDC) to be used for establishing monthly Pop-Up Produce Markets in three different locations, one of which is the RTC Bonneville Transit Center. At the Pop-Up markets, customers can get fresh fruits and vegetables for a very low cost. Forty five percent of these sales have been for recipients of SNAP/EBT, WIC, farmers markets coupons and Double Up Food Buck coupons.

The RTC received a \$25,000 apportionment of the REACH grant. This was provided to RTC to enable it to purchase thirteen new bike share docks in zip codes deemed to be a food desert (zip codes 89101, 89102, 89104, 89108, 89110). This was done to assist those with low incomes living in these areas with additional mobility options.

Project Description:

State of Nevada, Department of Public Safety, Office of Traffic Safety Bicycle Safety Videos

With the help of this grant, the RTC developed two public service announcement (PSA) safety videos (both in Spanish and English) to educate both motorists and bicyclists using our roadways. The goal of the project is to reduce the number of bicyclist fatalities in Southern Nevada through education and providing creative delivery methods to educate both motorists and bicyclists using our roadways.

Table of Discretionary Grant Funded Projects

Number	Grant Name	Type	RTC Project Name	Grant Award	Local Match	Total
1	USDOT – RAISE grant	Federal	Charleston Blvd Alternatives Analysis	\$5,861,631	\$3,907,755	\$9,769,386
2	FTA - Areas of Persistent Poverty	Federal	Equitable Access to Mobility Action Plan	\$630,000	\$70,000	\$700,000
3	Build America Bureau - Regional Infrastructure Accelerator Program	Federal	Reimagine Boulder Highway – Regional Infrastructure Accelerator	\$4,346,000	\$0	\$4,346,000
4	FHWA - Safe Streets and Roads for All	Federal	Southern Nevada Safe Streets for All Action Plan	\$1,684,000	\$421,000	\$2,105,000
5	FHWA – Bipartisan Infrastructure Law § 11204(c)(2)	Federal	Prioritization Process Pilot Program	\$700,000	\$0	\$700,000
6	FTA - Transit Oriented Development Planning	Federal	Boulder Highway Transit-Oriented Development (TOD) Plan	\$560,000	\$140,000	\$700,000
7	FTA - Transit Oriented Development Planning	Federal	Charleston Boulevard Transit Oriented Development	\$351,233	\$148,767	\$500,000
8	Community Project Funding - Bike Share Expansion	Federal	Bike Share Expansion	\$142,500	\$7,500	\$150,000
9	Department of Defense - Office of Local Defense Community Cooperation	Federal	Nellis Air Force Base Transportation Study	\$720,000	\$80,000	\$800,000
10	State of Nevada, Nevada Outdoor Recreation Infrastructure -	State	Access to Parks Plan	\$75,000	\$10,000	\$85,000
11	National Park Service - Rivers, Trails and Conservation Assistance (RTCA) program	Federal	Regional Open Space and Trails (ROST) Workgroup Strategic Vision	\$101,979	\$8,719	\$110,698
12	Centers for Disease Control - REACH grant	Federal	Bike Share Expansion and Food Access Planning	\$65,000	\$0	\$65,000
13	Nevada Department of Public Safety, Office of Traffic Safety	State	Bicycle Safety Videos	\$18,750	\$4,687	\$23,437
Total				\$15,256,093	\$4,798,428	\$20,054,521

This page has been left intentionally blank for formatting purposes.

Appendix 1 - Southern Nevada Regional Planning Prospectus

The purpose of this Prospectus is to outline the roles and responsibilities of the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission of Southern Nevada (RTCSNV), as required by 23 CFR Section 450.314. The Prospectus was first incorporated into the Unified Planning Work Program (UPWP) in Fiscal Year 2014.

I. General Roles & Responsibilities

RTCSNV will perform the transportation planning process for the Southern Nevada Metropolitan Planning Area (the region) and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The region is defined as the County of Clark in the State of Nevada and includes the incorporated cities of Boulder City, Henderson, Las Vegas, Mesquite, and North Las Vegas as well as unincorporated areas of the County.

The transportation process will, at a minimum, consist of:

- A. Development of an annual Unified Planning Work Program (UPWP) that lists and describes all transportation planning studies and tasks to be completed during the year.
- B. Development and update of a long-range, multimodal metropolitan transportation plan, known as the Regional Transportation Plan (RTP).
- C. Development and maintenance of a short-range regional transportation improvement program (TIP).
- D. Financial planning to ensure plans and programs are fiscally constrained within anticipated funding levels.
- E. Development of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
- F. Public outreach to the community throughout the transportation planning process, including the electronic dissemination of reports and supporting information on the RTCSNV website, and consideration of public comments. Public outreach activities should take into account the needs of persons with limited proficiency in English.
- G. Ensuring low income or minority populations, including the elderly and people with disabilities, are not significantly or disproportionately impacted.
- H. Development and implementation of a Congestion Management Process (CMP) as appropriate.
- I. Ensuring plans, projects, and programs are consistent with, and conform to, air quality goals for reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

II. The Regional Transportation Plan (RTP)

The RTP will be prepared and compiled through a cooperative process between federal agencies, the Nevada Department of Transportation, RTCSNV (including RTCSNV in its capacity as the provider of public transportation), the Clark County Department of Environment (acting under delegated authority as the Air Agency for Southern Nevada), and the local city and county governments in the region.

Responsibilities of the Regional Transportation Commission

A. The RTCSNV will be responsible for preparing and developing the Regional Transportation Plan (a 20–25-year time frame). The RTP will be converted into a format that will allow it to be downloaded from the internet.

B. The RTCSNV may develop an executive summary report for the region that includes the key issues facing the area and identifies high priority programs and projects.

C. The RTCSNV will provide opportunities for the public and other interested parties to provide input during the development of the Regional Transportation Plan, in accordance with the Public Participation Plan. The draft of each update to the RTP will be made available for public and agency review and comments. Prior to taking formal action on the Plan or Plan update, the RTCSNV Board will be informed of the extent and nature of comments received and the response to such comments.

D. The RTCSNV will develop and keep up to date a list of those roadways and transit facilities deemed to be ‘regionally significant’ in accordance with 23 CFR 450.322.

E. The RTCSNV will, in cooperation with NDOT, develop estimates of future inflation to be used to convert project costs and revenues to a ‘year of expenditure’ basis.

F. The RTCSNV will coordinate with the Clark County Department of Environment to assess air quality impacts and conduct the regional emissions assessment of the RTP.

G. The RTCSNV, acting as the transit agency for the region, will ensure the RTP includes information on local bus capital projects that are consistent with the transit capital program. The RTP will also identify future bus needs and services, including new routes, service expansion, vehicle needs, and operating financial needs.

Responsibilities of the Nevada Department of Transportation

H. The Nevada Department of Transportation (NDOT) will provide the following information and data in support of developing the RTP:

1. An estimate of federal funds expected to be available over the 20 to 25-year time frame of the plan for highway and transit programs. This estimate of funds will be provided at a time mutually agreed upon by the RTCSNV and NDOT so that the fiscal limits of the RTP can be determined before project prioritization begins.

2. A list of projects in Southern Nevada, developed in cooperation with the RTCSNV, to be undertaken by NDOT over the 20 to 25-year time frame of the Plan using federal program funds reserved in the State of Nevada for use anywhere in the state. The state's regionally significant project list will be provided at a time mutually agreed upon by the RTCSNV and NDOT so that air quality conformity analysis can be performed at the appropriate time during RTP development.

3. A list of projects in Southern Nevada for which funds have been earmarked or otherwise designated in federal transportation legislation.

4. An estimate of state funds expected to be expended on transportation projects in the region over the 20 to 25-year time frame of the Plan. In the interests of public information and to assist the RTCSNV in demonstrating the fiscal feasibility of the Plan, NDOT will also provide information as to how these expenditures relate to the state transportation revenues available after allowing for the cost of maintenance, operations, debt service, administration, and other draws on these fund sources.

5. Traffic count data and other performance indicators for state roads in the region.

I. For those federal program funds intended to be distributed between various entities or regions within the state, NDOT will either provide the basis for the allocation between areas as defined by law or will work cooperatively with the RTCSNV and other jurisdictions to establish mutually agreed formulae for the allocation between areas of such funds for forecasting and financial planning purposes.

NDOT will provide information on projects to be undertaken in Southern Nevada using transit or other federal program funds allocated to non-urbanized areas of the state and will consult with the RTCSNV for selecting such projects.

III. Transportation Improvement Program (TIP)

The TIP will be prepared and compiled through a cooperative process between federal agencies, NDOT, the RTCSNV (including the RTCSNV in its capacity as the provider of public transportation), and the local city and county governments in the region.

Responsibilities of the Regional Transportation Commission

A. The RTCSNV will be responsible for preparing and developing the Transportation Improvement Program (4-year time frame with a fifth illustrative year) for the region. The TIP will be converted into a format that will allow it to be downloaded from the internet. The RTCSNV will maintain the TIP by tracking changes to projects (schedule, scope, and cost) made through the amendment and administrative action processes.

B. The RTCSNV, in consultation with NDOT and local city and county governments, shall develop the list of locally sponsored transportation projects to be included in the TIP.

1. In the case of the Congestion Mitigation and Air Quality Program (CMAQ) (or any successor funding program of similar intent), the RTCSNV shall also consult with the Clark County Department of Environment in the development of the list of projects to be included in the TIP.

2. In the case of the Transportation Alternatives Program (or any successor funding program of similar intent), the RTCSNV shall also consult with all eligible project sponsors in the development of the list of projects to be included in the TIP.

C. The RTCSNV, as the provider of public transportation services, shall develop the list of transit projects to be included in the TIP.

1. In the Southern Nevada urbanized area, the RTCSNV shall consult with not-for-profit agencies and other providers of specialized transportation and human services, in accordance with the Coordinated Public Transit-Human Services Plan.

2. For Southern Nevada non-urbanized area transit programs, the RTCSNV shall consult with NDOT and other providers of transportation services to the non-urbanized parts of the region.

D. The RTCSNV shall develop a comprehensive list of projects for all projects in the TIP. To illustrate the entire scope of the project to the policy board and the general public, the project list will contain detailed project descriptions, estimated total project costs at completion, and complete project schedule by phases.

E. The RTCSNV will develop an estimate of anticipated local funds to be expended on transit projects identified in the TIP. In the interests of public information and assisting in demonstrating the fiscal feasibility of the TIP, the RTCSNV will also document how these expenditures relate to the local revenues available for transit after allowing for the cost of maintenance, operations, debt service, administration and other draws on these fund sources.

F. The RTCSNV will provide information on proposed TIP amendments and administrative modifications relating to projects sponsored by the RTCSNV or local entities. Amendments and administrative modifications will include a project description that provides sufficient detail to explain the proposed changes to the RTCSNV Board, as well as a justification for the change.

Responsibilities of the Nevada Department of Transportation

G. NDOT will prepare an initial list of NDOT-sponsored projects to be included in each new TIP. This list will be based on the current TIP and an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.

H. NDOT will provide information on proposed TIP amendments and modifications relating to projects sponsored by NDOT. Amendments will include a project description that provides sufficient detail to allow the proposed changes to be explained to the RTCSNV Board, as well as a justification for the change.

I. NDOT will provide a list of projects to be undertaken on Native American tribal lands under the Indian Reservation Roads (IRR) program within the Southern Nevada region.

J. NDOT will provide a list of projects to be undertaken under the Federal Lands Highways program within the Southern Nevada region.

K. NDOT will provide a list of projects obligated during the federal fiscal year at the end of each program year. The annual list of obligated projects should include both highway and transit projects and should identify the fund source and the amount obligated in accordance with 23 CFR 450.332.

L. NDOT will provide annually, for each federal fund source, the revenues available (including both unobligated funds carried forward from prior years and the amount appropriated during the fiscal year), the total amount obligated, any other deductions and the balance of funds remaining at the end of the fiscal year.

IV. Statewide Transportation Improvement Program (STIP)

A. NDOT will develop a four - year STIP including projects in each MPO and the rural regions of the state and will be responsible for securing the approval of the STIP by the United States Department of Transportation.

B. The TIP, as developed by the RTCSNV, will be incorporated into the STIP without change, directly or by reference.

C. NDOT, in consultation with the RTCSNV and the other MPOs in the state, shall develop procedures for the modification and amendment of the STIP. NDOT shall be responsible for notifying the RTCSNV of the effective date of modifications and the approval date of amendments.

V. Public Transportation Planning

A. The RTCSNV, acting as the transit agency for the region, will ensure the RTP and TIP include all transit projects (both capital and operating) that are funded by federal program funds.

B. The RTCSNV will consult with NDOT to ensure that both the RTP and TIP include information on transit projects in the non-urbanized parts of the region that are funded by federal program funds.

C. The RTCSNV will include in the RTP information on the transit system and will outline the objectives of the RTCSNV in respect to the various types and modes of public transportation in the region.

D. As part of its outreach activities, the RTCSNV will provide opportunities for other providers of public transportation, not-for-profits, and providers of specialized transportation services to be involved in the development of the RTP and TIP. The RTCSNV will also provide these firms and agencies with advice, information, and consultation on transportation programs within the region.

VI. Air Quality Planning

A. The preparation of a new or revised RTP will be coordinated with the State Air Quality Implementation Plan (SIP) and transportation demand management and transportation system management (TDM/TSM) measures.

B. In accordance with the Clean Air Act and U.S. EPA conformity regulations (40 CFR, Part 51), the RTCSNV, acting as the regional MPO, makes air quality conformity determination on any new or revised RTP prior to Plan approval. Any such new or revised RTP is also provided to the FHWA and the FTA with a request that these federal agencies approve the conformity finding.

VII. Public Participation Program

A. The RTCSNV will develop and maintain a Public Participation Plan that sets out the procedures to include the public and interested parties in the development of the Regional Transportation Plan, Transportation Improvement Program, and other elements of the regional planning process, to seek public input and comment, and to inform decision-makers of the extent and nature of comments received and response to such comments.

B. The RTCSNV will annually review and evaluate its public participation program.

C. The RTCSNV will maintain a list of interested organizations and individuals who will receive notices of MPO plans, programs, and projects.

D. The RTCSNV will work to ensure that low-income, minority, and transit dependent areas are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits, and do not endure a disproportionate transportation burden.

E. The RTCSNV will maintain its website to provide clear and concise information on the regional transportation planning process and provide an opportunity for downloading reports and documents. This will include developing project and study summaries, converting reports into PDF or text format, and maintaining a list of available documents. The website will provide links to other associated organizations and agencies.

VIII. Fiscal/Financial Planning

A. NDOT will provide the RTCSNV with up-to-date fiscal and financial information and projections on the statewide and regional transportation improvement programs to the extent practicable.

B. This will include anticipated federal funding resources by federal aid category by year for the four years covered by the TIP, and by five-year intervals for the 20 to 25-year time frame of the RTP for inclusion in the TIP and RTP financial charts.

C. For each federal program for which funds are sub-allocated to Southern Nevada, NDOT will provide an annual statement identifying:

1. Unobligated funds brought forward from the previous year;
2. Funds appropriated during the year;
3. Fund obligated during the year and any adjustments thereto;
4. Unobligated fund balance.

D. For each federal transit program for which funds are allocated to the Las Vegas Urbanized Area, the RTCSNV will provide an annual statement identifying:

1. Unobligated funds brought forward from the previous year;
2. Funds appropriated during the year;
3. Funds obligated during the year and any adjustments thereto;
4. Unobligated fund balance.

E. NDOT will notify the RTCSNV when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative action process.

IX. Performance Measurement and the Management of Congestion

A. In developing the RTP and TIP, RTCSNV will incorporate the national goals, measures, and standards of system performance established under the provisions of MAP-21 and the FAST Act.

B. RTCSNV will coordinate with NDOT in the establishment of multimodal transportation system performance targets for the region. These will reflect national goals and standards as applied to the circumstances and priorities of the region.

C. RTCSNV will cooperate with NDOT to collect data and conduct system performance monitoring. RTCSNV will report on progress toward meeting system performance targets as part of the biennial development of major TIP updates and will assist NDOT as needed in meeting state reporting requirements under MAP-21 and the FAST Act.

D. To address the national goal of reducing congestion, RTCSNV will gather and analyze data to define the extent and duration of congestion in the region, to identify the causes of congestion, and to identify congestion management strategies.

E. As part of the Congestion Management Process (CMP), the RTCSNV will develop implementation activities in coordination with NDOT to address congestion and other performance issues and will include priority projects in the RTP and TIP.

X. Intelligent Transportation Systems (ITS) Program

A. The Freeway and Arterial System of Transportation (FAST), a department of the RTCSNV, coordinates the planning, development, and operation of the Southern Nevada ITS program in cooperation with NDOT and local agencies.

B. NDOT will maintain the statewide ITS architecture and will work with FAST to ensure consistency with the Regional ITS Architecture for the Southern Nevada Metropolitan Planning Area.

C. NDOT, in cooperation with FAST, is responsible for identifying freeway ITS capital projects and operating strategies for inclusion in the RTP and TIP.

D. Local agencies, in cooperation with FAST, are responsible for identifying arterial roadway ITS capital projects and operating strategies for inclusion in the RTP and TIP.

Amendments to this Prospectus

This Statement defining the Southern Nevada Regional Transportation Planning Process may be amended from time to time to coincide with development of the annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including federal transportation agencies.

Effective Date

This Statement will be effective after it has been endorsed by the RTCSNV as part of the Fiscal Year 2014 UPWP, and as soon as that UPWP has been approved by NDOT and the relevant federal transportation agencies.

No Limitation on Statutory Authority

Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Nevada law, federal law, local ordinance, or interlocal agreement.

This is the end of the State Fiscal Years 2026-2027 Unified Planning Work Program