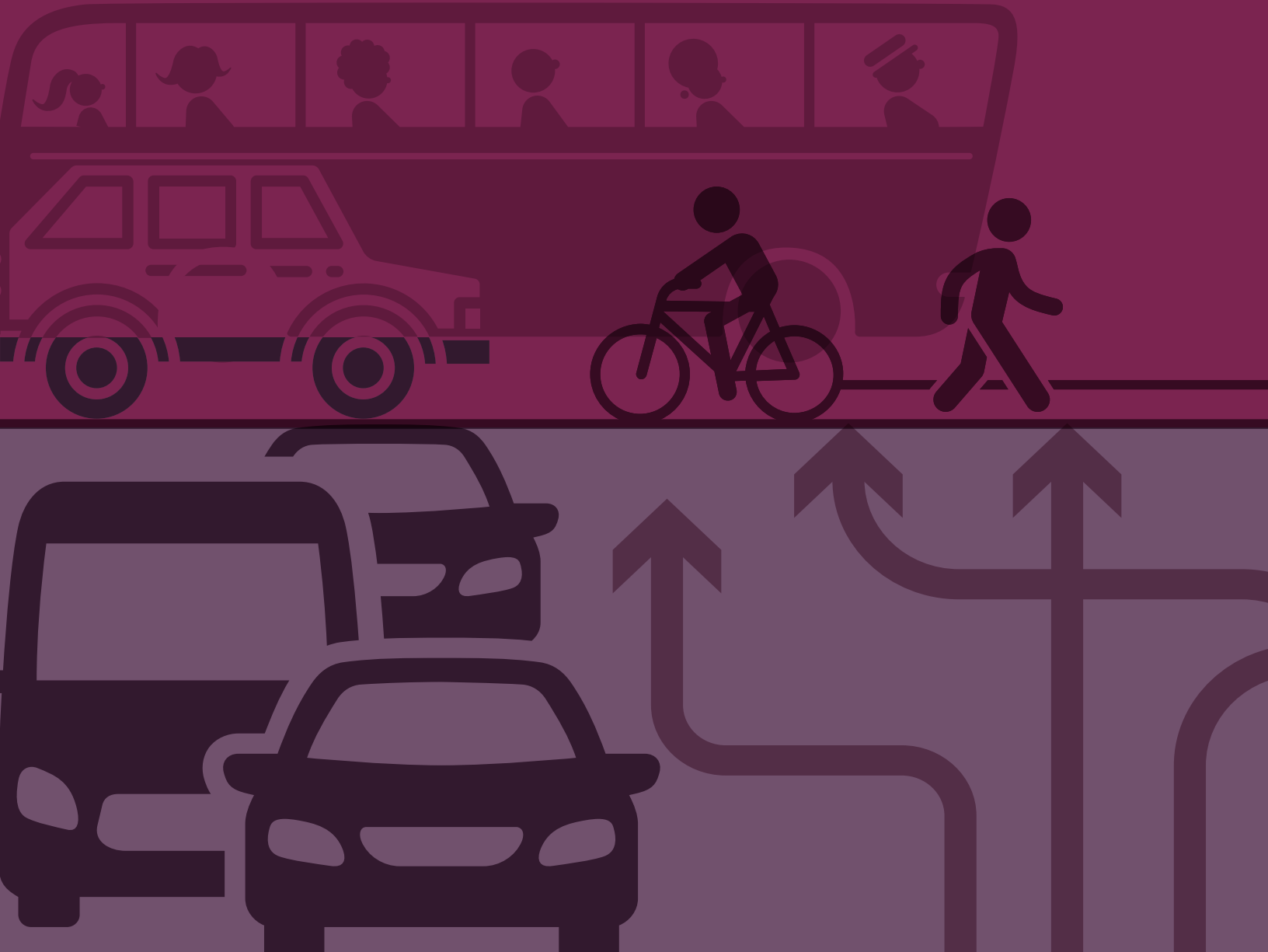


Appendix X: Summary of Plans



Appendix X: Summary of Incorporated Projects

This plan incorporates and builds upon the foundation of previous planning initiatives. This section summarizes key plans developed by the RTC and partner agencies that are important for transportation planning.

Core MPO Documents

FY 2024-2025 Unified Planning Work Program

The [FY 2024-2025 Unified Planning Work Program \(UPWP\)](#) identifies the planning initiatives that will be undertaken or funded by the RTC each year. RTC works collaboratively with partner agencies to identify transportation planning needs and meet federal planning requirements.

Public Participation Plan

The [Public Participation Plan](#) identifies the goals, strategies, and tools that will be used by RTC in implementing a robust community engagement program. RTC recognizes that continuous and meaningful participation from the public and stakeholders is vital for the development of a successful transportation program. The plan identifies requirements for the Regional Transportation Plan (RTP), including the following:

- ▶ Three public meetings.
- ▶ A 30-day public comment period. An additional 7 days may be required if the 30-day period results in substantial changes.
- ▶ An Executive Advisory Committee (EAC) and RTC Board meeting.
- ▶ An RTC website and social media.

Transportation Improvement Program

The [Transportation Improvement Program \(TIP\)](#) is an approach for identifying needs and progress as well as making investments in Southern Nevada's transportation system that is strategy-focused. The TIP implements the first 4 years of projects recommended in Access 2050 proposed for funding by federal, state, and local sources within the region. It serves as a federally required Transportation Improvement Program for the Southern Nevada region while also listing additional projects that are regional priorities.

Master Plan of Streets and Highways

The [Master Plan of Streets and Highways](#) is an element of the Access 2050 RTP that identifies the extent of future roads in the region. The RTC policy describes how the locally funded projects that receive the motor vehicle fuel tax (MVFT) or sales tax must be on facilities that are identified on the Master Plan of Streets and Highways.

Title VI Report Update for Metropolitan Transportation Planning in Southern Nevada

The [Title VI Report Update for Metropolitan Transportation Planning in Southern Nevada](#) is a requirement from federal government funding agencies that asks for federal funds to carry out their responsibilities and provide services that do not discriminate based on race, color, and national origin. The immediate and long-range transportation plans that address the needs of the region must comply with the Title VI Report. The agencies monitor how the recipients of the funds consider environmental justice issues regarding planning projects, the siting and construction of facilities, and public involvement processes.

Coordinated Public Transit Human Services Transportation Plan (Coordinated Transportation Plan)

The [Coordinated Transportation Plan](#) addresses transportation needs of older adults, people with low incomes, and people with different abilities. This effort brings together social service providers, transportation agencies, and others working to overcome mobility obstacles.

Congestion Management Process

The Congestion Management Process (CMP), Appendix B of this plan, identified strategies that improve transportation system performance and reliability by reducing the adverse impacts of congestion. Travel demand management (TDM) and transportation systems management (TSM) are used to reduce single-occupant vehicle use, shift travel away from peak periods, and optimize the performance of existing signalized intersections and roadways. Programs consistent with the CMP funded in this plan include the Club Ride/College Pass Program, a wide range of active transportation improvements, transit improvements, and intelligent transportation system (ITS)/advanced intersection analytics improvements.

Other RTC Plans

On Board Mobility Plan

The [On Board Mobility Plan](#) identifies the vision to meet the changing mobility needs of Southern Nevada. Priorities include future high-capacity transit lines, an expanded bus network, and more transportation options through new technologies and services. The On Board Mobility Plan consists of eight "Big Moves" to improve the mobility for residents and visitors:

- ▶ Build a high-capacity transit system.
- ▶ Expand transit service to maximize access to jobs and housing.

- ▶ Make all travel options safer and more secure.
- ▶ Make shorter trips easier.
- ▶ Expand service for seniors, people with disabilities, and veterans.
- ▶ Improve the connections to major destinations.
- ▶ Provide reliable transit for employees in the resort corridor.
- ▶ Leverage new technologies to improve mobility.

While addressing mobility needs and priorities, these Big Moves will improve the quality of life for residents and expand mobility for workers and visitors. It will make transportation safer, more convenient, and more comfortable. The projects and strategies included in this plan will increase and diversify mobility infrastructure.

On Board was developed through the pairing of technical analysis with input from elected officials, stakeholders, and over 80,000 Southern Nevada residents. It defines the framework for transit to make the region more livable, stimulate a dynamic and thriving economy, improve mobility options, advance regional priorities, and develop environmentally sustainable solutions.

Major projects such as Boulder Highway and Charleston Boulevard high-capacity transit investments are included in the Let's Go 2050 RTP.

Regional Bicycle and Pedestrian Plan

The [Regional Bicycle and Pedestrian Plan](#) is an ongoing effort to meet the desire for a high-quality active transportation system that improves the community's health, increases mobility, decreases congestion, and comes with many more benefits.

The Regional Bicycle and Pedestrian Plan will develop a safe, connected, and convenient system for walking and bicycling that can serve as recreation

access while also being a viable source of transportation. The system advances the economy, education, health, and environmental priorities. In the Southern Nevada region, the existing shared-use paths provide a solid foundation for building a high comfort system that can better accommodate pedestrians and bicyclists of all ages and abilities. The targeted goals of this plan include:

- ▶ **Comfort and Safety** - Develop comprehensive facilities spread throughout Southern Nevada that make bicycling and walking safe, convenient, and comfortable for people of all ages and abilities.
- ▶ **Access** - Improve access to community destinations across Southern Nevada through walking and bicycling, including connections to transit.
- ▶ **Education and Encouragement** - Encourage a wider spread of participation, appreciation, and awareness of walking and bicycling through program efforts geared toward all ages and abilities.
- ▶ **Equity and Health** - Recognize the impact of the transportation system on air quality and community health while providing gateways of opportunity to underserved neighbors.

The Let's Go 2050 RTP includes a wide range of multimodal improvements, including complete street retrofits to existing corridors and new off-street multiuse path and trail facilities.

Southern Nevada Transportation Safety Plan

The [Southern Nevada Transportation Safety Plan](#) evaluates the causes of crashes to identify strategies to eliminate all traffic-related deaths and serious injuries for road users in Southern Nevada. Between 2008 and 2012, there was an annual average of 41,738 total crashes in the region. Of that, 976 were fatal and serious-injury crashes. In efforts to improve traffic safety, the Southern Nevada Transportation Safety Plan has goals to

reduce the fatality rate, with an ultimate goal of reaching zero:

- ▶ Reduce the 5-year rolling average of traffic-related fatalities and serious injuries to one-half of the 2008 through 2012 levels by 2035
- ▶ Reduce the 5-year rolling average of traffic related fatalities annually by 3%
- ▶ Reduce the 5-year rolling average of traffic related serious injuries annually by 3%

Southern Nevada Regional Goods Movement Master Plan

The [Southern Nevada Regional Goods Movement Master Plan](#) provides a snapshot of the region's freight transportation system. The plan shows a forecast of future freight demands and recommendations to address deficiencies in freight movement.

Freight transportation has a major impact on the mobility and economy of the Las Vegas metropolitan area. It is critical to maintain and improve freight infrastructure to ensure the continuous flow of goods within and across the region. This includes maintaining efficient connectivity and synergy with all parts of the regional, national, and international supply chain.

The Southern Nevada Regional Goods Movement Master Plan builds on previously gathered information along with other related studies to assess infrastructure capabilities, identify needs, and identify the long- and short-term improvements to be made. Goals targeted toward the movement of goods in Southern Nevada are:

- ▶ **Safety** - Significantly reduce truck-involved traffic fatalities and serious injuries on all public roads.
- ▶ **Infrastructure Condition** - Maintain the highway infrastructure system in a state of good repair.

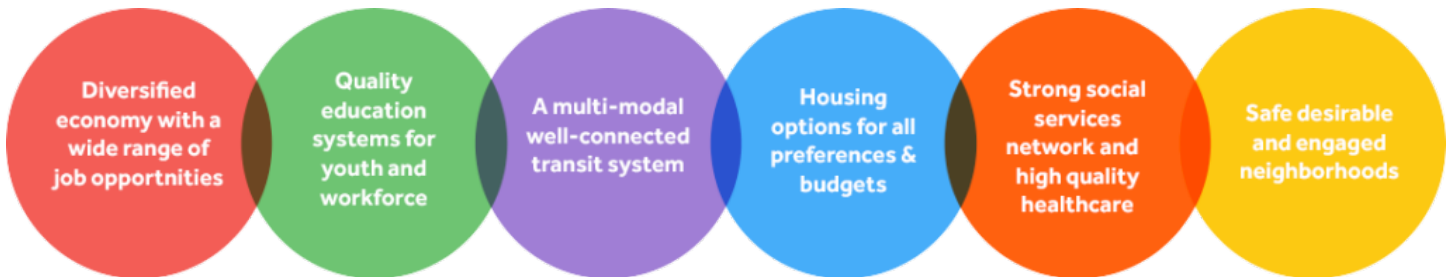
- ▶ **Congestion Reduction** - Significantly reduce congestion on roads with heavy truck usage.
- ▶ **System Reliability** - Improve the efficiency of the surface transportation system, including highway, rail, and air, as well as intermodal connectivity.
- ▶ **Economic Vitality** - Improve the regional freight network, strengthen access for national and international trade markets of the Southern Nevada communities, and support regional economic development.
- ▶ **Environmental Sustainability** - Enhance the performance of the transportation system while also enhancing and protecting the natural environment.

preferences and budgets; having strong social service networks with high-quality health care; and producing safe, desirable, and engaged neighborhoods.

Extreme Heat Vulnerability Study

The [Extreme Heat Vulnerability Study](#) focuses on the adverse health impacts of rising temperatures. The study developed a heat vulnerability index and map that identifies the areas where people are at a higher risk for exposure to extreme heat and resulting health impacts. Southern Nevada has one of the hottest climates in the United States and is among the fastest-warming regions as well.

Extreme heat poses a rising threat to the health of residents and visitors. On average, between 2010 and 2019, there have been about 84 days per year



Southern Nevada Strong

The [Southern Nevada Strong Regional Plan](#) is a vision that was created to manage the growth for Southern Nevada and plan for the future of this region. The plan serves as a blueprint to identify strategies and priorities that create sustainable communities and a higher quality of life for all residents of Southern Nevada. Quality employment, education, housing options, and transportation choices are vital to making this region more livable, prosperous, and sustainable. A few of the ways Southern Nevada Strong plans to approach this vision are diversifying the economy with a wide range of job opportunities; having a quality education system for youth and workforce; implementing a multimodal well-connected transit system; creating housing options for all

over 100 degrees Fahrenheit in Southern Nevada. In that same period, Southern Nevada had 568 heat-related deaths. With the warming climate, the duration, frequency, and intensity of heat events and resulting adverse impacts are expected to continue to increase.

The Extreme Heat Vulnerability Study provides an overview of related research, including a synopsis of heat-related health outcomes, factors that increase illness and death with a correlation to heat exposure, spatial distribution of heat vulnerability, an overview of the top-four areas of high-heat vulnerability in Southern Nevada, and a discussion of strategies other cities and regions have used to help mitigate extreme heat.

Southern Nevada Transportation Impacts on Health

[This Study](#) included the development of a tool set that would aid the RTC in measuring transportation-related health impacts that can be tracked through performance measures. Engagement efforts highlighted the links between transportation, health, and equity. As part of the plan, the Community Health Score (CHS) was created. It combines 11 metrics to categorize populations within census block groups, considering factors related to vulnerability, risk, and accessibility. This index-based approach is used by the RTC to identify communities of concern and evaluate projects.

Regional TSMO Business Case and TSMO Plan Guide

Transportation Systems Management and Operations (TSMO) recognizes a shift from infrastructure expansion to effectively managing and operating the existing transportation systems. RTC initiated a regional TSMO initiative to address the unique challenges in Southern Nevada and expand collaborative efforts among agencies in the region. Strategic goals of the program are to:

- ▶ Enhance safety.
- ▶ Optimize customer service.
- ▶ Strengthen technology integration.
- ▶ Optimize resource allocation.
- ▶ Address ITS and infrastructure gaps.
- ▶ Manage congestion.
- ▶ Strengthen TSMP integration.
- ▶ Promote data sharing
- ▶ Enhance TSMP workforce and training

Recommended tactical plans include work zone management, traffic signal coordination, integrated corridor management, incident and emergency

management, and bicycle and pedestrian crossing improvements. The RTC's regional advanced intersection analytics program is an important TSMP investment included in the Let's Go 2050 Plan.

Livable Centers Study Program

The [Livable Centers Study Program](#) is a "Complete Communities" initiative. It envisions places where people can work, play, and live with minimum reliance on cars. Livable Centers have a mix of development types that come with a variety of housing options that contribute to a community that is walkable, accessible through different modes of transportation (such as biking and walking), and connected.

The RTC established the Livable Centers Study Program in 2018 to encourage the implementation of Complete Communities throughout the region. The concept of Complete Communities looks at job location, transportation options, housing, and community amenities that are within a reasonable proximity to one another so that everyone has access to these economic opportunities, housing options, and healthy resources, regardless of transportation choice and income. Currently, the RTC is developing a Henderson College Area Livable Centers Study and has already developed Livable Centers Studies in the Deer Springs District in North Las Vegas.

Burning Rubber

The emissions report from RTC, Burning Rubber, highlights a significant challenge: Despite efforts to reduce emissions through electric vehicles (EVs) and public transit, increasing car travel in the region is expected to offset these gains. This causes Southern Nevada to fall short of its goal to achieve net-zero emissions by 2050. To combat this issue, Burning Rubber emphasizes the need for a comprehensive approach that includes not only promoting EVs but also reducing overall car usage through strategic land use planning and investment in public transportation infrastructure.

RTC Crash Report 2015-2019

The [RTC Crash Report](#) summarizes the crashes that took place from 2015 through 2019 that were reported to the Nevada Department of Transportation (NDOT). The report focused on roadway safety issues by examining:

- ▶ Overall crash statistics.
- ▶ Nonmotorized-related crashes.
- ▶ Driver behavior.
- ▶ Bus-related crashes.

The result from the report can be used in the development of strategies in policy, education, law reinforcement, and roadway projects to improve safety on roadways.

RTC Safe Streets For All Action Plan

[Safe Streets For All](#) is a U.S. Department of Transportation (USDOT) grant program that addresses serious and fatal injuries on roadways and is committed to taking urgent action toward saving lives. This competitive grant program is geared toward implementation, planning, and demonstration grants that provide federal funds for projects and strategies to address roadway safety issues. RTC was awarded funding to develop a Safe Streets for All action plan. This plan is currently underway and is being developed in coordination with the RTP.

Vegas Resort Corridor, focusing on scenarios where multiple special events occur simultaneously. This study explores data-driven strategies to improve traffic operations, logistics, capacity, mobility, and safety within the corridor by analyzing the interactions between overlapping events, existing transportation conditions, and construction projects. Key stakeholders for the study were local and state agencies, resort and venue operators, mobility providers, and emergency service providers. The study involves assessing current transportation system capacity, predicting traffic scenarios, and providing an interactive map to visualize demand on the transportation network. Recommendations will be developed based on these analyses, offering strategies to manage the "Perfect Storm" of events in the Resort Corridor.

The study also emphasizes engaging with technical and resort/tourism stakeholders to gather insights on scheduled public works and special events within the Resort Corridor. Additional considerations include assessing commuter demands for corridor employees and integrating Federal Highway Administration guidance along with insights from other cities that have hosted large national events. The study will also recommend physical improvements to enhance mobility and multimodal options, including pedestrian pathways during special events. To ensure ongoing preparedness, the study recommends establishing an on-call Resort Corridor special event transportation management team dedicated to planning and managing transportation around special events in the Resort Corridor.

RTC Technology Initiative

RTC received a \$2 million Strengthening Mobility and Revolutionizing Transportation (SMART) grant from the USDOT in 2023 to use technology and artificial intelligence to improve roadway safety. This grant will support an 18-month pilot project to prototype a cloud-based system to optimize traffic



The Perfect Storm Special Event Management Study

The Perfect Storm Special Event Management Study is led by the

RTC and Clark County and aims to create a comprehensive traffic management plan for the Las

signal timing to support emergency vehicles and buses.

FAST

[The Freeway and Arterial System of Transportation \(FAST\) Plan](#), a comprehensive initiative by the Regional Transportation Commission of Southern Nevada, focuses on enhancing traffic flow and transportation efficiency within the Las Vegas area. By employing advanced intelligent transportation systems (ITS), the FAST Plan enabled real-time monitoring and management of traffic conditions, adjusting traffic signals, ramp meters, and lane closures to optimize traffic flow and minimize congestion. The FAST Plan's data and analysis influenced the Regional Transportation Plan (RTP) by informing its priorities, recommendations, and the incorporation of technology into its long-term plans.



Resilience Improvement Plan

RTC has been awarded a PROTECT grant to develop a Resilience Improvement Plan to assess vulnerabilities of the region's multimodal transportation system. It will help manage risks associated with aging infrastructure against a range of weather events, including extreme heat and natural disasters.

NDOT Plans

One Nevada

The [One Nevada Transportation Plan](#) is the state's long-range transportation plan, which equips NDOT and its partners with the strategic direction and essential actions to meet Nevada's current and



future transportation needs. The One Nevada Transportation Plan is built on a foundation of six critical goal areas: enhance safety, preserve infrastructure, optimize mobility, transform economies, foster sustainability, and connect communities. These goals encompass an array of transportation issues and opportunities and reflect the priorities of Nevada's public and transportation partners.

Strategic Highway Safety Plan

NDOT developed and regularly updates the [Strategic Highway Safety Plan \(SHSP\)](#) to help reduce the number and severity of crashes throughout the state. The SHSP is implemented in part through funding from the federal [Highway Safety Improvement Program \(HSIP\)](#). The SHSP identifies the greatest causes of serious injuries and fatalities on Nevada's roadways to provide a framework for reducing the crashes that cause them. The goals and strategies this plan focus on are the six "Es" of traffic safety:

- ▶ Equity.
- ▶ Engineering.
- ▶ Education.
- ▶ Enforcement.
- ▶ Emergency medical services/emergency response/incident management.
- ▶ Everyone.

The focus areas for Nevada to prioritize are safer roads, vulnerable road users, safe drivers and passengers, and impaired driving. This plan's purpose is to eliminate all traffic-related serious injuries and fatalities by sharing and combining resources to strategically target areas of greatest need.

NDOT Carbon Reduction Strategy

NDOT developed a comprehensive [Carbon Reduction Strategy \(CRS\)](#) to address greenhouse gas emissions in the transportation industry. This multifaceted plan incorporates technological advancements, policy changes, and community engagement. The CRS outlines specific projects, strategies, and measurable goals to reduce emissions. Beyond the environmental benefits, such as improving air quality, the CRS aims to help modernize infrastructure and expand transportation options, with the end goal of enhancing public health, community livability, and economic development throughout Nevada.

State Initial GHG Report

NDOT submitted Nevada's first greenhouse gas (GHG) report to the Federal Highway Administration (FHWA) in January 2024. The report included an inventory of 6.88 million metric tons (mmt) of tailpipe carbon dioxide (CO₂) for calendar year 2022. The 4-year goal for on-road tailpipe CO₂ emissions is a reduction of 0.4%.

Nevada Freight Plan

The [Nevada Freight Plan](#) outlines a strategy to improve the safety, efficiency, and sustainability of freight transportation across the state. This plan is designed to support Nevada's economic growth by strengthening its freight infrastructure. The Nevada Freight Plan outlines key goals, including:

- ▶ Economic competitiveness.
- ▶ Safety.
- ▶ Infrastructure condition.

To achieve these goals, NDOT will focus on performance measures that track progress. These measures will target areas like highway safety and pavement conditions.

Nevada Airport and Heliport System Plan

NDOT finalized the [Nevada Airport and Heliport System Plan \(NAHSP\)](#) to guide the state's aviation system over the next two decades. This plan addresses the significant growth Nevada has experienced in both population and aviation activity. Key goals of the NAHSP include:

- ▶ **Enhancing Safety** – Continuously improve and promote aviation safety.
- ▶ **Preserving Infrastructure** – The plan identifies the need for pavement improvements at some airports to maintain a good standard of infrastructure.
- ▶ **Transforming Economies** – Improve the contribution of the aviation system to Nevada's economic competitiveness through a supportive and innovative transportation framework.
- ▶ **Foster Sustainability** – Develop an aviation network that reduces emissions while being environmentally, historically, culturally, and financially sustainable.
- ▶ **Connect Communities** – Enhance opportunity, livability, and quality of life through better connections between the aviation system and other modes.
- ▶ **Optimizing Mobility** – Make strategic aviation investments that enhance mobility.

NDOT Functional Classification

The [NDOT Functional Classification](#) is a system used by the Nevada Department of Transportation to categorize roadways based on their purpose and function within the overall transportation network. This classification helps determine factors like highway design, funding allocation, maintenance priorities, and emergency response strategies. It is essentially a way to understand how different roads fit into the bigger picture of transportation in Nevada.

NDOT Transit Plan

Nevada's vast rural areas face significant challenges for transportation, especially in rural areas. With over 90% of the state's population residing outside of urban centers, access to essential services like health care, employment, and education is often hindered by a lack of reliable transportation options. Recognizing these disparities, the [NDOT Transit Plan](#) aims to address these issues by improving transportation options statewide. The plan focuses on several key goals:

- ▶ Sustain existing services and enhance statewide coordinated transportation framework.
- ▶ Enhance medical service options in underserved communities.
- ▶ Increase match for rural transportation through purchase of service agreements.
- ▶ Create coordinated volunteer driver program.
- ▶ Expand regional intercity connectivity and local transportation services.
- ▶ Expand transportation services to underserved communities.
- ▶ Increase safety for public transportation service in Laughlin.
- ▶ Improve public and human service agency transportation information.

Smart Mobility Roadmap

NDOT's [Smart Mobility Roadmap](#) is a plan that leverages new technology to improve how people get around Nevada. It aims to make travel safer, easier, and faster by using new technology, like self-driving cars; better traffic management systems that use real-time data to adjust traffic lights and signs; and smart technology, like sensors and cameras that can help identify and address

congestion problems. This plan will help Nevada's transportation system work better for everyone by reducing traffic jams, improving safety for drivers and pedestrians, and making it easier to get around the state.

Nevada Coordinated Human Services Transportation Plan

To ensure equitable access to essential services and be in compliance with federal requirements, NDOT developed the [Coordinated Human Services Transportation Plans](#) to address rural mobility needs. Developed collaboratively with the community, the plan identifies transportation barriers faced by seniors, individuals with disabilities, and low-income residents. The plan identifies strategies to bridge those gaps, prioritizing initiatives based on feasibility and resource availability. This focus on coordinated transportation planning promotes a more inclusive community by ensuring everyone has the means to reach important destinations.

Nevada Electric Vehicle Infrastructure

Nevada is investing \$38 million to create a network of fast-charging stations for EVs along major highways throughout the state. This initiative, funded by the [National Electric Vehicle Infrastructure \(NEVI\) program](#), is a federal effort to jump-start a national network of charging stations, making long-distance travel by EV more convenient. The NEVI program prioritizes installing DC fast-charging stations every 50 miles along interstate highways, including I-80, I-15, I-215, I-515, I-11, and I-580. These stations will have multiple charging ports and meet specific power output requirements to ensure faster charging times. This builds on existing efforts to promote EV adoption in Nevada.

Nevada State Rail Plan

Nevada's once extensive rail system contracted alongside a national decline in rail use.

Recognizing the environmental and economic benefits of freight rail, the state embarked on a new approach to rail planning with the 2021 [Nevada State Rail Plan \(NVSRP\)](#). This plan prioritizes collaboration between public and private sectors to create a commercially viable rail system. It utilizes existing infrastructure while identifying growth opportunities for private investment. The goals of the NVSRP are:

- ▶ **Enhance Safety** - Utilize rail's safety advantages to improve overall transportation safety.
- ▶ **Preserve Infrastructure** - Reduce wear and tear on state and federal highways by shifting freight to rail.
- ▶ **Optimize Mobility** - Utilize and plan for efficient rail infrastructure to optimize the movement of people and goods.
- ▶ **Transform Economies** - As new industrial development opportunities are created through rail integration with land-use planning, it will add to the success of their economies.
- ▶ **Foster Sustainability** - Limit emissions and improve air quality by creating an efficient transportation system.
- ▶ **Connect Communities** - Explore passenger rail options and expand Amtrak service to better connect Nevada communities.

National Electrical Vehicle Infrastructure Program

NDOT developed a [NEVI Plan for Nevada](#), in conformance with the Bipartisan Infrastructure Law (BIL), to support a national network of EV charging stations. The NEVI plan prioritizes interstate highways, with placement of charging stations no more than 50 miles apart. I-15 and I-11 are priority corridors in this plan, with US 95 and US 93 containing planned station infrastructure as well.

NDOT Statewide TSMO Program Plan

NDOT developed the [TSMO Program Plan](#) to develop integrated strategies that optimize the performance of existing infrastructure. Elements include multimodal and intermodal improvements; services; and projects to preserve capacity and improve safety, security, and reliability.

ITS

[The Southern Nevada Intelligent Transportation Systems \(ITS\) Plan](#) is a comprehensive strategy designed to improve transportation infrastructure in the region through the use of advanced technologies. It outlines various initiatives aimed at optimizing traffic flow, enhancing safety, and reducing congestion. These initiatives often involve the implementation of ITS such as traffic sensors, cameras, and communication networks to collect and analyze data, enabling real-time traffic management and information provision to drivers. By leveraging data analytics and implementing strategies like active traffic management, the ITS plan aims to create a more efficient and sustainable transportation network. While FAST provides the foundation for a robust transportation network, ITS helps to optimize its performance. Its integration with the RTP helped contribute to the development of more data-driven transportation policies and projects.

Other Local Agency Plans

City of Las Vegas 2050 Master Plan

The [City of Las Vegas 2050 Master Plan](#) provides a strong vision and framework for the future of Las Vegas. This plan was developed with the following guiding principles as its foundation:

- ▶ **Equitable** - Las Vegas is welcoming and accessible to all people.
- ▶ **Resilient** - The city is prepared and adaptable to shocks and stresses.

- ▶ **Healthy** - Residents can improve personal health outcomes.
- ▶ **Livable** - Quality of life is distinct and uniquely "Vegas."
- ▶ **Innovative** - The region educates and attracts the boldest and brightest.

- ▶ Community spirit, relationships, and pride.
- ▶ Fiscal policies and management.

Clark County Master Plan

The [Clark County Master Plan](#), developed through the multiyear Transform Clark County effort, outlines a cohesive countywide vision for the future and a defined strategy to achieve this vision. This Master Plan applies only to unincorporated portions of Clark County and identifies the following as its core values, with goals and policies for each:

- ▶ Unique communities, neighborhoods, and lifestyles.
- ▶ Equitable access to services and amenities.
- ▶ A healthy and sustainable natural environment.
- ▶ A more connected Clark County.
- ▶ A diverse and resilient economy.
- ▶ Predictable growth and development.

Henderson Strong

[Henderson Strong](#) is a comprehensive plan that outlines the vision, long-term goals, and strategies to guide the physical development and management of growth in the city over the next 20 years. This plan is organized under three major themes to support the city's vision: healthy, livable communities; vibrant, resilient economy; and active, complete transportation. Together these themes provide the tools to guide the city's land use and transportation decision-making to support the city's vision. This plan was also aligned with the Southern Nevada Strong Regional Plan to ensure competitiveness for implementation funding through local, state, and international sources.

These guiding principles provide an avenue to measure success, weigh recommendations, foster community-driven implementation, and improve quality of life for all residents. To realize the plan's vision, it is organized around three major themes: land use and environment, economy and education, and system and services.

City of North Las Vegas Comprehensive Master Plan

[The City of North Las Vegas Comprehensive Master Plan](#) is the adopted advisory document providing guidance for elected and appointed officials as they make decisions affecting growth, land use, and development in the city. The following 10 guiding principles of the plan represent the overarching objectives of the city and form the basis of its goals and policies:

- ▶ Quality housing development and cohesive neighborhood communities.
- ▶ Thriving, attractive commercial and business centers.
- ▶ An integrated multimodal transportation system.
- ▶ A balanced land use mix.
- ▶ Pivotal centers for development and redevelopment.
- ▶ A diverse economic base.
- ▶ Community services, amenities, and environment.
- ▶ A safe and livable community.

Boulder City Strategic Plan

The [Boulder City Strategic Plan](#) provides a clear vision of where Boulder City is headed and policy direction for the city and staff as they prepare budgets and work plans for the future. Covering a 5-year period through 2025, this plan reflects the current priorities of the mayor and council members, with input from city staff and community stakeholders. Seven major elements make up the plan. The vision, mission, core values, goals, and strategies sections set the direction for city staff, and the implementation action plans and progress reports sections provide the staff's response to the direction provided. Achieving prudent financial stewardship, investing in infrastructure, managing growth and development, promoting historic preservation, and sustaining a high level of public safety services are the main goals outlined in the plan.

Mesquite Master Plan

The [City of Mesquite Master Plan](#) translates community goals and values to maintain Mesquite's scenic beauty and small-town feel while still welcoming quality growth. This plan identifies policies and action programs to guide decisions about new growth and development within the city in line with the plan's general goals to maintain the community's character and natural landscape, wisely plan and manage growth, support a stable economy, and contribute to the overall quality of life. The city is currently in the process of updating the Master Plan, with only the transportation; population; housing; public services and facilities; parks, trails, and open space; land use; and historic preservation sections adopted.

City of Las Vegas Vision Zero

[Vision Zero](#) is the plan to eliminate all severe injuries and traffic fatalities while also increasing safe, healthy, and equitable mobility for all people. Vision Zero recognizes the possible mistakes that drivers make but also identifies how the design and

operation of our transportation system can prevent driver errors from resulting in fatalities and serious injuries. Las Vegas has a rising crash rate due to distracted driving, high speeds, impairment, intersection/roadway design, and failure to obey traffic control devices. The Las Vegas Vision Zero initiative develops strategies to eliminate all the severe injuries and traffic fatalities on the Las Vegas roadways by 2050. The plan is structured around five major strategies, with over 90 actions that include safety countermeasures through infrastructure and operational improvements.

Spring Mountain Corridor Redevelopment Plan

The [Spring Mountain Corridor Redevelopment Plan](#) aims to revitalize the corridor through a community-driven approach to set the foundation and vision for the neighborhood. It prioritizes celebrating the area's Asian heritage while increasing walkability and economic development. This plan will attract mixed-use development that integrates residential spaces, entertainment options, businesses, and improvements to pedestrian infrastructure. The vision is to create a vibrant and sustainable corridor that honors the corridor's cultural heritage while fostering its future economic and social development.

All-In Clark County

All-In Clark County identifies an inclusive approach to creating a sustainable community and addressing climate change. This initiative includes the Community Sustainability Climate Action Plan and the Sustainability and Climate Action Plan for County Operations. These plans support sustainable transportation, including reducing emissions from vehicles in County operations.

Bordering State Initiatives and Partnerships

I-15 Mobility Alliance

The departments of transportation in Arizona, California, Nevada, and Utah are part of a cooperative alliance to develop a long-range multimodal transportation system master plan that will address current and future mobility needs along the I-15 corridor from Southern California to northern Utah.

The vision of the alliance and its members is to develop a comprehensive, multimodal master plan for the I-15 corridor; prioritize projects and policies of interregional significance; seek financial and other resources necessary for the implementation of the master plan; and devise appropriate governance mechanisms for the ongoing efficient and effective construction, operations, and maintenance of the corridor on a more sustainable basis. The [I-15 Mobility Alliance](#) developed a data-driven performance report in 2023 and held a series of transportation workshops about transit, freight, technology, and major infrastructure needs.

I-15 Corridor Alternate Route Study

NDOT, in partnership with Caltrans, the Arizona Department of Transportation (ADOT), and the U.S. Department of Transportation (UDOT), developed the [I-15 Corridor Alternate Route Study](#). The study noted the severe interregional congestion and delay that impact interstate commerce and mobility during closures. The corridor is vulnerable to natural disasters, such as the 2014 Moapa flood and 2015 Cajon Pass fire. The flood resulted in a 223-mile detour for trucks, and the fire caused a 50 mile out of direction travel detour on Forest Service roads. Additional segments of I-15 with no reasonable local alternative routes are the Virgin River Gorge in Utah and the Mountain Pass in California near the Nevada border. This plan

proposed a series of improvements to alternate routes to address these constrained segments.

NDOT/Caltrans I-15 Pilot Project

A collaborative effort between NDOT and Caltrans known as the [I-15 Pilot Project](#) aimed to improve traffic flow on southbound I-15 between the California-Nevada state line and Barstow, California. The project was developed in two stages. During the first phase, which was completed in fall 2022, they constructed new lanes to improve traffic flow near the state line. The second phase implemented a part-time lane utilizing the shoulder on Sundays and Mondays during peak hours to alleviate congestion. This collaboration aimed to improve travel times and overall traffic flow for both states.

Connect SoCal

[Connect SoCal](#) is a long-range regional transportation plan developed by the Southern California Association of Governments (SCAG) to guide the region's development strategies in transportation toward a brighter future by year 2050. SCAG borders the RTC planning area in California. The plan focuses on four key goals:

- ▶ **Mobility** - Build and maintain a strong transportation network with a focus on reducing congestion and offering more travel options.
- ▶ **Communities** - Develop connected, livable communities with equitable access to housing and essential services.
- ▶ **Environment** - Create a healthy region for the people of today and tomorrow.
- ▶ **Economy** - Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents.

Connect SoCal acknowledges past challenges, like traffic congestion, fragmented communities, and

limited access to affordable housing, while recognizing the region’s economic significance and vulnerability to climate change. It proposes solutions that address these challenges through strategic investments in infrastructure, land use planning, and technological advancements.

This collaborative effort between SCAG, local governments, stakeholders, and residents will continue to refine the plan as the region works toward achieving its long-term vision for a healthier, more prosperous, and more equitable future.

Caltrans Adaptation Priorities Report, District 8

The 2020 [Adaptation Priorities Report](#) identifies proposed responses to climate risks. District 8 is adjacent to the RTC planning area. The report describes the threats to infrastructure posed by extreme floods, wildfires, and other disasters. The report prioritizes the order in which infrastructure assets will undergo climate assessments. The plan identifies bridges on I-15 south of the Nevada border as Priority 1 and Priority 2 bridges. This segment of I-15 is also identified as a Priority 1 highway network segment.

ADOT Resilience Program

ADOT is developing new approaches to managing the impacts of extreme weather and climate risks. The program continues to identify the greatest threats to ADOT’s transportation system by addressing the following:

- Intense Precipitation
- System Flooding
- Wildfires
- Wildfire-Induced Floods
- Drought-Related Dust Storms
- Rockfall Incidents

- Slope Failures
- Increased Surface Temperatures

These current efforts are building on the 2020 [Asset Management, Extreme Weather, and Proxy Indicators Pilot Project](#) report.

Bullhead City MPO

A new metropolitan planning organization (MPO) was designated for the Bullhead City, Arizona, region in 2023. The MPO boundary is located across the river from Laughlin, Nevada, and is accessed by SR 163. RTC will coordinate with the Bullhead City MPO as an adjacent planning area.

I-11 in Nevada and Arizona

The I-11 corridor is envisioned as a major north-south multimodal corridor that will provide enhanced transportation mobility and movement of goods between Mexico and Canada. I-11 was formally designated as a new interstate corridor from the Arizona/Sonora, Mexico, border to I-80 in northern Nevada in MAP-21 and the FAST Act, with a history dating back multiple decades. The joint Nevada and Arizona Departments of Transportation (NDOT/ADOT) I-11 and Intermountain West Corridor Study (2014) initiated corridor planning in Nevada and Arizona, establishing the purpose, eliminating infeasible alternatives, and building foundational relationships with stakeholders and resource agencies.

NDOT and its partners have advanced several segments of I-11, working northward from the Nevada/Arizona border. The first segment, [I-11/ Boulder City Bypass](#), was opened to traffic in 2018. A preferred alternative has been selected through the [Las Vegas Metropolitan Area](#). NDOT is currently conducting a feasibility study/planning and environmental linkages (PEL) to advance the next segment: [US 95 from Kyle Canyon Road to Mercury Highway](#). A past alternatives analysis established a reasonable range of options to continue I-11 from [Southern Nevada to I-80](#).

ADOT has worked alongside NDOT to determine the vision for the corridor through both states, as well as advanced segments within Arizona. I-11 would begin in Nogales, at the Mexican border, northwest through Tucson, Phoenix, and ultimately use US 93 to enter Nevada near Boulder City. ADOT has completed a [Tier 1 EIS](#) that identified a preferred alternative between Nogales and Wickenburg, where the corridor would be co-located with existing facilities in some portions and new segments built in others. ADOT is currently upgrading [US 93](#) from Wickenburg to Nevada to interstate standards.

Amtrak Long Distance Service Study

The Federal Railroad Administration is undertaking a comprehensive study mandated by the Bipartisan Infrastructure Law of 2021. This initiative, known as the [Amtrak Daily Long-Distance Service Study](#), aims to revitalize long-distance passenger rail service in the United States. The study will assess the feasibility of restoring daily service on existing Amtrak routes that currently lack it. Additionally, it will explore the creation of entirely new long-distance routes, strategically connecting communities across the nation. The focus lies on enhancing passenger rail options, promoting economic development in rural areas, and strengthening the overall national long-distance passenger rail network. Public input and local support will be crucial factors in determining which routes are prioritized for restoration or creation.

Brightline West

A high-speed rail system, [Brightline West](#), is under development to provide a faster connection between Las Vegas and Southern California. Brightline will connect these destinations via a 218-mile route, significantly reducing travel times compared with congested car trips. The tech-forward electric trains will reach speeds of 200 miles per hour, cutting the Las Vegas to Rancho Cucamonga trip to just over 2 hours.

Expected to serve over 11 million passengers annually, Brightline West's economic impact will be significant, creating jobs and promoting sustainable transportation as well as relieving congestion on I-15. RTC is continuing to plan for regional transit connectivity to Brightline rail stations.

California State Rail Plan

The [California State Rail Plan](#) outlines the vision for a modern, zero-emission rail network that integrates passenger and freight service across the state. This plan aims to achieve these goals:

- ▶ **Economic** - The rail network will improve connectivity and access for businesses and residents, fueling economic development and growth.
- ▶ **Environmental** - By shifting travel from cars to trains, the plan aims to reduce greenhouse gas emissions and improve air quality.
- ▶ **Equity** - Increased access to rail will improve mobility for all Californians, including underserved communities.

The plan proposes a network with frequent and reliable service, featuring consistent schedules and seamless transfers between lines. This plan will make rail travel faster, more reliable, and more competitive with cars, leading to increased ridership. By focusing on passenger needs and community development, the plan ensures that the rail network serves passenger travel in addition to moving goods.