

Appendix P: Master Plan of Streets and Highways



APPENDIX P: MASTER STREETS AND HIGHWAYS PLAN

INTRODUCTION

This element of the Let's Go 2050 Plan provides the Southern Nevada Master Plan of Streets and Highways, which identifies the currently anticipated extent of future roads in the region. By RTC policy, locally funded projects—those receiving motor vehicle fuel tax (MVFT), including MVFT increases as a result of inflation-based indexing or sales tax revenues dedicated to transportation—must be on facilities included in the Master Plan of Streets and Highways. This appendix provides the related [RTC Policies and Procedures](#) and a map of the future road network, which serves as the Master Plan of Streets and Highways.

RTC Policies

This section provides excerpts from [RTC Policies and Procedures](#), originally adopted September 19, 1980, most recently updated October 2023.

Project List

The RTC shall keep a perpetual "Project List" of approved projects it has accepted under its authority. In addition, the RTC shall periodically review the project lists from the Regional Transportation Plan (RTP) and Transportation Improvement Program pertaining to federally funded locally sponsored intermodal priorities.

The Master Plan of Streets and Highways

The RTC will maintain a Master Plan of Streets and Highways for the Las Vegas urban area. In order for a roadway project to be considered by the RTC for funding under any program administered by the RTC, the roadway must be shown on this Master Plan of Streets and Highways.

The Master Plan of Streets and Highways shall include all streets and highways that:

- ▶ Are included in a recognized transportation plan or transportation element adopted by one of the constituent entities of the RTC, or
- ▶ Lie within the Las Vegas urban area, or
- ▶ Are identified as a street with a minimum of 80 feet planned right-of-way or functionally equivalent four-lane facility.

The Las Vegas urban area is defined to include:

- ▶ The full extent of the incorporated cities of Henderson, Las Vegas, and North Las Vegas.
- ▶ That part of unincorporated Clark County lying within the land disposal boundary established in the Southern Nevada Public Lands Management Act.
- ▶ Other contiguous areas as may be defined and approved by the RTC for this purpose.

The Master Plan of Streets and Highways should be reviewed and updated every 5 years. It may also be amended at any time prior to the 5-year update with a request from any member agency or the metropolitan planning organization. The request will be reviewed and submitted to the RTC for adoption.

Federal Transportation Planning and Programming

The Nevada Department of Transportation defines the Roadway Functional Classification system. In order for a roadway project to be considered by the Federal Highway Administration for funding under a Federal-Aid Highway Program, the roadway must be included in this Roadway Functional Classification. This system of roadways is defined in conjunction with the RTC and is approved by the Federal Highway Administration. It is the policy of the RTC that the Master Plan of Streets and Highways shall form the basis for the selection of roads to be included in the Roadway Functional Classification system.



In order to receive funding under any Federal-Aid Highway Program, the project must be identified in the RTP and scheduled for funding in the Transportation Improvement Program, as developed by the RTC and approved by the U.S. Department of Transportation as part of the Statewide Transportation Improvement Program.

The relationship between the RTC procedures and those of the federal programs are summarized in Table 1.

Table 1: RTC Funding Eligibility

To be funded under:	an RTC program	a federal program
The project must be on:	the Master Plan of Streets and Highways	the Roadway Functional Classification
And must be scheduled for funding in:	the RTC Capital Improvement Program	the Regional Transportation Plan and Transportation Improvement Program

The federal procedures apply to both urban and nonurban areas, whereas different RTC procedures apply outside the urban area.

The Transportation Improvement Program covers a 4-year funding schedule and is updated pursuant to Title 23 Code of Federal Regulations, Part 450.324. For a project to be scheduled for funding in the Transportation Improvement Program, it must be drawn from the RTP as approved by the RTC.

The RTP is updated at least every 4 years and outlines the plans and programs needed to address the transportation needs of the region over a 20-year time frame. The RTP is required to be in conformity with Federal Air Quality regulations, and this determination of conformity is subject to federal review and approval.

Any project proposed for a roadway shown on the Roadway Functional Classification may be submitted for inclusion in the RTP and Transportation Improvement Program in

accordance with the procedures established for the various Federal-Aid Highway Programs.

Federal regulations require that the RTP and Transportation Improvement Program include all “regionally significant” transportation projects, irrespective of funding source. A regionally significant project means a project that is on a facility that serves regional transportation needs, such as:

- ▶ Access to and from the area outside the region.
- ▶ Major activity centers.
- ▶ Major planned developments, such as retail malls, sports complexes, or employment centers.
- ▶ Transportation terminals.

At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities offering a significant alternative to regional highway travel.

Prior to approval of any project or development that would create a new regionally significant facility—or that would eliminate, change the scope, or create a significant realignment of an existing regionally significant facility—the sponsoring entity shall submit the changes to the RTC for review and analysis. The RTC shall have 30 calendar days to respond as to whether the change will necessitate a revision to the RTP.

It is the responsibility of the implementing agency to notify the RTC of approval to implement a project on a regionally significant facility. A project is considered approved when the governing body of the implementing agency by formal action authorizes the project to proceed.

The analyses required for the RTP are supported by the regional travel demand forecast model. The Master Plan of Streets and Highways forms the basis for the forecast model roadway network.

Capital Improvement Program

The RTC Executive Advisory Committee shall review at least annually the active and proposed

project list to be incorporated into the capital improvement program (CIP). An updated project description (including street name, project limits, brief description of improvements), cost estimate, and project schedule shall be prepared during the annual CIP review, which is to begin in March, to be adopted by the RTC in June, and to be effective July 1 of the subsequent fiscal year.

Amendments to the capital plan will be required if funding is requested for a project that is not identified in the current fiscal year.

- ▶ RTC staff will make any amendments to the CIP administratively with one agenda item if there are available resources in the current fiscal year.
- ▶ The member agency will be required to submit an agenda item explaining which projects to move out of the current fiscal year in order to make room for the proposed project if there are no available resources in the current fiscal year. RTC staff will notify the member agency that an agenda item will be required.

RTC staff will maintain an updated CIP monthly to identify the funding request from each member agency and to identify the available resources remaining in the current fiscal year. This update will be provided to the member agencies for their use.

The CIP, in addition to the new roadway projects identified, will include annual maintenance categories for the member agencies to program portions of their resources for their maintenance needs in the following categories:

- ▶ **Arterial Reconstruction Program** - This category will allow the member agencies to program the maintenance activities required for streets with a minimum 80-foot right-of-way width or with a functional equivalent of four general purpose travel lanes.
- ▶ **Neighborhood Rehabilitation Program** - This category will allow the member agencies to program the maintenance

activities of public roadways where ROW widths are less than 80 feet that are not included in item 2.2.2; they shall be eligible for RTC funds.

- ▶ **ADA Upgrade Program** - This category will allow the member agencies to program funds to upgrade portions of their pedestrian facilities to the current Americans with Disabilities Act (ADA) standards in compliance with their ADA transition plan.
- ▶ **Safety Upgrade Program** - This category will allow member agencies to program funds to improve pedestrian and vehicle safety along the existing roadways within their jurisdiction.
- ▶ **Intersection Improvement Program** - This category will allow member agencies to program funds to provide necessary improvements to existing intersections or to construct new intersections to enhance safety including enhancements to traffic control.

Project Funding

When a member agency recognizes the need for a new or improved facility, action may be initiated to request funding for the project. This action should be taken well in advance of the required date for actual expenditures. This action will be an agenda item for the RTC to approve an interlocal contract between the member agency and the RTC.

Project approval constitutes authority to expend funds identified in the interlocal contract.

When projects meet eligibility for funding, RTC staff will prioritize funding requests in the following order:

- ▶ Supplemental interlocal contracts to meet construction awards of bid amounts, right-of-way acquisition, negotiated and/or administrative settlements, and change orders.
- ▶ Administrative items (e.g., consultant contracts).

- ▶ Contracts for work in the maintenance categories.
- ▶ Engineering and right-of-way.
- ▶ Construction.

Eligibility for Funding - In order to be eligible for funds from the RTC for administration of a project, the lead agency must have met the following:

- ▶ Compliance with all criteria set forth in Section 2 - Project Development (if applicable).
- ▶ Performance of all requirements set forth in the interlocal contracts of all previously funded projects.

A project may be initiated by the member entity that has jurisdiction over the physical location of the proposed project or by the metropolitan planning organization.

Engineering and Right-of-Way Acquisition

Funding Eligibility - In order for a project to be eligible for engineering and right-of-way acquisition funding, the project must:

- ▶ Be included on a plan in accordance with Section 2.2.
- ▶ Have funds included in the current fiscal year of the CIP or amended to be in the current fiscal year.

Construction Funding Eligibility - Resources identified by the Finance Department may be made available for construction of projects. In order for a project to be eligible for construction and construction management funding, the project must:

- ▶ Have funds included in the current fiscal year of the CIP.
- ▶ Have 90% design documents completed.
- ▶ Have all right-of-entry for construction purposes obtained, or the member agency must satisfactorily demonstrate to the RTC that it is in the process of commencing condemnation proceedings.

Requests for funds for resources programmed in years other than the current fiscal year may be approved if the following conditions are met:

- ▶ RTC staff has determined adequate resources are available.
- ▶ Approval of funding must not result in the delay of design funding programmed in the current fiscal year.
- ▶ All prerequisites for construction funding are satisfied.

Functional Classification Map and Master Plan of Streets and Highways Master Plan Maps

The current functional classification map is provided in Chapter 4 of the Let's Go 2050 Plan. Each jurisdiction maintains a master plan of streets and highways, which are used by RTC. The current versions of these plans are available at the links below:

- ▶ Las Vegas (page 37): <https://files.lasvegasnevada.gov/planning/2050-Master-Plan/2024Amendments.pdf>
- ▶ North Las Vegas (page 73): <https://rtcsonv.civicweb.net/document/156872/>
- ▶ Henderson: <https://hendersonnv.maps.arcgis.com/apps/webappviewer/index.html?id=1a472243db8f4ad0ae7f22f78617f811>
- ▶ Clark County (pages 236-251): https://webfiles.clarkcountynv.gov//CC_MasterPlan_Adopted.pdf