

3 RTC FRAMEWORK FOR TRANSPORTATION SOLUTIONS

3.1 RTC Plan Vision, Goals, Objectives, and Measures of Effectiveness

3.1.1 History

The RTC has involved itself in strategic planning since its inception. The most recent effort began in January, 2000, and ending in October, 2001. It included a series of staff and commission meetings and retreats that were held to define goals, objectives and measures of effectiveness. These became a Strategic Plan for the organization. At that time, a Mission for the organization was also adopted as follows:

Provide transportation services within Southern Nevada, including county-wide mass transit, approval and funding of major arterial and highway construction, and metropolitan transportation planning.

The Vision adopted at this time remains the organizational Vision and has been incorporated into this Plan:

A safe, convenient, effective regional transportation system that enhances mobility and air quality for our citizens and visitors.

3.1.2 RTC Planning Framework

To guide this Plan, the organizational plan has been adapted and expanded to address the planning issues that are part of the transportation planning process. Draft Goals, Objectives and Measures of Effectiveness were reviewed and amended by the Citizens Advisory Committee and the Older Americans/Disability Transportation Advisory Committee at their May 2005 meetings.

Following on Table 3-1 are the adopted Goals, Objectives and Measures of Effectiveness.

Table 3-1: RTP Goals, Objectives and Measures of Effectiveness

| Goal 1. Implement transportation systems that improve air quality. | |
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| <i>Objective 1.1</i> Reduce travel times, especially at peak periods | Measure 1.1.1 Increased average speeds on arterial roadways during peak periods. Measure 1.1.2 Improved ratings by such agencies as the Texas Transportation Institute Urban Mobility Study and the Road Information Program Measure 1.1.3 Improved survey results such as the Census |
| <i>Objective 1.2</i> Increase the number of persons per vehicle | Measure 1.2.1 Increased participation in Transportation Demand Management (TDM) programs, including increased participation in Club Ride Commuter Services |

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| <i>Objective 1.3</i> Promote use of alternate fuels | Measure 1.3.1 Increased registration of hybrid vehicles in private ownership Measure 1.3.2 Increased numbers of hybrid and natural gas and other alternate energy powered vehicles in public fleets |
| <i>Objective 1.4</i> Continually improve air quality modeling capabilities | Measure 1.4.1 Accuracy of projections |
| <i>Objective 1.5</i> Implement freeway ramp metering | Measure 1.5.1 Number of metered ramps |
| <i>Objective 1.6</i> Increase participation in Club Ride by adding alternate power vehicles to the transportation options | Measure 1.6.1 Increased awareness and use of alternate power vehicles, including Neighborhood Electric Vehicles. |
| Goal 2. Develop fully integrated modal options. | |
| <i>Objective 2.1</i> Improve availability bike accommodations serving all forms of mass transportation. | Measure 2.1.1 Number of bikes that can be accommodated on buses and other mass transit vehicles Measure 2.1.2 Availability of bike lockers and other secure facilities at transit terminals |
| <i>Objective 2.2</i> Increase the number of intermodal transfer points | Measure 2.2.1 Number of intermodal transfer stations Measure 2.2.2 Number of park and ride facilities |
| <i>Objective 2.3</i> Make electricity available for charging of electric vehicles at transit facilities | Measure 2.3.1 Increased use of electric vehicles for commuting |
| Goal 3. Integrate system geographically. | |
| <i>Objective 3.1</i> Provide travel options that are responsive to individual preferences for time, cost, convenience and reliability. | Measure 3.1.1 Number of HOV lane miles Measure 3.1.2 Number of miles mass transit routes and frequency of trips Measure 3.1.3 Fixed guideway implementation Measure 3.1.4 Number of miles of sidewalks Measure 3.1.5 Number of miles of bike lanes Measure 3.1.6 Number of car and van pools |
| <i>Objective 3.2</i> Improve information on travel conditions and options. | Measure 3.2.1 Number of freeway dynamic message signs Measure 3.2.2 Number of real time traffic cameras |
| <i>Objective 3.3</i> Improve traffic signal timing | Measure 3.3.1 Develop methodologies for allowing preemption for mass transit and emergency vehicles that allow restoration of timing sequence Measure 3.3.2 Expand signal timing network |
| Goal 4. Secure funding for expansion and operations and maintenance of systems and routes. | |

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| <p><i>Objective 4.1</i> Develop opportunities for public/private partnerships</p> | <p>Measure 4.1.1 Develop workable methodologies and policies Measure 4.1.2 Number of public/private projects Measure 4.1.3 Number of employers participating in Club Ride</p> |
| <p><i>Objective 4.2</i> Monitor changes in transportation project funding programs at all levels of government</p> | <p>Measure 4.2.1 Number of programs providing funding</p> |
| <p><i>Objective 4.3</i> Continue to improve grant writing capabilities</p> | <p>Measure 4.3.1 Federal and state funding amounts as a percentage of funds availability</p> |
| <p><i>Objective 4.4</i> Continue to meet funding agency requirements for planning and reporting</p> | <p>Measure 4.4.1 Number of funding compliance comments requiring corrective action</p> |
| <p><i>Objective 4.5</i> Improve revenues from mass transportation</p> | <p>Measure 4.5.1 Farebox recovery rate of at least 45 percent Measure 4.5.2 Advertising revenues improve</p> |
| <p>Goal 5. Enhance public awareness and support of the regional transportation system.</p> | |
| <p><i>Objective 5.1</i> Maintain existing public participation and education efforts</p> | <p>Measure 5.1.1 Number of transportation fairs and other public information events Measure 5.1.2 Number of “hits” on the website Measure 5.1.3 Number of viewers of On the Move TV show</p> |
| <p><i>Objective 5.2</i> Develop new methods of receiving public input</p> | <p>Measure 5.2.1 Develop web pages devoted to plans updates including drafts available for download and comment e-mail capabilities</p> |
| <p><i>Objective 5.3</i> Provide expanded opportunities for minority and low-income persons to participate in the planning process</p> | <p>Measure 5.3.1 Number of minority and low-income persons serving on Committees Measure 5.3.2 Availability of materials in more than one language</p> |
| <p>Goal 6. Improve access to mass transportation facilities and services.</p> | |
| <p><i>Objective 6.1</i> Identify barriers such as affordability and gaps in service</p> | <p>Measure 6.1.1 Specific programs and services designed to improve affordability for low-income residents Measure 6.1.2 Specific programs and services designed to improve continuity of service</p> |
| <p><i>Objective 6.2</i> Improve communication among all agencies serving persons with disabilities</p> | <p>Measure 6.2.1 Reduction in duplicative services Measure 6.2.2 Increase in complementary services and activities</p> |

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| <p><i>Objective 6.3</i> In furtherance of Americans with Disabilities Act (ADA) improve access to mass transit facilities by the elderly and physically challenged</p> | <p>Measure 6.3.1 Number of mass transit vehicles with flush entry/exit points Measure 6.3.2 Number of mass transit vehicles with wheelchair tie downs Measure 6.3.3 Number of shopping cart accommodations on mass transit vehicles is sufficient to meet demand Measure 6.3.4 Number of service animal accommodations on mass transit vehicles is sufficient to meet demand Measure 6.3.5 Number of mass transit facilities with voice capabilities Measure 6.3.6 Number of transit stops equipped with shelters and/or benches</p> |
| <p>Goal 7. Improve safety and security for all travelers.</p> | |
| <p><i>Objective 7.1</i> Reduce injuries and fatalities on the Region's roadways</p> | <p>Measure 7.1.1 Number of injuries and fatalities Measure 7.1.2 Identification of trouble spots Measure 7.1.3 Number of Strip pedestrian overpasses Measure 7.1.4 Inventory and improvement of crosswalks</p> |
| <p><i>Objective 7.2</i> Be prepared for emergencies resulting from security threats and natural disasters</p> | <p>Measure 7.2.1 Adopted emergency plans Measure 7.2.2 Number of measures derived from experience with major special events</p> |
| <p><i>Objective 7.3</i> Continue improving transit accident rate</p> | <p>Measure 7.3.1 Number of accidents per transit mile</p> |
| <p><i>Objective 7.4</i> Maintain roadways</p> | <p>Measure 7.4.1 Develop pavement condition evaluation methodology Measure 7.4.2 Reduce pavement cuts Measure 7.4.3 Reduce interruptions in sidewalk and roadway continuity</p> |
| <p>Goal 8. Support more efficient freight travel.</p> | |
| <p><i>Objective 8.1</i> Identify key improvements to public facilities that would improve the flow of freight through Valley roadways and airports</p> | <p>Measure 8.1.1 Number of freight related projects included in UPWP and TIP Measure 8.1.2 Identify long term capacity issues associated with cargo movement through airports Measure 8.1.3 Reduce non-grade separated intersections with rail corridors</p> |

3.2 Project and Activity Development Approach

Ultimately, the purpose of regional transportation improvements is to improve air quality by reducing roadway congestion and miles traveled. In the same way that the householder balances the family budget by increasing income and decreasing outgo, the tools available to the transportation plan include increasing the capacity of roadways and reducing the number of vehicular trips. While many strategies are implemented all hours of the day, it is when roads are most congested that people are most willing to trade the independence of the single occupancy vehicle for the efficiency of alternate modes. Thus, programs to increase the number of persons per vehicle are

most likely to be successful when they focus on commuters traveling during peak periods.

As described in Section 2, the unique land ownership characteristics that have determined the physical development patterns in the Las Vegas Valley are expected to continue to shape regional growth patterns. The present trend in land development, especially in higher densities for housing and increasingly decentralized employment growth, is an adjustment to the growth pattern that has shaped the Valley and a reaction to the decreasing availability of large parcels of land for typical suburban developments. These more intensive development patterns can be expected to increase demand for roadways both within the existing urbanized area, as infill and redevelopment occurs, and beyond, as new development expands the urbanized area. Residents seeking affordable suburban environments are being forced out of the Valley and into longer commutes into the Valley for employment.

A compensating factor is that there is less directional bias and trip peaking than in other regions, because hospitality employees are more likely to work evening and night shifts, so are traveling both into and out of the “Strip” and other centers of employment at peak periods people. This phenomenon offers new opportunities for bi-directional congestion reduction strategies.

Shaping the approach to congestion reduction is the fact that much of the region’s arterial roadway system, along with much of its freeway system, is fully built out within the available right-of-way. Thus, addressing congestion through additional lane mile construction alone would be an extremely expensive strategy. Operational improvements and alternate modes become increasingly important. One key to understanding the benefits from operational and transit projects is to think of these strategies as enhancing the return on investment in roadway expansion projects.

In planning for alternate modes of travel, it is essential to plan for trips that use more than one mode, particularly during peak periods. For instance, as discussed in Section 2, the growth of riders accessing transit on bicycle is represented by the growth in bicycles carried by buses. It is logical to conclude that bicycle storage facilities at park and ride lots and other intermodal transfer facilities will promote an increase in the number of people riding their bicycles to meet their car pool or bus. Connectivity of modes and facilitation of transfer among modes are, therefore, key elements of the RTP process.

Similarly, as local entities are developing Transit Oriented Development (TOD) and mixed use zoning classifications, it is productive for RTC to participate in the development process. This will help to ensure that serving roadways carry as many people as possible by creating truly transit oriented development and not just transit adjacent development. Such strategies as pedestrian corridors linking residential areas with retail opportunities and transit stops allow people willing to change travel modes to do so safely and efficiently. Similarly, those willing to live near where they work can

find opportunities to do so as employment opportunities are located near residential areas.

3.3 Other Regional Planning Agencies

In addition to local municipal jurisdictions and the RTC, several regional agencies and organizations address growth issues in Clark County. They include:

- Southern Nevada Regional Planning Coalition,
- Clark County Multiple Species Habitat Conservation Plan Implementation and Monitoring Committee,
- Clark County Regional Flood Control District,
- Southern Nevada Water Authority,
- Clark County School District and
- Clark County Water Reclamation District.

3.3.1 Southern Nevada Regional Planning Coalition Transportation Planning Policies

The Southern Nevada Regional Policy Plan was developed by the Southern Nevada Regional Planning Coalition (SNRPC) which provides guidance for local governments working together to solve regional problems. The introduction to this plan states that “by creating a plan of action to address issues associated with rapid growth, improvements can be made to upgrade the quality of life and allow for continued economic progress.” The participants and implementers of this plan are the Cities of Las Vegas, North Las Vegas, Henderson and Boulder City; Clark County, the Clark County School District, regional and state agencies and public utilities. The SNRPC was created by the 1999 Nevada Legislature and the Plan adopted in February, 2001. “The SNRPC was able to build on previous planning conducted by the Southern Nevada Strategic Planning Authority, which engaged thousands of citizens in identifying regional planning issues and created regional planning strategies and approaches to address anticipated growth needs.” (Southern Nevada Regional Policy Plan, p. 3)

This regional policy plan presents policies concerning conservation, open space and natural resource protection, population forecasts, land use, transportation, public facilities, air quality and infill development. The SNRPC adopted twelve transportation policies. Several policies are identified as transportation priorities for this plan. They and their corresponding Objectives or relationship to the RTC planning process are:

- Complete a coordinated and integrated regional transportation and air quality plan that reflects and guides local land use plans. (RTP)
- Create a regional transportation model that is integrated with air quality and other socioeconomic and demographic models. (Conformity modeling)
- Develop a regional “intelligent transportation system.” This should include a mix of tools such as coordinated reader boards along highways, coordinated traffic

signals that can be adjusted based on traffic conditions, and a central traffic monitoring and communications facility. (Objectives 3.2 & 3.3)

- Take steps to encourage the use of mass transit, multiple-occupancy vehicles, and other modes as recommended in the alternative mode transportation study being developed by the Regional Transportation Commission. For example, equalizing commuting times with single-occupancy vehicles can encourage vehicle sharing. (Objectives 1.2, 2.1, 2.2, 3.1, and 5.1)
- Establish more effective systems of coordination of road construction activities and schedules and communication of such schedules to the public. (Objective 7.4)

The RTC's plans have been reviewed for conformity with the Southern Nevada Regional Policy Plan. The RTC and the SNRPC have entered into an agreement to maintain plan conformity.

In 2003, the SNRPC entered into a series of Growth Summit workshops during which its members and other stakeholders were educated about issues facing the region and members developed a series of recommendations intended to guide regional growth. One of their final recommendations is: "Concurrent consideration of land use, transportation and air quality" (SNRPC Final Report 2005). The report goes on to recommend additional research and joint planning by local municipal governments, regional planning agencies and public service providers.

One of the key elements of "concurrent consideration" is development of regionally accepted population growth projections for Clark County. The County population projection used in the RTC planning process has been developed jointly with the Southern Nevada Water Authority and Clark County for use by the SNRPC and all participating agencies. These projections are developed by the Center for Economic and Business Research at the University of Nevada Las Vegas.

3.3.2 Clark County Multiple Species Habitat Conservation Plan Implementation and Monitoring Committee

The purpose of the Clark County Multiple Species Habitat Conservation Plan (MSHCP) is to provide protection to endangered, threatened and sensitive species within the Valley without requiring a specific environmental study to be completed for each project. Projects designed to protect the Desert Tortoise are funded through a fee paid by developers and others disturbing land. Notwithstanding, the National Environmental Protection Act (NEPA) applies to all projects receiving federal funding or involving federal lands.

The MSHCP does provide RTC with a view of the Valley's environmental constraints which allows projects to be planned in ways that minimize environmental impacts. Specific roadway and transportation threats are identified and mitigation measures provided.

The Implementation and Monitoring Committee is responsible for ensuring that activities planned in the MSHCP are carried out. The Committee meets monthly to review the status of mitigation planning and implementation and to authorize new activities that meet the purpose of the MSHCP.

3.3.3 Clark County Regional Flood Control District

According to its website, “The [Clark County Regional Flood Control] District was created in 1985 to develop a coordinated and comprehensive Master Plan to solve flooding problems, to regulate land use in flood hazard areas, to fund and coordinate the construction of flood control facilities, and to develop and contribute to the funding of a maintenance program for Master Plan flood control facilities.”

As a byproduct of flood control facilities development, it is increasingly possible to set aside adjacent corridors for use as trails. These corridors often diagonally connect the grid system of trails and bike paths provided on the roadway network allowing more direct routes for users. They also separate the user from traffic on the roadway network.

3.3.4 Southern Nevada Water Authority

The Southern Nevada Water Authority (SNWA) is made up of all the water purveyors in Clark County. Its purposes include development of the transmission facilities necessary to convey water from its source to the purveyors. Where these transmission facilities are not within dedicated roadway rights-of-way, they can be used as trails and bike paths. The path planned east of the Sloan Channel is an example of such a facility.

3.3.5 Clark County School District

Among other responsibilities, the Clark County School District is responsible for providing K-12 schools. The District has been tasked by the State Legislature with coordinating local governments in development of safe routes to school. In a parallel effort, parents have organized to develop strategies for making the school zones safe places for children to travel on foot and by bicycle.

3.4 SAFETEA-LU Planning Factors

In 2005, a federal transportation bill was signed into law called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This transportation bill affirms key transportation priorities including improving safety, protecting public health and the environment, and creating opportunity for all Americans. It provides investment to continue rebuilding America’s highways and transit systems. New provisions include a greater emphasis on system security.

SAFETEA-LU recognizes that transportation investments impact the economy, environment, and quality of life. Accordingly, SAFETEA-LU includes ten planning factors that must be considered during the statewide metropolitan planning process. Table 3-2 describes how the RTC has applied the SAFETEA-LU planning factors during

transportation plan development. “Areas of Planning Considered” identifies the specific facilities, issues, groups, strategies and/or policies considered during RTC’s planning process. “Project Application” lists projects that have been planned or implemented by the RTC in support of the specific planning factor.

TABLE 3-2: SAFETEA-LU PLANNING FACTORS

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| 1: SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY | |
| Areas of Planning Considered | Project Application |
| <ul style="list-style-type: none"> • Intermodal Facilities • Freight Issues • Public/Private Partnerships • Land-use Policies • Economic Development | <ul style="list-style-type: none"> • Demand Management Projects • Club Ride Commuter Services • System Preservation • Interstate Highway Improvements • Transportation Demand Management (TDM) strategies • Transit Oriented Design: Coordination with entities. • Web-Based Conflict Avoidance Software Application for Construction Projects • Park and Ride Facilities/Intermodal Transfer Terminals |
| 2: INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS | |
| Areas of Planning Considered | Project Application |
| <ul style="list-style-type: none"> • Community Access | <ul style="list-style-type: none"> • Extension of CATCar • Silver Star and Flexible Demand Routes |
| <ul style="list-style-type: none"> • System Upgrades | <ul style="list-style-type: none"> • Implementation of ITS, GPS links to Transit • Geographically referenced information on all bus stops • MAX Service • The Deuce on Las Vegas Blvd. |
| <ul style="list-style-type: none"> • Transit Usage | <ul style="list-style-type: none"> • Downtown Transportation Center (DTC) capacity expansion and redesign • Development of South Strip Terminal |
| <ul style="list-style-type: none"> • Bicycle Planning | <ul style="list-style-type: none"> • Bicycle route signage • Alternative mode plan • Connectivity with transit |

3: INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS

| Areas of Planning Considered | Project Application |
|---|---|
| <ul style="list-style-type: none"> • System Upgrades | <ul style="list-style-type: none"> • Implementation of ITS, GPS links to Transit |
| <ul style="list-style-type: none"> • Transit Usage | <ul style="list-style-type: none"> • Downtown Transportation Center (DTC) capacity expansion and redesign • Video security cameras installed on all fixed route buses • Security personnel on MAX vehicles and at MAX stations |
| <ul style="list-style-type: none"> • Security Planning | <ul style="list-style-type: none"> • Regional Transit Security Strategy • RTP Security Element |

4: INCREASE THE ACCESSIBILITY AND MOBILITY OPTIONS AVAILABLE TO PEOPLE AND FREIGHT

| Areas of Planning Considered | Project Application |
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| <ul style="list-style-type: none"> • Multi-modal Strategies: Transit Accessibility and Level of Service | <ul style="list-style-type: none"> • Additional intermodal facilities • Early coordination with entities responsible for land use permitting in rapidly developing areas • MAX Service • Deuce Service • Regional Fixed Guideway planning • Express buses • Coordination with entities' master plans of streets and highways • Coordination with NDOT to plan for HOV lanes |
| <ul style="list-style-type: none"> • Bicycle Planning | <ul style="list-style-type: none"> • Bicycle route signage • Alternative mode plan |

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| <p>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</p> | |
| <p>Areas of Planning Considered</p> | <p>Project Application</p> |
| <ul style="list-style-type: none"> Air Quality: Livability of Communities - physical connection, urban design and compatibility with sustainable growth | <ul style="list-style-type: none"> Coordinated with Clark County Air Quality Management Department in developing a Conformity State Implementation Plan (SIP) Travel Demand Forecast model to enhance network and planning variables Transit Oriented Design and Multiple Use Districts: Coordination with entities. Club Ride Commuter Services Express Buses Outfit bus fleet with bicycle racks |
| <ul style="list-style-type: none"> Ongoing investigations of vehicles using alternative fuels and hybrid transit vehicles | <ul style="list-style-type: none"> Purchase of CNG fleets Purchase of sites servicing all CNG vehicles in this area |
| <ul style="list-style-type: none"> Consistency with other planning agencies in the region | <ul style="list-style-type: none"> Executive Advisory Committee Metropolitan Planning Subcommittee Agency consultation process |
| <p>6: ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES, FOR PEOPLE AND FREIGHT</p> | |
| <p>Areas of Planning Considered</p> | <p>Project Application</p> |
| <ul style="list-style-type: none"> People and Freight Movement Policies | <ul style="list-style-type: none"> Coordinate with Clark County Department of Aviation on all Airport access roadways Through the Older Americans/Disabilities Transportation Advisory Committee, plan innovative ways to maximize paratransit services and pursue potential contributions by state agencies for transportation Coordination with entities of master plans of streets and highways Web-Based Conflict Avoidance Software Application for Construction Projects |
| <ul style="list-style-type: none"> Master Plan for Alternative Modes | <ul style="list-style-type: none"> Alternative Mode Plan: The RTC is implementing its short- and long-range bicycle and pedestrian plan that emphasizes connectivity across the various modes. The plan includes on-street bikeways, off-street systems, including connective travel corridors and recreation, plus urban pedestrian connections. |

| 7: PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION | |
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| Areas of Planning Considered | Project Application |
| <ul style="list-style-type: none">• Development of Intermodal Congestion Strategies• Deferral of Capacity Increases | <ul style="list-style-type: none">• Traffic, Incident and Congestion Management Programs• Developing a Regional ITS Architecture• Traffic Signal Timing and Coordination Program• Conflict Avoidance Process for Construction Projects |

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| 8: EMPHASIZE THE PRESERVATION OF THE EXISTING SYSTEM | |
| Areas of Planning Considered | Project Application |
| <ul style="list-style-type: none"> • Demand Reduction Strategies • Alternative Modes | <ul style="list-style-type: none"> • Regional Bicycle Map • Comprehensive master plan for alternative modes • Outfit bus fleet with bicycle racks • Improvements to existing roadways and highways • Conflict Avoidance Process for Construction Projects |
| 9: PLAN FOR ENVIRONMENTAL MITIGATION JOINTLY WITH RESPONSIBLE AGENCIES AND TRIBES IN THE REGION | |
| Areas of Planning Considered | Project Application |
| <ul style="list-style-type: none"> • Agency Outreach • On going planning coordination | <ul style="list-style-type: none"> • Mitigation Element • Executive Advisory Committee • MPO/NDOT Coordination Meetings including representatives of FHWA and EPA • Outreach to State Historic Preservation Office and local historic preservation offices • Outreach to Tribal executives and Las Vegas Indian Center • Outreach to Nevada Department of Environmental Protection • Outreach to US Bureau of Land Management |
| 10: ADOPT FORMAL PUBLIC PARTICIPATION PLAN | |
| Areas of Planning Considered | Project Application |
| <ul style="list-style-type: none"> • Public Participation Plan • Agency Outreach | <ul style="list-style-type: none"> • Adoption of Public Participation Plan • Use of visualization techniques • Publication of all planning documents on agency website • Availability of RTP/TIP to public in hard copy format through libraries and at the RTC • Outreach to private transportation providers • Outreach to freight companies |

3.5 Annual Listing of Federally Funded Projects

The Annual Listing provides information on the progress of previously programmed projects from the TIP. This listing may be found in Appendix V.

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