

**APPENDIX 2  
PUBLIC PARTICIPATION PLAN  
RESPONSE TO COMMENT ON THE DRAFT PLAN**

**Contents**

1	Need for Public Involvement.....	2
2	Public Participation Strategies.....	3
3	Ongoing Public Information Activities.....	9
4	Plan Outcome.....	11
5	Outreach and Consultation on the Regional Transportation Plan for 2009-2030 .....	11
6	Comments on the Draft Documents.....	13
Table of Comments Received and RTC response		
	Comments on the RTP and RTP Appendices .....	14
	Comments on the Bicycle and Pedestrian Plan.....	26
	Comments on the TIP and RTP Project Lists.....	27

## 1. Need for Public Involvement

The Regional Transportation Commission of Southern Nevada (RTC), as the agency responsible for transportation activities, makes public participation and communication a priority to ensure transportation improvements in southern Nevada meet the needs of southern Nevadans. The RTC is committed to providing comprehensive information and to eliciting public comment on its plans and programs. This ensures that there is a high level of community understanding.

SAFETEA-LU requires that there be a Citizen Participation Plan “developed in consultation with all interested parties.” SAFETEA-LU defines "Interested Parties" as:

- Citizens
- Affected public agencies
- Representatives of Public Transportation Employees
- Freight Shippers
- Private [including Non-Profit] Providers of Transportation
- Representatives of Users of Public Transportation
- Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
- Representatives of the Disabled
- Providers of Freight Transportation Services
- Other Interested Parties

To accomplish this consultation as well as consultations on the Regional Transportation Plan and Transportation Improvement Program (RTP/TIP), “interested parties [shall] have reasonable opportunities to comment on the contents of the transportation plan.” These opportunities include public meetings and must involve “visualization techniques to describe plans.” Plans must also be published electronically on the web.

Many RTC projects require an in depth environmental review under the National Environmental Protection Act (NEPA). These requirements include public involvement. For instance, at the beginning of the Environmental Impact Statement (EIS) process, the scope of potential issues surrounding the project must be identified in conjunction with the public. When the purpose and need of the project are drafted, as alternatives are developed and when Draft EIS is prepared, the public is offered other opportunities to review the project. It is RTC policy that public involvement is carried out as required.

The primary citizen participation outreach activities used by the RTC include:

- Public hearings and meetings conducted as required and appropriate,
- Surveys offered on the web and at transportation fairs,
- Project-specific advisory groups,
- Public comment periods, and
- Ongoing activities, such as the RTC website, transportation fairs, participation in the other agency outreach activities, media relations, and special events.

## 2. Public Participation Strategies

Outreach opportunities during plan development and formal public comment periods can include public meetings, advisory committee reviews, surveys, direct mail pieces and door-to-door canvassing in areas affected by the project, public notices, media briefings and interviews, and timely events such as formal ceremonies and informal information fairs. This variety of approaches ensures that public involvement is continuing, cooperative, and comprehensive.

### 2.1 Board of Commissioners

As established by state law, the governing body of the RTC is made up of two elected officials each from Clark County and the most populous incorporated jurisdiction in Clark County and one from each of the remaining incorporated jurisdictions. The City of Las Vegas is currently the most populous incorporated jurisdiction. The Director of the Nevada Department of Transportation participates in a non-voting capacity. All meetings of the Board of Commissioners are publicly advertised and open to public participation. While the Board may not take action on any item not on the advertised agenda, the public may raise issues at the end of the meeting during the citizen participation period. Issues raised in this way may be placed on a succeeding agenda.

### 2.2 Advisory Committees

Federal citizen participation requirements have heightened the need for Advisory Committees. Collectively, the membership includes opportunities for “citizens, affected public agencies, representatives of public transportation employees, ... representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled ...” specified in SAFETEA-LU.

Formal public notice is provided for all committee meetings. All meetings are open to the public in accordance with the State of Nevada Open Meeting Law (NRS Chapter 241). Committee agendas and agenda backup materials are available to the public on the RTC web site. Public comment on products of the planning process is accepted in either written or oral format at the RTC and at all committee meetings.

When an item is presented to a Committee, RTC staff make note of any comments or questions from Committee members and the general public. As a formal public hearing, the full meeting is recorded on audio tape from which minutes are written. When questions or comments cannot be answered or addressed immediately, the topic can be placed on the agenda for the next meeting. The Nevada Open Meeting Law does not allow Committees to take action on any item that is not on the agenda.

#### 2.2.1 Transportation Access Advisory Committee

The Transportation Access Advisory Committee (TAAC) members are appointed for two years. In addition, at its discretion, the RTC periodically solicits membership applications to fill TAAC vacancies. Each RTC Commissioner is entitled to appoint one member. All other members are appointed in an at-large capacity by the Commissioners at a public meeting. Initially thought of as addressing issues related to paratransit and access to transit by the elderly and disabled, the TAAC has developed into a group that advises on the RTP and TIP as it is developed and adopted.

Members represent not only the elderly, disabled, transit and paratransit users; but minorities, low-income, users of walkways, and representatives of social service agencies. Thus the TAAC alone fills the role that the Citizens Advisory Committee and the TAAC formerly filled together.

When new members are appointed, each is offered an opportunity to attend one of two training sessions designed to provide new and existing members with background information on the purpose and functioning of the TAAC. Members are provided with background materials including information about the RTC, TAAC policies and procedures, an explanation of the Nevada Open Meeting Law, an RTC staff directory, meeting schedule, acronyms and abbreviations used in the Committee’s work, an annual report, and a current bus schedule.

As part of the regular work of Transportation Access Advisory Committee (TAAC), it receives reports on projects underway at the RTC. The TAAC participated in development of the Goals, Objectives, Policies and Measures of Effectiveness that guide the RTC. Typically, the RTP topics are heard two at a time and members’ comment are elicited. During the public comment period, the RTP is presented as a whole for their review and comment prior to adoption.

RTC recognizes the contributions of its TAAC members. Members have special badges that they wear to the meetings. Members completing their terms are given certificates of appreciation whether or not they are leaving the TAAC. The TAAC may choose to celebrate in other ways as long as these events are included in regular public meeting notifications, so that the requirements of the Nevada Open Meeting Law may be met.

**2.2.2 Agency and Stakeholder Committees and Subcommittees**

A description of the Executive Advisory Committee, its Subcommittees and their memberships are displayed in Table 1 with other regularly scheduled and publicly noticed committees. All members may designate another individual in their place.

**Table 1: EAC, Its Subcommittees, and Other Stakeholder Committees**

Name – Responsibilities	Membership
Finance Committee – Agency budgetary and financial issues	Three RTC Commissioners
Executive Advisory Committee – Formulating recommendations to the Commission on all non-personnel matters including administration, planning, and technical issues; transit, street and highway funding; operational matters and other items as requested by the Commission.	<ul style="list-style-type: none"> <li>• RTC member entity Public Works directors,</li> <li>• The land use planning agency director of each RTC member entity, and</li> <li>• Director of the Nevada Department of Transportation (NDOT) or designee</li> </ul>
Operations Subcommittee – Traffic management and roadway operations	<ul style="list-style-type: none"> <li>• RTC member entity Traffic Engineers.</li> <li>• The NDOT District Traffic Engineer</li> <li>• Each law enforcement agency in Clark County</li> <li>• Freeway and Arterial System of Transportation (FAST) (ex officio)</li> </ul>
Specifications Subcommittee – Uniform Standards Specifications for Public Works	RTC Member entity Public Works Directors

Name – Responsibilities	Membership
Construction Offsite Improvements and the Uniform Standard Drawings	
Metropolitan Planning Subcommittee - Transportation planning and programming issues that require more investigation and analysis before they are submitted to the EAC	<ul style="list-style-type: none"> <li>• RTC Member entity land use planning directors.</li> <li>• NDOT Chief of Program Development Office</li> <li>• Clark County Department of Air Quality and Environmental Management</li> <li>• Clark County Department of Aviation</li> <li>• Each firm operating public mass transit services in the Las Vegas metropolitan planning area under contractual arrangements with the RTC</li> <li>• Urban goods/freight transportation industry</li> <li>• Taxicab or private motor carrier industry</li> <li>• Clark County School District</li> <li>• Bureau of Land Management in Nevada</li> </ul>
Operations Management Committee (FAST) – Recommends policy, establishes operational procedures and principles, and monitors the day-to-day operations of the Freeway and Arterial System of Transportation (FAST).	<ul style="list-style-type: none"> <li>• The Traffic Engineer from each RTC member entity.</li> <li>• The NDOT District Traffic Engineer</li> <li>• Each law enforcement agency in Clark County</li> <li>• Freeway and Arterial System of Transportation (FAST) (ex officio)</li> </ul>
Utility Coordination Committee – Infrastructure improvements construction coordination to reduce inconvenience and delays to the public	<ul style="list-style-type: none"> <li>• Representative of each of RTC member entity</li> <li>• Valley utilities</li> <li>• RTC staff</li> </ul>
Bus Shelter/Bench Advisory Committee – Bus stop facility improvements and maintenance	<ul style="list-style-type: none"> <li>• Appointee from each RTC member entity served by RTC transit</li> <li>• Nellis AFB</li> <li>• Office of the State Attorney General</li> <li>• Las Vegas Metropolitan Police Department</li> <li>• Transportation Research Center, UNLV</li> </ul>
Transportation Advisory Board – Economic stakeholders provide their perspective on transportation issues and projects	Representatives from the gaming industry, labor, real estate development, community advocacy, the Las Vegas Chamber of Commerce, and the Las Vegas Convention and Visitors Authority

### 2.2.3 Ad Hoc and Topical Committees

Topical work groups and ad hoc committees are established to assist on specific planning tasks and functions. Such groups meet for a limited period to address a particular project or plan, or over the long term to address particular on-going transportation issues. While RTC forms and manages most of these committees, others are on-going efforts of other agencies or non-profit organizations. Examples of work groups and ad hoc committees include the Coordinated Public Transit and Human Services Plan steering committee, the Alternate Mode Working Group, the I-15 Coordination group,

the monthly RTC/NDOT Liaison meetings, and corridor study technical working groups. The number of meetings, group make up, and extent of involvement depends entirely on the magnitude and nature of the on-going activity, project, plan or study. The membership of these committees includes experts on the relevant committee topic and/or representatives of affected groups.

## **2.3 Public Comment Opportunities**

### **2.3.1 Hearings/Meetings**

The RTC plans and conducts public meetings and hearings to provide citizens with the opportunity to give input and receive information on transportation projects and policy changes. These hearings are usually held during a public comment period and are advertised in a variety of local print publications. Outreach to minority publications is an element of the public advertisement procedure. Outreach to Native American groups is an ongoing element of public involvement activities that is conducted in cooperation with NDOT.

Several formal public hearings are conducted prior to RTC approval/adoption of transportation plans, plan revisions, the TIP, substantive TIP amendments and accompanying air quality conformity determinations, the Public Participation Plan, National Environmental Policy Act (NEPA) compliance documents, and recommendations for transit fare and/or service changes. These hearings are held as part of the agenda for the RTC and advisory groups as appropriate. Notices of the public hearings are posted in accordance with the Nevada Open Meeting Law.

At least one informal public meeting is held for the RTP/TIP and Public Participation Plan update and, as appropriate, for other plan revisions. The only topic of these public hearings is the subject plan or plan revision compliance document. Notices of these public meetings are published in local newspapers of general circulation including those directed at minority communities. Special exhibits are prepared to convey various aspects of the subject of the meeting. Staff members are available to answer questions. Citizens may comment during the public meeting either in writing or verbally for recording. A court reporter is normally present to take oral comments. Comments are compiled into the meeting minutes. As appropriate, other public meetings are held at various convenient locations throughout the Valley to encourage participation.

The final public hearing for document adoption is held at or prior to a regular RTC meeting following the close of the public comment period. Notice of the public hearing is published in local newspapers of general circulation and posted in accordance with the Nevada Open Meeting Law.

### **2.3.2 Web Site**

The RTC web site, [www.rtcnv.com](http://www.rtcnv.com), is another outlet for citizens to receive information on the RTP/TIP and make comment. Documents are posted on the web site during the public comment period and can be downloaded for review. Comments can be provided directly on the website's plan comment page. Visitors can also ask to be contacted on specific issues as change occurs.

### 2.3.3 Public Comment

Prior to development of the Public Participation Plan and the RTP, public comment must be solicited concerning important elements of these plans. In particular, initial development of the Public Participation Plan included eliciting opinions on optimal communications strategies. A business reply postcard was sent to interested parties and distributed throughout the community with particular emphasis on places serving minorities, the elderly, and individuals with disabilities. It was also distributed at all events supported by the RTC. This same card included a short list of transportation issues with a request to identify the most important from among them or by providing an “other” on the space provided. The card was available in English and Spanish.

At the time of publication of the Draft Public Participation Plan, 72 comment cards had been received. The cards offered “Newspapers”, “E-mail”, “Letters to your home”, “Radio”, “RTC Website”, and “TV” as answers to “How would you like us to communicate with you about transportation and transit?” There was no “Other” response offered. Of those responding, television ads, mail, and e-mail ranked about equally as means of contact preferred by respondents. No comments were received during the public comment period.

Members of the public were also queried about “What transportation issues are most important to you?” The response list was “Traffic congestion,” “New roads,” “Too many roads in the same area under construction at the same time,” “Traffic signs, cones and barrels up but no work being done,” “traffic signal coordination,” and “Other.” Results from this effort and the ongoing outreach provided priorities to the RTP.

Since March, 2006, NDOT has offered a survey through its website. To increase the response rate, RTC notified residents who asked to be kept informed of RTP and TIP activities that the survey was available. Included on the survey is the zip code of the respondent, so RTC could extract the 166 Clark County respondents. Of most relevance to the RTP and TIP were questions related to key transportation issues and proposed solutions. Not surprisingly, almost three quarters of respondents believe that there is not sufficient capacity on local roadways. Asked for solutions, about 30 percent viewed additional roadways as being an answer to congestions while more than 40 percent mentioned better transit and about 20 percent mentioned bicycles and/or intelligent transportation systems. More than half ride a bicycle to work or for recreation. Clearly, the general public is looking to more than lane miles to address congestion and, given that two-thirds of respondents are willing to change their driving habits to reduce the number and length of their trips, it is likely that many are willing to try another mode.

An additional source of information was provided by an on-board transit survey. While the data from these almost 7,000 surveys continues to be mined for information, it is clear that low income riders and those who say they are minorities are no less satisfied with their transit service than others. Almost half of riders would prefer more frequent service. Bringing transit and riders closer to one another is also important as the vast majority of riders walk or bike only two blocks or less to access the bus.

A minimum 45-day comment period is provided prior to RTC approval/adoption of RTPs, their revisions, TIPs, substantive TIP amendments, and Public Participation Plans. The Public Participation Plan is included in the RTP and must be adopted prior to advertisement of the RTP for public comment. A minimum 30-day public comment period is provided prior to RTC approval/adoption of other substantive products of the planning process, including major investment analyses, corridor studies, transit fare or service changes, short range transit plans, bike/pedestrian plans and conformity determinations.

TIP amendments are subject to the public comment and hearing process even when they meet the following criteria and are, therefore, considered non-substantive actions:

- Defined by the U.S. EPA as exempt from regional mobile source air quality pollutant emissions analysis;
- Are shown to have no impact on the fiscal reasonableness of the TIP; and
- Are shown not to cause a delay in the implementation of any travel demand management measures.

The public comment period begins on the date that the document is available for public distribution. Notice of the opening of the public comment period and the availability of the document(s) for review is published in local newspapers of general circulation. These newspapers include those serving minority communities. Notices will also be e-mailed and mailed to persons requesting notification by these means. Instructions for acquiring the document and making comments are provided in the notices. Each document is also available on the agency website. A comment form is provided as part of the website. The staff responsible for the document receives the comments and is required to respond to each and every comment whether or not changes to the document are made.

If the final document differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised document is made available. In these instances, the comment process is identical to that of the original comment period. This process differs from the Environmental Impact Statement process in that this second comment period occurs only in the event of significant changes to the document.

#### 2.3.4 Comment Summary

The RTC prepares a written summary and report on the disposition of any and all comments received during the public comment period and at the public hearings. The report on public comments is included in the final document and is also made available separately upon request.

#### 2.3.5 Non-substantive Actions

A non-substantive action is a minor revision to an RTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. This type of revision does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

TIP amendments are subject to the public comment and hearing process even when they meet the following criteria and are, therefore, considered non-substantive actions:

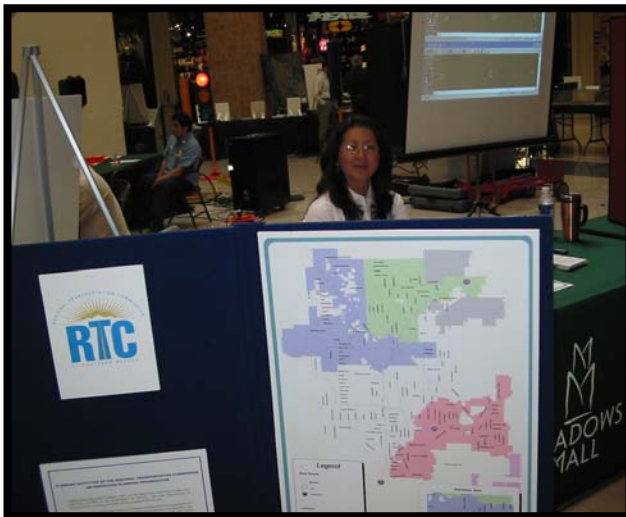
- Defined by the U.S. EPA as exempt from regional mobile source air quality pollutant emissions analysis;
- Are shown to have no impact on the fiscal reasonableness of the TIP; and
- Are shown not to cause a delay in the implementation of any travel demand management measures.

### 2.3.6 Process Review

The RTC periodically reviews its public involvement process to assure its effectiveness in providing full and open access to all parties. These procedures are also reviewed by the Federal Highway Administration and the Federal Transit Administration to assure the process meets federal requirements

## 3. Ongoing Public Information Activities

As part of its normal public outreach activities, the RTC has developed a full range of public information activities designed to involve Clark County residents in transportation planning. Such activities are also directed at encouraging use of public transportation, involvement in car and van pools, and travel by alternate modes. They also provide additional outlets for plan information and solicitation of public comment.



### 3.1 Transportation Fairs

Held on weekends at area malls, RTC Transportation Fairs are designed to provide information about Las Vegas Valley transportation projects that are either in progress or planned for the near future. More importantly, these events provide an opportunity for community members to express concerns to and receive answers from RTC and member entity staff.

This unique and proactive participation effort takes the transportation message literally to the streets, covering diverse geographic areas and capturing all income levels. The fairs are advertised, publicly posted and offer both Spanish and sign language interpretation when requested. It is estimated that, depending on foot traffic and other events, up to 2,000 people may visit a Transportation Fair.

### **3.2 Neighborhood Planning Meetings**

RTC Staff plan and coordinate various neighborhood planning meetings, each with a specific topic of discussion. These are in addition to the public meetings held as part of Committee and Regional Transportation Commission meetings. The open forum, informal meetings are typically held in the late afternoon at public venues such as community centers and libraries. Each is advertised and publicly posted. Comments are accepted in writing or verbally as recorded on tape. Comments may also be offered after the meeting by e-mail or regular mail.

Neighborhood meetings are also held in conjunction with specific projects and studies even when they are not required. In this instance, a meeting or series of meetings is held in the subject area. These meetings are advertised and posted as for a meeting held at the RTC building. In addition, people living near the proposed project are sent invitations describing the topic and the place, time and date of the meeting. If the meeting is held as part of an Environmental Impact Statement process, all requirements for timing and notification of the National Environmental Policy Act are met.

### **3.3 Joint Meetings with Other Regional Entities**

RTC staff often sets up public outreach displays and materials at public meetings sponsored by NDOT or other local government entities. As local government entities update their plans or hold public meetings concerning particular projects, RTC may be invited to provide staff and materials that may be of interest to attendees. These activities have been successful in meshing land use and transportation issues at a neighborhood level by providing information and a forum for community members to voice concerns, opinions and suggestions. They provide a wider audience for RTC plans and programs than might otherwise be attracted.

### **3.4 “On the Move” Television Show**

The RTC created the “On the Move” television show to keep citizens up to date on transportation issues in the Las Vegas Valley. Produced monthly, this award-winning show is re-broadcast numerous times on Clark County Channel 4, City of Las Vegas Channel 2, Boulder City Community Channels 4 and 27 and Laughlin Channel 20. Schedules may be found on the RTC website.

### **3.5 Web Site**

The RTC web site, [www.rtcsonthernnevada.com](http://www.rtcsonthernnevada.com), is another outlet for citizens to receive information. This site is constantly being updated. Those who visit the site have the opportunity to purchase bus passes online, join Club Ride Commuter Services, and download planning documents and youth education materials.

### **3.6 Media Relations**

Members of the media are critical to getting messages and information to the public. Relationships and coordination with media representatives throughout the stages of a project or campaign helps to ensure that project and plan information is received by citizens. The RTC maintains ongoing

communication with the media through various means, including media advisories, press releases, reporter and editorial briefings and informal communication.

### **3.7 Special Events**

The RTC participates in various events within the community to increase public awareness and involvement in transportation and air quality issues. These events include Bike-to-Work activities, Try Transit Week and Club Ride activities.

## **4. Plan Outcome**

The outcome of the strategies and activities provided for in this Public Participation Plan is intended to improve the RTP, TIP, and all other plans, programs and projects contemplated by the RTC. The communication afforded by an open planning process encourages more reasonable and achievable plans, programs and projects, allows better prioritization strategies and increases public awareness of agency activities.

## **5. Outreach and Consultation on the Regional Transportation Plan for 2009-2030**

### **5.1 Coordination History**

RTC staff began the process of developing the 20-year RTP and the 4-year TIP in the fall of 2007. The work of developing the RTP and TIP proceeded in close cooperation with NDOT. RTC planning staff initiated monthly meetings with NDOT staff and invited FHWA, FTA, and EPA representatives to participate in these meetings for the duration of the document development.

RTC staff also conducted frequent meetings with both Planning and Public Works staff from the local government entities in Clark County. The RTC functions as both the designated MPO for transportation planning in Clark County and as the transit agency for the area. Internal meetings were held on the coordination of transit planning within the wider MPO planning framework.

Consultation with the local and federal air quality agencies on issues relating to transportation plan conformity and the development of revised CO budgets was secured through monthly meetings of the Air Quality Working Group, which includes staff from RTC and DAQEM, with EPA staff involved via conference call.

All local planning and transportation agencies are represented on the various committees of the RTC, as discussed in Chapter 1 and in this appendix. As initial drafts of the plan section were developed, they were presented to the committees, which provided an additional forum for discussion on issues affecting plan development.

## 5.2 Outreach and Consultation on the Draft RTP and TIP

After extensive collaboration among all interested parties, the Draft RTP FY 2009-2030, the Draft TIP FY 2009-2012, and the RTC Transit Program of Projects FY 2009-2010 was published for public review and comment for a 45-day period starting September 2, 2008.

The RTC notified a wide range of interested local, state, and federal agencies, public and private organizations, and non-profit groups that the draft plans and Transit Program of Projects were available for comment and invited them to contact the RTC by phone, mail, e-mail, or online at the RTC website. The contact list also includes SAFETEA-LU required freight companies and private transportation agencies, as well as community leaders supportive of environmental justice requirements.

Notice of availability of the documents was published in the Las Vegas Review Journal/Sun, Boulder City News, Chinese News, Desert Valley Times, El Mundo, Laughlin Times, and Sentinel Voice newspapers. The RTP, TIP, and Transit Program of Projects were placed on the RTC web site. Copies were also placed in local government offices and Valley libraries, including Las Vegas/Clark County Library District, Boulder City Library, the Paseo Verde Library in Henderson, and the North Las Vegas Library. Las Vegas/Clark County Library District distributed the draft copies to all the urban libraries in the district, as well as the outlying libraries in Laughlin and Mesquite.

Public meetings were held on various libraries across the Las Vegas Valley, including: September 12, 2008 at the West Las Vegas Library, September 15, 2008 at the Clark County Library, September 16, 2008 at the North Las Vegas Library, and September 22, 2008 at the Spring Valley Library. Public meetings were also held at the College of Southern Nevada Henderson Campus on September 19, 2008 and at Cimarron Memorial High School on September 25, 2008. The meetings were conducted in an open house format. Maps of planned improvements were posted around the meeting room for public review. RTC MPO was available to answer questions and provide explanation as needed. CDs of the planning documents were available and hard copies were available upon request. Comment forms were provided.

For the RTP, TIP, and Transit Program of Projects, outreach to outlying communities was accomplished through attending a regularly scheduled City Council meeting in Boulder City and Mesquite and the Town Advisory Board meeting in Laughlin on September 9 and 23, 2008 respectively. For each meeting, a display was set up outside the meeting room and an announcement was made during the meeting that RTC staff was available to answer any questions outside the meeting room. All three meetings were advertised as required under the Nevada Open Meeting Law in addition to the display notices regarding the comment opportunities.

The public hearing for review of the documents was held on September 30, 2008 at the RTC building. The open house format described for the public meetings was used for the hearing as well. A court reporter was available to take comments throughout all the public meetings, as well as the public hearing. Interpreters were provided as requested.

All members of the RTC committees received copies of the draft RTP, TIP, and the RTC Transit Program of Projects. The documents were presented to them at their regularly scheduled meetings during the consultation period. Under the Nevada Open Meeting Law, all such meetings are publicly

noticed and members of the public are free to use the Citizens Participation section of the agenda to voice their comments and suggestions.

The comment period closed on October 16, 2008. RTC staff has prepared a revised draft of the RTP and TIP incorporating the response to comments for adoption at the November 13, 2008 meeting of the RTC Board of Commissioners.

## **6 Comments on the Draft Documents**

Comments and the RTC response to each comments on the draft documents are included in the following table. The table indicates whether changes were made per comment. Accepted comments were incorporated into the document(s) submitted for adoption. If a comment was not incorporated into the document(s), a brief explanation is given.

## Response to Comments: Draft FY 2009-2030 RTP and RTP Appendices

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<b>D. Bradford Hardenbrook, Nevada Department of Wildlife</b>	
Page 51 of Chapter 3, Transportation in the Community - Natural and Cultural Resources: 1st paragraph, 2nd & 3rd sentences. Statements made about Clark County's Multiple Species Habitat Conservation Plan are somewhat misleading; i.e. not all impacts to natural environments are mitigated by the MSHCP	"Requirements of the" has been added to the first sentence as shown in bold below. "SAFETEA-LU requires an explicit approach to environmental mitigation in transportation planning. Within private lands in the Las Vegas Valley, the natural environmental impacts of development are mitigated according to the <b>requirements of the</b> Clark County Multiple Species Habitat Conservation Plan."
(see also Appendix VI, section 3.2, the discussion is limited to the Clark County Implementation & Monitoring Committee).	For the discussion of land use planning, the discussion focuses on organizations that can be consulted concerning land use during the Plan development process. Thus the Clark County Multiple Species Habitat Conservation Plan Implementation and Monitoring Committee is mentioned here not as a project development resource but as a potential contributor to the Regional Transportation Plan.
The last sentence of the first paragraph reads, "The purpose of this discussion is to direct project proponents to readily available sources of information about environmental conditions that could impact their project, standard mitigation strategies, and to other sections of this RTP that will strengthen project purpose and need." Unfortunately, the discussion is unfulfilled as the subsequent paragraph refers to the Agency Consultation section of chapter 1 (page 10) which in turn refers to the Public Participation Plan in Appendix II. None provide agency contacts for biological or wildlife related considerations (e.g. National Park Service, Nevada Department of Wildlife, U.S. Fish & Wildlife Service).	The Regional Transportation Plan is intended to guide transportation planning over as many as four years. A list providing names and contact information for the various agencies responsible for various aspects of the development process in Clark County would be out of date almost before it is published. A list of agencies has been inserted in the Agency consultation discussion. Also, the requirements for mitigation associated with SAFETEA-LU expressly preclude any NEPA-type analysis. Thus, while providing information about the sensitivity of various lands in the County is within the purview of the transportation planning process, analysis of biological impacts of the Plan or any particular project is not.
Page 52, Coordination with Federal Land Use Planning, 1st paragraph: Protecting species, and improving driver safety, should not be limited to the federal land designations indicated. A "fatal flaw" could occur on federal lands not having such special management designations. Lastly, as written, if inclusion of the special land designations in rights-of way alternatives could result in a "fatal flaw", why are species' protection considerations pursued for these areas? The proactive consideration for such wildlife protections should be a part of every alternative where roadway/railway safety is a concern.	This is quite true. Again, our purview is expressly limited and does not include any analysis of biological impacts of any project. The purpose of the land designation discussion is to alert project proponents that projects planned for lands subject to such designations are likely to be difficult if not impossible to permit.  The mention of "critter crossings" has been relocated from the 1 <sup>st</sup> paragraph to the last paragraph of that section, so that its general applicability is clear.
Page 54, Standard Mitigation Strategies: The section could be expanded to explain why barrier fence for a species may be appropriate or not, and why bear poppy surveys should be performed at all. Transportation projects where	See above.

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>additional opportunities for wildlife/vehicular safety include: ► US.93 Hoover Dam by-pass: Surfacing, signing and guardrails ► US.93 Boulder City by-pass from Hoover Dam by-pass to I-515 at Foothills ► US.93/US.95 from US.95 interchange to I-515 at Foothills: Construct 4-lane freeway ► US.95 from the CA State Line to SR.163: Widen to 4-lane divided highway ► SR.160 Pahrump Valley Rd from SR.159.to Mountain Springs: Widen to 4 lanes ► SR.564 Lake Mead Pkwy. from Boulder Hwy. to Lake Las Vegas: Widen to 6 lanes ► Laughlin: Construct new 4-lane bridge across the Colorado River</p>	
<b>Richard Osborne, Nye County Manager</b>	
<p>Although Nye County is not within the jurisdictional boundaries of the RTC of Southern Nevada, Southern Nye County, specifically Pahrump, Amargosa Valley, and Beatty, are geographically located in Southern Nevada. The federal government designates Clark and Nye County as a CSA (Combined Statistical Area), a region with overlapping labor and media markets. Due to the fact that the transportation linkages between our respective counties are interrelated, such issues/impacts facing all of the Southern Nevada communities could and should be addressed in the Regional Transportation Plan. The transportation issues addressed as a result of growth in the Las Vegas are mirrored, albeit on a smaller scale, in southern Nye County, particularly in Pahrump and, to a lesser degree, in Amargosa Valley. Pahrump has grown significantly in the past 15 years, in large part as a direct result of its proximity to the Las Vegas Valley. We anticipate that growth to continue.</p>	<p>Per federal law and State designation, the Regional Transportation Commission of Southern Nevada (RTC) acts as the Metropolitan Planning Organization (MPO) for only Clark County. RTC is not enabled to act as an MPO outside the County. Nye County transportation issues are addressed by the Nevada Department of Transportation (NDOT) <i>Statewide Long-Range Transportation Plan 2008-2028</i>. A representative from RTC joined NDOT at a meeting in Pahrump in October, 2007, to ensure that joint issues could be addressed in the State plan and to convey our interest in working jointly to address issues of mutual interest.</p>
<p>Regional Strategies: I-15 South – Gateway to the Las Vegas Valley: This section should include plans that allow for improved, direct access to I-15 at or near the Nevada/California border. This access through both Clark and Nye Counties would allow the residents of Pahrump and Amargosa Valley as well as commerce a more convenient access to the proposed airport at Ivanpah by connecting to I-15 to State Route 160 and U.S. 95. Also, the development of such a connection would provide traffic an alternative route to avoid the congestion of the Las Vegas valley which would otherwise use the I-15 corridor from Primm to points north on U.S. 95.</p>	<p>It is recommended that Nye County work with NDOT to include the proposed facility in its facility planning. As appropriate, NDOT will work with RTC to include new facilities within its jurisdiction.</p>

<b>Commenter</b>											
<b>Comment</b>	<b>Response</b>										
<b>EPA Region 9 Comments on RTC Draft Conformity Analysis</b>											
<p><u>Regional Emission Analysis: Budgets for CO, PM10 and Ozone</u>  Page 12: The document incorrectly identifies CO emission budgets established in the revisions to the Clark County CO Attainment Plan submitted to EPA in 2006. The document does not include the budget established for 2015 and incorrectly identifies the 2006 budget as being for 2007. Also, EPA did not approve a budget for 2030. EPA's final approval of the motor vehicle emissions budgets (MVEB) in those SIP submittals was documented in our Federal Register notice published on August 7, 2006 (Volume 71, Number 151)] [Page 44587-44590], and are listed in the table below.</p> <p>CO Motor Vehicle Emissions Budget  [December weekday]</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 70%;">Year</th> <th style="text-align: center; width: 30%;">Tons per day</th> </tr> </thead> <tbody> <tr> <td>2006.....</td> <td style="text-align: center;">623</td> </tr> <tr> <td>2010.....</td> <td style="text-align: center;">690</td> </tr> <tr> <td>2015.....</td> <td style="text-align: center;">768</td> </tr> <tr> <td>2020.....</td> <td style="text-align: center;">817</td> </tr> </tbody> </table>	Year	Tons per day	2006.....	623	2010.....	690	2015.....	768	2020.....	817	<p>Corrected accordingly</p>
Year	Tons per day										
2006.....	623										
2010.....	690										
2015.....	768										
2020.....	817										
<p><u>Regional Emissions Analysis: Horizon Years</u>  Page 13: The document indicates that the years 2013, 2020 and 2030 were chosen as analysis. However, to meet the Transportation Conformity Rule, additional analysis years are required. As listed in 93.118, in addition to including the attainment year and the last year of the transportation plan, the analysis must include any years which the SIP establishes MVEB that are within the timeframe of the transportation plan. (see excerpt from the conformity rule below). For CO, that means that the analysis years 2010 and 2015 must be included. Note that the emissions analysis, for comparison to the years when MVEBs are establish, may be determined by interpolating between the years for which the full regional emissions analysis is performed. Therefore, if regional emissions were established by a full network run for 2010 and 2020, emissions for 2015 could be interpolated for comparison to the MVEB.</p>	<p>Added CO emissions for 2007 from a full model run. Added CO emission for 2010 and 2015 by interpolation.</p>										

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>The analysis year requirements for pollutant with out established MVEB's are somewhat different and listed in 93.119(g). In addition to the last year of the plan and years no more than 10 years apart, a year within the first five years beyond the year in which the determination is being made, must also be included. While the year 2013 does meet this criteria, if 2010 is also included as an analysis year, 2010 could also meet this criteria. Also, since the attainment years for PM10 and CO are now outside the timeframe of the plan, the analysis years 2010, 2015, 2020 and 2030 could satisfy the requirements of the conformity rule for analysis years. Alternatively, 2013 could also be left in the documentation, as long as 2010 and 2015 are included for CO.</p> <p><u>Criteria Analysis Years for Pollutants with MVEB</u>  93.118(b) Consistency with the motor vehicle emissions budget(s) must be demonstrated for each year for which the applicable (and/or submitted) implementation plan specifically establishes motor vehicle emissions budget(s), for the attainment year (if it is within the timeframe of the transportation plan and conformity determination), for the last year of the timeframe of the conformity determination (as described under §93.106(d)), and for any intermediate years within the timeframe of the conformity determination as necessary so that the years for which consistency is demonstrated are no more than ten years apart,</p> <p><u>Criteria (Analysis Year)s for Pollutants with MVEB</u>  93.119 (g) Analysis years. (1) The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year.</p>	<p>Analysis Years for PM10 and VOC, NOX remain unchanged.</p>
<p><u>No-Build Versus Build Year Networks</u>  Page 20 – the title for the figure on the follow page (page 21) seems to be missing a word and includes a misspelling. The title currently reads “Figure 3. Federal Funded Projects Not Included in the Build Horizon Yeas” Should the title read: “Figure 3. Federal Funded Projects Not Included in the No Build Horizon Years”?</p>	<p>Corrected accordingly</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p><u>Carbon Monoxide Mobile Source Emission Forecasts</u>  Page 43 – Table 20 should include emissions analysis for the years 2010 and 2015 to show conformity with the MVEB’s for those years. The analysis for 2030 should show conformity to the 2020 budget, which is applicable for conformity for any analysis year after 2020 since it is the latest year for which there is a MVEB available.</p>	<p>Added</p>
<p><u>PM10 Modeling Assumptions</u></p> <p>Page 44 – The documents lists vehicle exhaust, vehicle brake wear, vehicle tire wear and road construction as potential sources to be included in the conformity analysis. The previous paragraph mentioned unpaved road emissions, but does not indicate why those emissions or track out emissions from construction are not included in the emission projections. Emissions from both categories were included in the 2006 MVEBs.</p> <p>Page 45 – Table 22, listing Silt Loading Factors is not consistent for all roadway categories with the 2001 SIP’s silt loading factors. For example, Table L-8 on page L-21 of the 2001 SIP shows silt loading factors for the following roadway categories; collectors, minor and major arterials and freeways. The controlled silt loading factors (2006 factors) match for collectors and freeway roadway categories, however, the factors for minor arterials used in the conformity analysis is lower and the factor used for major arterials is higher than those used in the 2001 SIP.</p> <p>Page 46 – The document indicates that it is assumed that no unpaved shoulders remain in Clark County after 2006. Have there been any studies by Clark County to verify that all roads with unpaved shoulders were addressed?</p> <p>Page 47 - Table 23, listing paved road emission factors and paved road emissions, is not consistent with emission factors for the appropriate silt loading factors with the emission factors listed in the 2001 SIP (page L-29). In general, the emission factors shown in the conformity analysis are lower than the emission factors used in the 2001 SIP for all roadway categories shown in Table L-15. The conformity document does not explain how emission factors are different for roadway categories with the same silt loading factors as used in the 2001 SIP. The emission factor equation contains only two variables, silt loading and average vehicle weight. Have the average vehicle weights for all facility types changed since the 2001 SIP was developed?</p>	<p>These comments have been addressed by DAQEM and will be shown in the text of the Conformity Appendix</p> <p>Page 49 – Corrected the methodology discussion and deleted reference to “Baseline and Action Year.”</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>Page 49 - The discussion of the methodology used to examine conformity for PM10 is not consistent with the actual methodology used in the analysis. For example, the document indicates that “the horizon years 2006, 2010 and 2020, shall serve as intermediate analysis points.” However, the years 2013 and 2020 were used as analysis years. Also the document discusses defining a baseline scenario for the analysis, however there is no baseline versus action scenario examined for showing conformity in this document.</p>	
<p><u>Transportation Control Measure Certification</u>  Page 57 – To satisfy the 93.113 of the Transportation Conformity rule, the document shows progress in implementing TCMs. However, the document includes tracking for many control measure beyond which are needed for timely implementation. The conformity rule defines TCMs as “ is any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA section 176(c)(8), that is either one of the types listed in CAA section 108, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.” Therefore measures such as Cleaner Burning Gasoline, Technician Training (for I/M) and Alternative Fuels Programs, for example, do not need to be tracked for conformity purposes.</p>	<p>Deleted unnecessary items (e.g., cleaner burning gasoline and technician training) in the table.</p>
<p><u>Conformity Analysis Index</u>  Page 58 – The criteria regarding horizon years to satisfy the requirements of 93.106(a) and (c) do not match the criteria listed in the bullets on this page. For example, there is no requirement that the second analysis year be at least 5 years beyond the first analysis year. Section 93.106, in fact, does not indicate what analysis years need to be included (that is covered in 93.118 and 93.119 as discussed earlier), the criteria cover what years must be chosen as horizon years for the purposes of transportation modeling, described further in 93.106(a)(2)(i), (ii) and (iii).</p>	<p>Deleted the whole section.</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p><u>SIP Status</u> Page 59 – Note that the CO SIP approved in the August 7, 2006 Federal Register notice was not the Clark County 2000 SIP, but the SIP revision dated October 2005 and amended in May 2006. The document seems to indicate that the August 2006 notice approved the 2006 SIP. That SIP was approved in a Federal Register dated September 21, 2004.</p>	Deleted the reference.
<b>Robert Tweedy, Clark County Department of Aviation</b>	
Executive Summary, page 8, 2 <sup>nd</sup> column, 2 <sup>nd</sup> and 4 <sup>th</sup> bullets – Make clear that the airport at issue is McCarran International Airport.	Adjusted accordingly.
Page 16, 1 <sup>st</sup> column, last bullet – The suggestion that the area east of Jean could become an “important suburban community” for the Las Vegas Valley is inconsistent with land ownership, land use plans and compatibility with the proposed airport. Recommend deleting this reference.	Sandy, Hidden Valley, and the area the area east of Jean off of I-15 between the Las Vegas Valley and the California state line” is the entire area described. Population growth projected for these communities in the South County Land Use Plan of 2008 totals more than 16,000 new residents at build out for a total of almost 21,000 residents. This is substantially larger than the existing population and certainly worthy of mention in this context.
<p>Page 16, 2<sup>nd</sup> column, Airports paragraph – List all airports owned/operated by Department of Aviation in the South County, not just McCarran International, Henderson Executive, and North Las Vegas.</p> <p>Also, reference to “freight traffic” is misleading. The primary purpose of Ivanpah Airport is for commercial service. While there will be some cargo operations, the cargo element is not a significant part of the operations expected at Ivanpah.</p>	<p>The full list of airports owned/operated by the Clark County Department of Aviation is included in the “Airports” section of Chapter 2.</p> <p>Discussion of freight traffic has been adjusted to address the comment.</p>
Page 17 – Reference to “studies are underway to determine optimal methods...” should be changed to reflect that Department of Aviation has proposed a super arterial.	As long as studies are underway, it is not appropriate for the RTC to determine a preferred alternative.
Page 35, Air paragraph – Double check 2017 as capacity date for McCarran International Airport with Ricondo 2007 Forecast conclusions. Also, Clark County “Airport Authority” should be Department of Aviation.	<p>Capacity date for McCarran International Airport is consistent with the Alternatives Working Paper Draft for the Southern Nevada Supplemental Airport EIS, page 1-6.</p> <p>Clark County “Airport Authority” changed to Clark County “Department of Aviation.”</p>
Page 72, second column, first paragraph – New supplemental airport operational date should be 2018.	Corrected accordingly
Page 72, second column, last paragraph – The comment, “Initially the airport	The first sentence of this paragraph was changed to address the comment.

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
will rely on shuttle services to move passengers to and from the strip along the expressway and I-15,” should be revised to something along the lines of: “During the first phased of development, it is anticipated that shuttles and busses will connect the airport with high-occupancy service to and from the Strip and other areas.” The current language suggestions that the airport will be dependent on the service and/or that the airport would be providing the service.	
<p>Page 73, second paragraph – In light of the current direction of the Transit Options Study, it would be helpful to insert qualifiers suggesting that the use of Maglev as an airport connection is remote.</p> <p>Also, clarify that the Maglev NEPA process is distinct from the Airport EIS process.</p>	<p>The same paragraph also states, “RTC is currently studying this as one of a number of high-capacity transit options that may be needed to serve the Ivanpah airport as the number of airline passengers continues to grow over the next 25 years.” It states nowhere in the subsection that Maglev is the preferred alternative of the RTC or of the Transit Options Study.</p> <p>When discussing Maglev and its potential NEPA process, the first paragraph of the “Rail alternatives” subsection states, “The Super Speed Train Commission is currently seeking Congressional funding to initiate the NEPA environmental process.” This sentence only relates to the discussion of Maglev and nothing else.</p>
Page 84, Ivanpah Expressway – Opening date should be revised to 2018.	Corrected
Page 84, Las Vegas Blvd. from Ivanpah to Jean – Start date should be changed to 2012 (new expected ROD date)	Corrected
<b>Erin Reiswerg, City of Henderson</b>	
When referring to the entire valley, please use Las Vegas Valley. Calling the entire are Las Vegas is misleading to the statistics and could cause confusion to the readers. This occurs on several pages (e.g., page 22 and 46).	This issue has been addressed throughout the document for consistency purposes, including in the pages mentioned by the commenter.
Cross Reference all draft information with the Bicycle and Pedestrian Plan Draft because there are several locations where the information is conflicting (e.g., page 22, 44 and 56).	This comment refers to the adopted bike route, bike lane, and off-street shared use trail numbers used for both draft plans. The correct numbers are in the Bicycle and Pedestrian Plan Draft. Thus, the numbers used throughout the RTP is being adjusted to reflect the Bicycle and Pedestrian Plan.
Page 5, Major Accomplishments – Should include Auto Show Interchange.	Added under the “Streets and Highways” accomplishments in Chapter 1.
Page 22, Bicycle Facility Expansion – Coordinate with the Bicycle and Pedestrian Plan because there are conflicting numbers.	See response above regarding the cross referencing comment.
Page 29, The Key Issues – Delete “for very short trips,” from the last bullet point. Some people using these modes will be using them for numerous lengths of trips.	Clause deleted from bullet point.
Page 39, Bus Stops, Shelters, and Pedestrian Access – Include information about connecting bus stops to neighborhoods and providing sidewalk access to all bus stops and trails.	Discussion included at the end of the “Bus stops, shelters, and pedestrian access” subsection to address the comment.

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
Page 42, Promote Modal Alternatives – Cycling (3 <sup>rd</sup> paragraph) – The paragraph contains misleading information. Add information about the summer temperatures vs. spring/fall/winter, drinking water along paths, shade, and bike storage.	In terms of biking during the summer months, there is less than a 5 percent decrease of bikes on buses during this period. This indicates no dramatic change in biking activity between the seasons.
Page 47, Transportation in the Community (3 <sup>rd</sup> bullet) – Rewrite the bullet or delete “whether through the use of ‘green utilities’ or not.” The bullet contradicts itself.	Clause deleted from bullet point.
Page 49, Planning, Design, and Maintenance Recommendations – Add “transit stops, parking, and trails” to first sentence.	Inserted.
Page 57, Transportation Safety – Five emphasis areas; under #1, revise to include pedestrians and non-motorized vehicles.	Emphasis areas are already defined under federal and state regulations for the Strategic Highway Safety Plan.
Page 67, Bicycle and Pedestrian Modal Alternatives, second paragraph – Include trails and neighborhoods in the first sentence. Revise the second sentence to say, “...includes emphasis on bicycle and...”	Both sentences changed to address the comments.
<b>FHWA Nevada Division</b>	
Add a detailed Policy section to the body of the RTP. The strategies that are discussed in the “Investment Strategy” chapter need to be tied to the RTP’s Policy (Goals and Objectives) that are met by the strategies. Pull the Policy out of Appendix 6 and place it after “Key Issues and Challenges” chapter and prior to the “Investment Strategy” chapter. The Goals and Objectives serve as the framework for what you intend to accomplish in the next 20 years. Without this piece, the strategies and projects make no sense.	The new chapter is added to the RTP, called “Developing the Strategy.” This chapter becomes Chapter 4. “Investment Strategy” becomes Chapter 5 and “Outcomes and Analysis” becomes Chapter 6. The new chapter shows the goals and objectives and it discusses how the goals and objectives relate to the investment strategies in the next chapter.
Describe the NHS and identify NHS Intermodal Connectors in the TMA area.	Discussion regarding the National Highway System (NHS) and NHS Intermodal Connectors included in the Freight section in Chapter 2. A map has been included (Figure 2-15) to graphically show the NHS Intermodal Connectors within the Transportation Management Area (TMA). Figure 2-15 also replaces two maps originally included in the draft RTP (Figure 2-6: Clark County Airports and Air Force Bases and Figure 2-8: Regional Highways and Railroads in the draft RTP).
Improve the maps and figures that are not clear to read.	This issue has been addressed throughout the document for consistency purposes. Either the map or figure has new graphical resolution or it has been replaced to reflect new information received gathered after the initial RTP draft.
<u>Executive Summary</u> Be consistent between the project list and NEPA descriptions.  Mention the federal land sales process and SNPLMA.	The RTP, particularly the project list in the Executive Summary, is intended to give a general description of the projects to the public. Project sponsors refine the descriptions once it goes into the NEPA process.  The significance of SNPLMA in relation to development patterns is discussed

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>FAST is mentioned but there is no discussion of transit ITS or multimodal traveler information.</p> <p>Check to see if corrections are needed to the pie chart on page 6 after the corrections are made on page 96 under the “Fund Source Summary.”</p>	<p>in Chapter 2.</p> <p>RTC is reevaluating the transit ITS programs at this time.</p> <p>The pie charts used in the Executive Summary and in the “Outcomes and Analysis” chapter have been adjusted accordingly.</p>
<p><u>Chapter 1</u> Figure 1-1 should be made clear with labels and a title. Henderson looks like Boulder City in the color code.</p> <p>Identify that the RTC is a designated TMA, define the term “TMA,” and provide the responsibilities of a TMA.</p> <p>Add other agencies that RTC has consulted with such as: the USAF, the Bureau of Reclamation, and/or Corps of Engineers.</p> <p>Discuss management systems, such as: pavement, safety, and asset.</p>	<p>Figure 1-1 has been adjusted for better graphical resolution.</p> <p>Discussion regarding the TMA is included under the “Why We Need This Plan” section.</p> <p>Consulted federal, state, and local partners are included in the “Agency Consultation” subsection.</p> <p>Various management systems are mentioned or discussed in Chapter 3.</p>
<p><u>Chapter 2</u> Mention the General Aviation Airport planned near Mesquite.</p> <p>Mention the hotel/casino shuttles, charter buses, and limousines under “Private Transportation Services.”</p> <p>The new consolidated rental car facility should be mentioned under accomplishments.</p> <p>Under the “Freight” discussion, mention the need for truck parking along I-15, US 93, and US 95.</p> <p>Under the “Safety” discussion, identify the Strategic Highway Safety Plan and how Safe Routes to School is being implemented in Clark County.</p>	<p>The current and planned airport for Mesquite is mentioned in the “Airports” section.</p> <p>Discussion of hotel/casino shuttles, charter buses, and limousines is included under the “Private Transportation Services” subsection.</p> <p>The new consolidated rental car facility is added in Chapter 1, under the “Congestion Management” accomplishments.</p> <p>Truck parking is weaved into the truck electrification discussion in the “Freight” section of Chapter 3 (under the “Trucking” subsection).</p> <p>The Strategic Highway Safety Plan is discussed in the “Transportation Safety” section of Chapter 3. Discussion of how Safe Routes to School” is being implemented in Clark County has been included into this section.</p>
<p><u>Chapter 3</u> Correct the FHWA value of a life estimate from \$3.6 million to \$6.0 million on page 57.</p> <p>FAST: The draft RTP highlights the importance of FAST in several sections, noting it is the key to ITS in the Valley and central to any work in Operations.</p>	<p>FHWA value of a life estimate changed.</p> <p>The new chapter states under the “Congestion Management and Mobility” section that, “The RTC and local entities are working to improve existing project prioritization procedures that reflect this integrated multimodal congestion management process. To fully address congestion and maintain</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>It will therefore play a big role in the Congestion Management Process. The draft does not appear to fully describe how FAST fits into the multimodal ITS vision, such as using the regional architecture to keep highway and transit deployments integrated (especially for traveler information). In addition, the FAST projects that are in use are not always accurately depicted (e.g., the red line of the figure on page 64 should extend down I-515). There are gaps in the funded and long term priorities that should be reviewed too (a gap on I-215 from Green Valley to the TMC, and all sections of the CC 215 Beltway). It was unclear if that work will be covered in other infrastructure projects, such as the Airport Connector.</p> <p>Under “The Local System” on page 62, 4<sup>th</sup> paragraph, the improvements appear to be under estimated and should be higher than 2.1 million.</p>	<p>mobility in the core of the region is going to require exactly the sort of mix of multi-modal and operational strategies envisaged under the federal congestion management process.” In the “Investment Strategy” chapter, the FAST section includes the following: “FAST infrastructure may also be installed as part of other funded roadway improvements, such as those on the CC 215 Beltway.” Once the Congestion Management Process for the Clark County TMA is finalized, further discussion on how FAST fits with the multimodal ITS vision will be added.</p> <p>The sentence under “The Local System” in Chapter 5 now states, “Total investment in these locally funded street improvements over the RTP period is expected to be around <b>\$2.1 billion.</b>”</p>
<p><u>Chapter 4</u> Include the widening of Las Vegas Blvd. under the I-15 South text.</p> <p>Add the cost of the third project listed on page 83.</p> <p>This chapter should include costs for pavement and bridge maintenance.</p> <p>“Completing the Grid”: The RTP notes that the one mile spacing of interchanges on freeways is not meeting local transportation needs and suggests adding overpasses at “half-mile” streets. This is clearly the intent of the FHWA 8 Point Interstate Access Policy and the RTC is going in the right direction. However, there are no specifics in this concept, and the overpasses are at the top of the Unfunded Needs project list. The locations and priorities for that important future work may be part of the Congestion Management Process, but should be described in better detail at this time.</p>	<p><i>Chapter 4, the “Investment Strategy,” is now Chapter 5.</i></p> <p>The Las Vegas Blvd. widening project is added under the list of short-term priorities in the I-15 South text.</p> <p>The cost of the third project is added to the project list.</p> <p>A section called, “System Maintenance,” has been included to discuss pavement and bridge maintenance. It is located after “The Local System” section of the chapter.</p> <p>Locations and priorities for overpasses have not been defined at this time.</p>
<p><u>Chapter 5</u> Add more detail about how the estimate for private investment is calculated. Show a trend line over a reasonable timeframe based on past investments.</p> <p>Correct the source on page 96 under the “Fund Source Summary” to show: FTA funds under the Federal Transit Administration (not the State) and move CMAQ and STP Clark under the Federal Highway Administration.</p> <p>Under the “EJ Analysis”: What is the relationship between census tract versus</p>	<p><i>Chapter 5, “Outcomes and Analysis,” is now Chapter 6.</i></p> <p>RTC has defined the non-regionally significant road network in relation to projected land use development and has not specifically tied it to an extrapolation of past expenditures.</p> <p>Fund sources under page 96 corrected.</p> <p>Methodology and threshold for impacts added to the EJ Analysis section. The</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
legal residents in this survey? What is the threshold for impacts on EJ population? EJ populations are minority and low income. The others are protected by Title VI of the Civil Rights Act.	discussion regarding EJ populations in relation to Title VI is part of Chapter 3, "Transportation in the Community – Neighborhood Impacts" section.
<b>FTA Region 9 Comments on the EJ Analysis</b>	
Are the negative impacts of projects concentrated in target areas (EJ communities)? Also, you state that the projects in the RTP provide all kind of benefits to the EJ areas, did you do any modeling to support this conclusion or just the map overlay analysis?	Discussion on the negative impacts is included in the text. Map overlays were mainly used to make some of the early conclusions in the draft text. More analysis was used for the final version of this section.
<b>Editorial Corrections by RTC Staff</b>	
<u>Executive Summary</u> Add additional photos relevant to the RTC.  Change number of FAST live traffic cameras from 47 to 75.  Two long range goals added - Reduce greenhouse gas carbon footprint and provide for urban sustainability.	Placed.  The two long range goals were added to the Executive Summary, as well as Chapter 1 and Chapter 4.
<u>Rest of the Chapters</u> Add photos to reflect and enhance the meaning of the text.  Delete duplicate sentences or paragraphs already mentioned earlier in the text.  Correct typos and sentences for better sense.	Additional photos placed.  There are a few sentences and paragraphs later in the document that were deleted because they were already mentioned earlier in the document.  Typos corrected. Certain sentences revised in order to make better sense.

## Response to Comments: Bicycle and Pedestrian Plan

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<b>Editorial Corrections by RTC Staff</b>	
Pedestrian facilities lengths and exhibit	Placed
Sidewalk facility exhibit	Placed
<b>Eric Glick, Nevada Department of Transportation</b>	
I could not find any reference regarding what design standards will be used in the construction and maintenance of bicycle and pedestrian facilities. Somewhere it should state you will use "AASHTO Guide for the Development of Bicycle Facilities", "AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities" or even your blue book "Standard Specifications" as an overall design standard.	"Consistency among entity design requirements is assured through regional adoption of AASHTO Bicycle and Pedestrian Facilities Guidelines into the Clark County Area Uniform Standard Drawings." added Section 1.6.2 in the Continuity/Connectivity of Systems discussion and to the first paragraph of Section 3.5.
Also, I did not see any reference regarding future planned facilities such as a map or table showing the types of facilities planned, the location and limits. If this is located in a separate document, the document needs to be referenced and a copy provided.	The reference to bicycle facilities that are included in the Regional Transportation Plan and its location at <a href="http://www.rtcnv.com">www.rtcnv.com</a> is made in Chapter 2. The fact that there is no formal plan for sidewalk improvements is noted in the first paragraph of section 3.1.4 Pedestrian Facilities
Page 23 The mileage is missing from the class of sidewalks in the small table.	Mileage added.
Pages 25-29 Tables 3-3, 3-4, 3-5, 3-6 and 3-7 use the word "Programmed" should it be "Planned" or do you really have the money programmed for those facilities in those communities?	Funding is programmed for these facilities by the local community, by regional alternate mode facility funding sources such as Southern Nevada Public Lands Management Act or Question 10, or as part of roadway maintenance projects.
The references to tables 3-4, 3-5, 3-6 and 3-7 in the text is shown as tables 2-4, 2-5, 2-6 and 2-7.	Corrected
Page 30 Third paragraph - "NDOT offers a survey on its website..." What survey and what is the address to the website?	Web address inserted.
Page 34 #2 References CCITT. What is CCITT?	"Central City Intermodal Transit Terminal" added to the text.
<b>Erin Reisweg, City of Henderson</b>	
1.6.1 Key Factors – The statement pertaining to the average temperature is under 70 degrees seems misleading. Shouldn't the section discuss the summer months in addition to the fall/winter/spring seasons?	The point of the paragraph was to explain that despite the warm to hot summer months, it is reasonably cooler the rest of the year. Arguably, there is a misconception in using weather as a factor for not walking or biking.
3.1.6, Table 3-3: City of Henderson Bicycle Network – Please verify the accuracy of the table with the City of Henderson Traffic Department.	Numbers verified.

## Response to Comments: Draft FY 2009-2012 TIP and FY 2009-2030 RTP Project Lists

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<b>NDOT – Chief Program Manager</b>	
<p>Page 2...NDOT is not included as a member of the RTC Board.</p> <p>Page 3...Administrative Modification Section – Sentence 2 is confusing. Should indicate moved from the 4th to 3rd year also. And sentence 3 should indicate moved from 2nd to 3rd year etc. Amendment Process Section – Make sure that your amendment process complies with NDOT's description. Sentence 1 should read, "When there is a significant change..." Also, sentence 4 should read \$5 million.</p>	<p>Edits accepted and corrected.</p>
<p>Page 4...4th paragraph – When you mention projects, should you explain in detail (i.e., NDOT, transit, rail, capacity, etc.)?</p> <p>Your entire project list – I know for the most part what projects you are referencing, but I am concerned the public may not. I did not see specifics to 215 @ I-15 Interchange, 215 @ US 95, 215 @ Airport Connector, Laughlin Bridge, Silverado Park and Ride, Ivanpah Interchange, Super-arterial Ivanpah to Sloan, etc.</p> <p>And for developer projects, recall that we need a letter of commitment or an agreement to show the project in the first year of the STIP.</p>	<p>Page 4, 4th paragraph is updated to reflect the comments. Project list tables are updated based on NDOT's local office representative comments.</p> <p>RTC will coordinate with NDOT for their developer funded projects. RTC does not have any developer funded projects in the TIP.</p>
<p>Page 5...1<sup>st</sup> paragraph, second sentence – Not sure what a "natural public involvement process" is. 2<sup>nd</sup> paragraph – When listing public participation activities, do you want to mention your city councils? You may want to use language as defined in your adopted Public Participation process.</p> <p>Page 7...When you speak of CMAQ funds being fiscally constrained, should you not say all federal funds are constrained? 5th paragraph – Should you not conclude with federal, state and "local" resources?</p> <p>Page 9, 10, and 11....Please refer to the Draft TSP that is out for public comment.</p>	<p>Edited and corrected based on the latest approved RTC Public Participation Plan.</p> <p>Comment noted on to mention of the City Councils.</p> <p>Corrected to include federal funds and included local resources in the 5th paragraph. Consulted the latest TSP document and contacted Mr. Coy Peacock to reflect latest project and financial information in the draft FY 2009-2012 TIP.</p> <p>Changed the description of project 4202 to reflect "Ivanpah Interchange". Updated the fund balance summary sheet in the TIP to reflect interstate</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>Page 12...Under "Project Implementation," last sentence – "construction schedule for specific projects..."</p> <p>Page 13, 14, and 15...Ensure that projects and dollars match what we agreed to as this is the information we will include into our document.</p> <p>Page 18...Project 4202 should it read "Ivanpah Interchange" or not?</p> <p>Page 26 of the projects sheet shows \$55M for Interstate Maintenance. In fact, \$55M is the total allocation statewide not just Clark County.</p> <p>Page 27 shows \$12M Safety funds for Clark County. Please see comments for page 26 above. Again, the Draft TSP is out for public comment and has the most current information about funding. Or, please call Coy to go over the allocations for Clark and the remaining balances. Additionally, on some projects I noticed that neither PE, ROW, or CON box was checked. We should identify to phase of the project before finalizing the TIP.</p>	<p>maintenance and statewide allocations. Consulted the latest TSP document and contacted Mr. Coy Peacock to reflect latest project and financial information in the draft FY 2009-2-12 TIP. Updated the project phase information.</p>
<p>Projects with source "FY08 Appropriations" should show program of allocation or section of Appropriations Bill.</p>	<p>Projects #179, 843, and 4027 show funding as "FY08 Appropriations Act, S. 129."</p> <p>Project #4025 shows funding as "Interstate Maintenance Discretionary." Projects #143, 252, 4157, 4158, and 4159 show funding as "Public Lands Highways."</p>
<p>Project #246 – Revise fund source to show "anticipated appropriation."</p>	<p>Revised.</p>
<p>Add project to fund PE for I-15 North as per 2008 Appropriations Act.</p>	<p>Add Project #1569; include in RTP list of Regional Strategic Investments in Chapter 5.</p>
<p><b>NDOT Local Representative</b></p>	
<p>Table 2 of the FY 2009-2012 Draft Transportation Improvement Program (TIP):</p> <p>Project 1011 – Delete; funds have been programmed</p> <p>Project 4017 – Delete; funds have been programmed</p> <p>Project 4016 – Delete project; funds have been programmed</p> <p>Project 4029 – Delete project; funds have been programmed</p>	<p>Projects deleted from draft FY 2009-12 TIP Table 1 and 2, which will also be deleted from RTP Appendix 1, Table 1 and 2. Revise RTP list of Regional Strategic Investments in Chapter 5 to show projects funded in prior years.</p> <p>Project 177 dropped as separate line item in RTP list of Regional Strategic Investments in Chapter 5.</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>Project 193 – Delete project; funds have been programmed</p> <p>Project 177 – Delete; fund has been programmed</p> <p>Project 263 – Delete project; funds have been programmed</p> <p>Project 4033 – Delete project; funds have been programmed</p> <p>Project 4147 – Location: Change “Neon” to “Project Neon”; PE, RW, Const: add “RW”</p> <p>Project 256 – Change from location “SR 595 Rainbow Blvd” to “SR 578 Washington Ave.”</p> <p>Project 257 – Description: Delete “RW”</p> <p>Project 4203 – Location: Add SR 604 before Las Vegas Blvd South</p> <p>Project 509 – Change NDOTID from “CL2008835” to “CL200835”; Description: Correct spelling for “System-to-system”</p> <p>Project 4253 – Location: After SR 564 add “Lake Mead Pkwy” and add NDOTID: “CL20090158”</p> <p>Project 2744 – NDOTID: add “CL20110006”</p> <p>Project 2745 – Correct spelling for “Enhancements” and add NDOTID: “CL20120003”</p> <p>Project 2748 – NDOTID: add “CL20090156”</p> <p>Project 2051 – NDOTID: add “CL20120004”</p> <p>Project 4265 – NDOTID: add “CL20110007”</p> <p>Project 2742 – NDOTID: add “CL20090157”</p>	<p>Comments incorporated to reflect the corrections and updated NDOT ID. These changes will be reflected in Table 1 and 2 of the Draft TIP and Table 1 and 2 of Appendix 1 of the Draft RTP for 2009-2030.</p>
<p>Project 4245 – Correct spelling for “Echo Bay”</p> <p>Project 2904 – NDOTID: add “CL20100115</p> <p>Project 252 – NDOTID: Change to “CL200650”</p> <p>Project 926 – Description: Correct spelling for “System-to-system”</p> <p>Project 252 – NDOTID: Change to “CL200650”</p> <p>Project 246 – Location: After I-15 add “South (Design Build)”; NDOTID: add “CL200917”; Description: Delete “I-15 South”</p>	<p>Comments incorporated to reflect the corrections and updated NDOT ID. These changes will be reflected in Table 1 and 2 of the Draft TIP and Table 1 and 2 of Appendix 1 of the Draft RTP for 2009-2030.</p>

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
<p>Project 4200 – Description: Delete “at the MGM Grand Hotel to McCarran International Airport” (info is repeated)</p> <p>Project 4138 – Correct spelling for Ave.</p> <p>Project 177 – Delete “Private Developers” fund source</p> <p>Project 2714 – PE, RW, Const: add “RW and Const”</p> <p>Project 134 – NDOTID: add “CL200435”</p> <p>Project 4023 – PE, RW, Const: add “Const”</p> <p>Project 4147 – Location: Change Neon to “Project Neon”</p> <p>Project 179 – NDOTID: Change to “CL200802”</p> <p>Project 256 – Change from location “SR 595 Rainbow Blvd” to “SR 578 Washington Ave.”</p> <p>Project 2744 – Add NDOTID: “CL20110006”</p> <p>Project 2745 – Correct spelling for “Enhancements” and add NDOTID: CL20120003</p>	
<b>Clark County Department of Aviation – Robert Tweedy</b>	
<p>RTP Appendix 1, Table 2; Page 7 of 38, Project #4202 – Revise expenditures as follows:  FY2009 = \$0, FY2010 = \$0, FY2011 = \$1,300,000, FY2012 = \$7,800,000, FY2013-15 = \$14,000,000</p> <p>Page 7 of 38, Project #4266, line 3 – Revise expenditures as follows:  FY2009 = \$1,500,000, FY2010 = \$2,000,000, FY 2011 = \$2,500,000, FY2012 = \$3,000,000, FY2013-15 = \$28,000,000</p> <p>Page 7 of 38, Project #4203, line 4 – Revise expenditures as follows:  FY2009 = \$0, FY2010 = \$200,000, FY2011 = \$200,000, FY2012 = \$4,500,000</p>	Revised.
<p>Page 16 of 38, Project #'s 244 &amp; 245, lines 4 and 5 – I-15 South Phase 4 indicates an \$80,000,000 expenditure in FY2016-20; I-15 South Phase 3 indicates a \$240,000,000 expenditure in FY2021-25. it appears that this is not correct since Phase 3 should be completed prior to Phase 4. If NDOT has \$80,000,000 available in FY2016-20 it would be better to assign that money</p>	Thank you for the comments on the draft RTP for FY 2009-2030. Phase 3 referred in the comments is Phase 2. The I-15 Phase 2 and 4 are identified by NDOT based on their current financial assumptions. RTC will work with NDOT and other planning partners to deliver these projects expeditiously.

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
to I-15 South Phase 3, allowing for the widening of I-15 from 3 lanes to 4 lanes from Sloan Road to SR 160 Blue Diamond Road	
<b>RTC – Streets and Highways</b>	
Table 1 of the TIP – Update the following projects to reflect the September 11, 2008 Capital Improvement Program fund amounts: Project #108, 2746, 551, 2733, 2711, 4232, 2713, 2712, 134, 843, 2716, 129, 4027, 2718, 4035, 143, 2020, and 1508.	Updated. This update will be reflected in Table 1 and 2 of the draft TIP and RTP Table 1 and 2 in Appendix 1.
<b>City of Las Vegas – Engineering Project Manager</b>	
Add to list of Unfunded Needs projects: <ol style="list-style-type: none"> <li>1. Kyle Canyon Realignment at Sheep Mountain Pkwy.</li> <li>2. Sheep Mountain Parkway – Ft. Apache to I-15</li> <li>3. Rainbow Boulevard Super Arterial</li> <li>4. Rancho Driver Super Arterial</li> <li>5. Western Avenue – Charleston to Sahara</li> </ol>	<ol style="list-style-type: none"> <li>1. Not regionally significant – not added</li> <li>2. Project is listed as unfunded need in the draft RTP document</li> <li>3. Project added as unfunded need in draft RTP document</li> <li>4. Project is listed as unfunded need in draft RTP document</li> <li>5. Project added as unfunded need in draft RTP document</li> </ol>
The Sheep Mountain Parkway right-of-way acquisition (CC215 to I-15) from the BLM should be obtained 2011. This project should be shown on the TIP as \$0 in FY 2011.	Added Project #4271 to the draft TIP Table 1 and 2.
Sheep Mountain Parkway: Revise limits to Fort Apache Rd.	Project #938 revised to reflect requested change.
It is requested that the construction of Sheep Mountain Parkway between Fort Apache Road and I-15 be shown in the RTP under unfunded needs.	Project is listed as unfunded need in the draft RTP document.
Projects #1578 & 1579 – Rainbow Blvd. show only CMAQ funding, but the projects also includes local Q 10 HSLM and Q 10 Bus Turnout funds. Should these additional local funds be shown on the TIP as well?  Subsequent clarification – Transfer Q 10 HSLM funding from Project #747 (Rainbow/DI – PE for super-arterial) and delete latter project.	Projects #1578 and 1579 revised to reflect Q 10 HSLM and Bus Turnout funds. Project #747 dropped as funded project / non-regionally significant project.
Jones Boulevard between Log Cabin Way and Sheep Mountain Parkway should be shown on the RTP as construct to 6 lanes by developer funding in FY 2018.  The following projects in North Las Vegas should be included in the RTP in	Projects (except for Aliante Parkway) added to the unfunded needs project list in the RTP.

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
FY 2030 as developer funded: Aliante Parkway between Grand Teton Drive and Sheep Mountain Parkway (6 lanes); Losee Road between Grand Teton Drive and Sheep Mountain Parkway (6 lanes); North 5th Street between Grand Teton Drive and Sheep Mountain Parkway (8 lanes); Pecos Road between Grand Teton Drive and Sheep Mountain Parkway (6 lanes); and Revere Street between Grand Teton Drive and Sheep Mountain Parkway (6 lanes).	
Project #747 is suspended.	Project removed.
Project #1583 – Bonneville/Clark shows only STP Enhancements but the project also includes local Gas Tax funds. Should these additional funds be shown on the TIP?	Revised Project #740 to include Gas Tax and Enhancement funds.
Project #129 – Horse @ US 95 should include \$21 million of STP – Urban funds in FY 2009.	STP Clark funds obligated and moved forward to FY 2009.
Project #746 – Decatur Blvd (West ½) should be modified from CC 215 to Moccasin Road to Deer Springs Way to Rome Blvd., west side only.	Project limits revised.
Project #4089 – Stewart Avenue Streetscape includes \$600,000 of Federal Enhancements. It should be included on the TIP and the date should be changed to FY 2009.	Project revised to reflect Enhancement funds and added to TIP.
Project #4092 – Valley View Boulevard should be moved up to FY 2011 and the limits revised to be US 95 to Desert Inn Road.	The project limits and horizon year will be revised at the next round of the RTP model development.
Projects #4122 – Egan Crest Drive, #4110 – Horse Drive/Hualapai Way, #4124 – Hualapai Way, #4108 – Grand Teton, #4123 – Iron Mountain Road (west of US95), #4126 - Iron Mountain Road (east of US95), and #4125 - Log Cabin Way are all future roadway projects within the Kyle Canyon Gateway Master Plan. Due to delayed development plans these projects should be moved back one year to FY 2011.	Updated the completion date to FY 2011.
Project #4244 – Kyle Canyon Road indicates a bridge replacement by NDOT. Please explain what this project is and if it will conflict with the City's proposed interchange at Kyle Canyon Road and US 95 (Project #4087).	Query will be forwarded to NDOT.

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
Rancho Drive ITS, \$5.75 million in CMAQ – include in TIP.	Project #2708 reinstated.
Martin Luther King/Industrial Connector from Wyoming to Palomino - \$6,843,780 SAFETEA-LU High Priority should be included in TIP for FY 2009. NDOT will be using approximately \$4 million for the 30% design of the project.	SAFETEA-LU funds moved to FY 2009.
The City of Las Vegas has been told by NDOT that NDOT matching funds projects need to be on their STIP, do they also need to be on the TIP? The City was awarded funding for Charleston/Lamb Intersection Enhancements (\$147,000), Fremont Street Median Islands (\$1,486,270), Charleston Median Islands (\$500,000) and Tropical Overpass (\$158,350).	Will query with NDOT for further details.
Should Jones Boulevard – Elkhorn to Horse & Decatur Boulevard – Sahara to Meadows be shown on the TIP as regionally significant projects? If so, they will be constructed in the next 3 years.	These are non-regionally significant projects and are not required to be included in the RTP and TIP.
The City of Las Vegas has also initiated a planning study for Owens Avenue at I-15. Would this planning study need to be on the TIP?	Locally funded planning studies are required to be included in the TIP and UPWP.
Our Planning & Development Department has indicated the Executive Summary (Page 9) shows a funding disparity between Streets/Highway projects and Transit projects. Approximately 85% of spending is for streets and highways, while about 11% is dedicated to transit capital projects. The document overall does indicate an emphasis on encouraging transit and reducing the number of SOVs; however, this is not reflected well in the funding.	RTC will be working with the area entities to enhance the transit emphasis in the region.
It is suggested to graphically show the transit routes that exhibit the highest demand, and of those, the routes that need additional buses.	Thank you for the comment – The RTC will update the graphics in the next round of the RTP.
<b>RTC Transit</b>	
Project # 2005: Increase funding to reflect anticipated level of service and revise funding schedule	Revised.
Add project to acquire 2 senior transportation vehicles for SNTC operations, as per 2008 Appropriations Act	Add Project #2905
Add project to construct bus transfer center at UNLV, in line with findings of a recent planning study	Add Project #2803

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
Project # 2706: Revise funding in FY 2013-2015	Revised.
Project # 2005: Adjust funding schedule (no change in cost or scope)	Revised.
Add project to retrofit RTC transit vehicles with triple bike racks	Add Project #1569
<b>RTC FAST / City of Las Vegas</b>	
Reinstate unobligated CMAQ funding and clarify relation between Projects 2708 and 2735	CMAQ funding added under Project #2708. Q 10 ITS funding moved to Project #2705.
<b>FHWA</b>	
\$10 million in Corridors of the Future Program money shown at the bottom of page 10 – it is really Public Lands Highway Discretionary funding.	Funding source revised for Projects #166 and #4142.
<b>RTC MPO</b>	
Add the UNLV Bus Transfer Station project	Added Project #2803.
RTP page 88: Maryland Pkwy. project appears twice	Duplicate removed.
RTP page 88: Add Ft. Apache Rd. between SR 160 and the Beltway – see map on p. 75	Added
RTP page 88: Raincho Dr. – correct spelling	Corrected
RTP page 83: Clarify () in funding for I-215	Symbol corrected.
RTP page 86: Clarify () in funding for Sunset at Decatur	Symbol corrected.
Several projects were shown in the draft TIP for funding under the RTC Q 10 CMAQ program, but were not listed in the draft RTP. The objectives of this program parallel the federal CMAQ program, but this is a local source of funds and the listed projects were all on non-regionally significant roadways. To ensure the TIP is consistent with the RTP, these projects should be removed from the final RTP.	Projects #2710, 2710, 2712, 2713, 2714, 2715, 2716, 2717 and 2718 removed for RTP. Projects remain in the overall Transportation Capital Program as shown in RTP Appendix 1.
<b>City of Henderson</b>	
Project #4253: Project limit (From) should read “I-215 at Green Valley Pkwy.”	Corrected

<b>Commenter</b>	
<b>Comment</b>	<b>Response</b>
Project #134: Increase Q 10 funding in line with most recent CIP revision.	Corrected
Project #843: Delete Q 10 funding in line with most recent CIP revision and add \$3.5 million in STP (Clark)	Revised