access 2050

Enhancing Mobility for Southern Nevada Residents

RTC

REGIONAL TRANSPORTATION PLAN *for* SOUTHERN NEVADA 2021 - 2050

AMENDMENT 21-22

CL20200138 (Ver 2) 21-22 STATUS In Progress - Programmed FEDERAL

Name: Brightline West High Speed Rail

Scope: Construct and operate an interstate highspeed electric passenger rail service from southern California to southern Nevada, along the I-15 corridor on the Brightline West right of Way - Within the State of Nevada, (representing $2B out of of the total $8B system cost)

Project Type: Railroad **AQ:** Non-Exempt **TCM:** No **NDOT:** District 1

County: Clark **Limits:** From I-15 at the Nevada/California state line to West Warm Springs Rd. and South Las Vegas Blvd. of Distance (mile) 0 Milepost begins at 0 ends at 0

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	FRA Federal Funds or Other Funds	$0	$0	$2,000,000,000	$0	$2,000,000,000
2022	Private Funds	$0	$0	$6,000,000,000	$0	$6,000,000,000
	2021-2025 TOTAL	**$0**	**$0**	**$8,000,000,000**	**$0**	**$8,000,000,000**
	ALL YEARS TOTAL	**$0**	**$0**	**$8,000,000,000**	**$0**	**$8,000,000,000**

MPO **RTCSNV** (6314) Lead Agency **Brightline West**

Previously Approved Version

CL20200138 (Ver 1) 21-01

Name: Victor Valley, CA to Clark County, NV High Speed Rail

Scope: Construct and operate an electrically-powered high-speed passenger rail service from the Victor Valley, CA to Southern Nevada, primarily along the I-15 corridor on the XpressWest right-of-way.

Project Type: Railroad **AQ:** Non-Exempt **TCM:** No **NDOT:** District 1

County: Clark **Limits:** From I-15 at the Nevada/California state line to West Warm Springs Rd. and South Las Vegas Blvd. of Distance (mile) 0 Milepost begins at 0 ends at 0

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Private Funds	$0	$0	$5,000,000,000	$0	$5,000,000,000
	2021-2025 TOTAL	**$0**	**$0**	**$5,000,000,000**	**$0**	**$5,000,000,000**
	ALL YEARS TOTAL	**$0**	**$0**	**$5,000,000,000**	**$0**	**$5,000,000,000**

MPO **RTCSNV** (6314) Lead Agency **XpressWest**

CL20140102 (Ver 12) 21-22 STATUS In Progress - Deleted FEDERAL

Name: Las Vegas Blvd Traffic Signals
Scope: Construct traffic signals on Las Vegas Blvd. at Via Inspirada and Via Nobila.
Project Type: Interchange/Intersection **AQ:** Exempt, Other - Intersection channelization projects. **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Primary Crossstreet: Via Inspirada, Secondary Crossstreet: Las Vegas Blvd.

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL

MPO **RTCSNV** (6101) Lead Agency **City of Henderson**

Previously Approved Version

CL20140102 (Ver 11) 21-17

Name: Las Vegas Blvd Traffic Signals
Scope: Construct traffic signals on Las Vegas Blvd. at Via Inspirada and Via Nobila.
Project Type: Interchange/Intersection **AQ:** Exempt, Other - Intersection channelization projects. **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Primary Crossstreet: Via Inspirada, Secondary Crossstreet: Las Vegas Blvd.

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	CMAQ - Clark County	$0	$0	$750,000	$0	$750,000
2023	Local Fund	$0	$0	$39,474	$0	$39,474
<2021	Prior	$75,000	$0	$0	$0	$75,000
	2021-2025 TOTAL	**$0**	**$0**	**$789,474**	**$0**	**$789,474**
	ALL YEARS TOTAL	**$75,000**	**$0**	**$789,474**	**$0**	**$864,474**

MPO **RTCSNV** (6101) Lead Agency **City of Henderson**

CL20200121 (Ver 3) 21-22 STATUS In Progress - Deleted FEDERAL

Name: St Rose Parkway Pedestrian Bridge (PE) and (CON)
Scope: Construct 1 pedestrian bridge at St Rose Parkway and Jeffreys
Project Type: Bridge/Structures **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Bridge #: New Bridge

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL

MPO **RTCSNV** (6277) Lead Agency **City of Henderson**

Previously Approved Version

CL20200121 (Ver 2) 21-11

Name: St Rose Parkway Pedestrian Bridge (PE) and (CON)
Scope: Construct 1 pedestrian bridge at St Rose Parkway and Jeffreys
Project Type: Bridge/Structures **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Bridge #: New Bridge

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	HIP-CRRSAA 2021 Clark	$400,000	$0	$0	$0	$400,000
2022	Local Fund	$21,053	$0	$0	$0	$21,053
2024	HIP-CRRSAA 2021 Clark	$0	$0	$4,000,000	$0	$4,000,000
2024	Local Fund	$0	$0	$210,526	$0	$210,526
	2021-2025 TOTAL	**$421,053**	**$0**	**$4,210,526**	**$0**	**$4,631,579**
	ALL YEARS TOTAL	**$421,053**	**$0**	**$4,210,526**	**$0**	**$4,631,579**

MPO **RTCSNV** (6277) Lead Agency **City of Henderson**

XS20220003 (Ver 1) 21-22 STATUS New Project FEDERAL

Name: Reimagine Boulder Highway

Scope: Complete street project along Boulder Highway including pavement rehabilitation, center running transit, bicycle and pedestrian facilities, lighting, crossings, landscaping, traffic signals, intersection modifications and drainage improvements.

Project Type: Road Improvement **AQ:** Non-Exempt **TCM:** No **NDOT:** District 1

County: Clark **Limits:** From Wagon Wheel Drive to Tulip Falls Drive of Distance (mile) 7.5

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	CMAQ - Clark County	$0	$0	$1,250,000	$0	$1,250,000
2024	Carbon Reduction Program	$0	$0	$15,100,000	$0	$15,100,000
2024	HIP-CRRSAA 2021 Clark	$0	$0	$4,400,000	$0	$4,400,000
2024	INFRA Grant	$0	$0	$39,851,697	$0	$39,851,697
2024	Local Fund	$0	$0	$2,044,737	$0	$2,044,737
2024	STBG CL	$0	$0	$10,100,000	$0	$10,100,000
2024	TAP CL STBG	$0	$0	$8,000,000	$0	$8,000,000
	2021-2025 TOTAL	**$0**	**$0**	**$80,746,434**	**$0**	**$80,746,434**
	ALL YEARS TOTAL	**$0**	**$0**	**$80,746,434**	**$0**	**$80,746,434**

MPO **RTCSNV** (6330) Lead Agency **City of Henderson**

CL20200126 (Ver 3) 21-22 STATUS In Progress - Programmed FEDERAL

Name: Grand Teton Overpass at US95

Scope: Construct a new overpass at Grand Teton Drive over US-95 along with roadway and trail improvements between Tee Pee Lane and El Capitan Way. New one-way ramp connections will be constructed to connect to Oso Blanca Road on the west side of US-95. Grand Teton Drive will no longer connect to Sky Pointe Drive on the east side of US-95.

Project Type: Bridge/Structures **AQ:** Non-Exempt **TCM:** No **NDOT:** District 1

County: Clark **Limits:** From Tee Pee Lane to El Capitan Way of Distance (mile) .75

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	Fuel Revenue Indexing 2 (FRI 2)	$0	$0	$3,327,500	$0	$3,327,500
2022	Hghwy Infra CL	$0	$0	$15,049,083	$0	$15,049,083
2022	STBG CL	$0	$0	$5,850,917	$0	$5,850,917
	2021-2025 TOTAL	**$0**	**$0**	**$24,227,500**	**$0**	**$24,227,500**
	ALL YEARS TOTAL	**$0**	**$0**	**$24,227,500**	**$0**	**$24,227,500**

MPO **RTCSNV** (6288) Lead Agency **City of Las Vegas**

Previously Approved Version

CL20200126 (Ver 2) 21-09

Name: Grand Teton Overpass at US95

Scope: Construct a new overpass at Grand Teton Drive along with roadway and trail improvements between Tee Pee Lane and El Capitan Way.

Project Type: Bridge/Structures **AQ:** Non-Exempt **TCM:** No **NDOT:** District 1

County: Clark **Limits:** From Tee Pee Lane to El Capitan Way of Distance (mile) .75

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	Fuel Revenue Indexing 2 (FRI 2)	$0	$0	$1,100,000	$0	$1,100,000
2022	Hghwy Infra CL	$0	$0	$14,387,946	$0	$14,387,946
2022	STBG CL	$0	$0	$6,512,054	$0	$6,512,054
	2021-2025 TOTAL	**$0**	**$0**	**$22,000,000**	**$0**	**$22,000,000**
	ALL YEARS TOTAL	**$0**	**$0**	**$22,000,000**	**$0**	**$22,000,000**

MPO **RTCSNV** (6288) Lead Agency **City of Las Vegas**

XS20210028 (Ver 1) 21-22 STATUS New Project LOCAL

Name: Martin L. King Boulevard Extension, Oakey Boulevard to Dean Martin Drive

Scope: A new roadway extension of Martin L. King Blvd to Dean Martin Drive between Oakey Boulevard and Twain Avenue. The roadway will function as a 4 lane frontage road on the west side of I-15. Project includes NEPA and preliminary design of the local improvements in conjunction with the I-15 Widening project.

Project Type: Road Improvement **AQ:** Non-Exempt **TCM:** Yes **NDOT:** District 1

County: Clark **Limits:** From Oakey Boulevard to Twain Avenue of Distance (mile) 2.4

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	RTC Fuel Tax - RTCSNV	$3,000,000	$0	$0	$0	$3,000,000
	2021-2025 TOTAL	**$3,000,000**	**$0**	**$0**	**$0**	**$3,000,000**
	ALL YEARS TOTAL	**$3,000,000**	**$0**	**$0**	**$0**	**$3,000,000**

MPO **RTCSNV** (6325) Lead Agency **City of Las Vegas**

CL20190029 (Ver 4) 21-22 STATUS In Progress - Programmed FEDERAL

Name: Clark County Hybrid Electric Vehicle Program
Scope: Purchase of up to 60 Hybrid Electric Vehicles over a 4-year period.
Project Type: Environmental **AQ:** Exempt **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	CMAQ - Clark County	$0	$0	$0	$825,000	$825,000
2023	Local Fund	$0	$0	$0	$1,194,584	$1,194,584
	2021-2025 TOTAL	**$0**	**$0**	**$0**	**$2,019,584**	**$2,019,584**
	ALL YEARS TOTAL	**$0**	**$0**	**$0**	**$2,019,584**	**$2,019,584**

MPO **RTCSNV** (6263) Lead Agency **Clark County Dept of Air Quality**

Previously Approved Version

CL20190029 (Ver 3) 21-11

Name: Clark County Hybrid Electric Vehicle Program
Scope: Purchase of up to 60 Hybrid Electric Vehicles over a 4-year period.
Project Type: Environmental **AQ:** Exempt **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	CMAQ - Clark County	$0	$0	$0	$825,000	$825,000
2023	Local Fund	$0	$0	$0	$43,421	$43,421
	2021-2025 TOTAL	**$0**	**$0**	**$0**	**$868,421**	**$868,421**
	ALL YEARS TOTAL	**$0**	**$0**	**$0**	**$868,421**	**$868,421**

MPO **RTCSNV** (6263) Lead Agency **Clark County Dept of Air Quality**

CL20190030 (Ver 4) 21-22 STATUS In Progress - Programmed FEDERAL

Name: Clark County Battery Electric Vehicle Program
Scope: Purchase of up to 16 Battery Electric Vehicles over a 4-year period.
Project Type: Environmental **AQ:** Exempt **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	CMAQ - Clark County	$0	$0	$0	$480,000	$480,000
2023	Local Fund	$0	$0	$0	$35,574	$35,574
	2021-2025 TOTAL	**$0**	**$0**	**$0**	**$515,574**	**$515,574**
	ALL YEARS TOTAL	**$0**	**$0**	**$0**	**$515,574**	**$515,574**

MPO **RTCSNV** (6264) Lead Agency **Clark County Dept of Air Quality**

Previously Approved Version

CL20190030 (Ver 3) 21-11

Name: Clark County Battery Electric Vehicle Program
Scope: Purchase of up to 16 Battery Electric Vehicles over a 4-year period.
Project Type: Environmental **AQ:** Exempt **TCM:** No **NDOT:** District 1
County: Clark **Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	CMAQ - Clark County	$0	$0	$0	$480,000	$480,000
2023	Local Fund	$0	$0	$0	$25,263	$25,263
	2021-2025 TOTAL	**$0**	**$0**	**$0**	**$505,263**	**$505,263**
	ALL YEARS TOTAL	**$0**	**$0**	**$0**	**$505,263**	**$505,263**

MPO **RTCSNV** (6264) Lead Agency **Clark County Dept of Air Quality**

CL20200032 (Ver 4) 21-22 STATUS In Progress - Programmed FEDERAL

Name: I 15 South - Construct/Widen Package 2 (Sloan Rd. to Blue Diamond)

Scope: WIDEN I 15 FROM 6 TO 8 GP LANES, SLOAN RD TO ST. ROSE PKWY; WIDEN/RESTRIPE 1 15 FROM 6 TO 10 LANES (4 GP, 1 HOV LANE IN EACH DIRECTION); ADD AUX LANES, ST. ROSE PKWY TO SR 160; PRESERVE/RESURFACE EXISTING PAVEMENT, DUCK CREEK TO WARM SPRINGS

Project Type: Major/New Construction **AQ:** Non-Exempt **TCM:** Yes **NDOT:** District 1

County: Clark **Limits:** From Sloan Rd to Warm Springs Rd of Distance (mile) 8.88 Milepost begins at 25.52 ends at 34.4

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	NHPP	$0	$0	$32,062,500	$0	$32,062,500
2023	STBG State-Wide	$0	$0	$10,687,500	$0	$10,687,500
2023	State Match - Nv	$0	$0	$2,250,000	$0	$2,250,000
<2021	Prior	$1,326,000	$0	$0	$0	$1,326,000
	2021-2025 TOTAL	**$0**	**$0**	**$45,000,000**	**$0**	**$45,000,000**
	ALL YEARS TOTAL	**$1,326,000**	**$0**	**$45,000,000**	**$0**	**$46,326,000**

MPO **RTCSNV** (6306) Lead Agency **Nevada DOT**

Previously Approved Version

CL20200032 (Ver 3) 21-17

Name: I 15 South - Construct/Widen Package 2 (Sloan Rd. to Blue Diamond)

Scope: Construct Package 2 and WIDEN I 15 FROM 6 TO 8 GENERAL PURPOSE LANES, ADD AUX LANES FROM SLOAN RD TO ST. ROSE PKWY; WIDEN/RESTRIPE 1 15 FROM 6 TO 10 LANES (4 GENERAL PURPOSE, 1 HOV LANE IN EA DIRECTION); ADD AUX LANES FROM ST. ROSE PKWY TO 0.24 MI SOUTH OF SR 160

Project Type: Major/New Construction **AQ:** Non-Exempt **TCM:** Yes **NDOT:** District 1

County: Clark **Limits:** From Sloan Rd to SR 160/Blue Diamond of Distance (mile) 7.6 Milepost begins at 25.5 ends at 33.1

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	NHPP	$0	$0	$32,062,500	$0	$32,062,500
2023	STBG State-Wide	$0	$0	$10,687,500	$0	$10,687,500
2023	State Match - Nv	$0	$0	$2,250,000	$0	$2,250,000
<2021	Prior	$1,326,000	$0	$0	$0	$1,326,000
	2021-2025 TOTAL	**$0**	**$0**	**$45,000,000**	**$0**	**$45,000,000**
	ALL YEARS TOTAL	**$1,326,000**	**$0**	**$45,000,000**	**$0**	**$46,326,000**

MPO **RTCSNV** (6306) Lead Agency **Nevada DOT**

access 2050

Enhancing Mobility for Southern Nevada Residents

REGIONAL TRANSPORTATION PLAN
for
SOUTHERN NEVADA
2021 - 2050

RTC

Amendment 21-22
Transportation Conformity Report

AIR QUALITY CONFORMITY TECHNICAL REPORT FOR ACCESS 2050 (2021-2050 RTP/TIP) AMENDMENT 21-22

Access 2050 (2021-2050 RTP/TIP) Amendment 21-22 includes a few projects sponsored by jurisdictions or Nevada Department of Transportation (NDOT). All projects included in this amendment are located in Hydrographic Basin 212, which geographically coincides with the Las Vegas Valley. Under National Ambient Air Quality Standards (NAAQS), this area is designated as nonattainment for ozone, maintenance for Particulate Matter 10 (PM_{10}) and Carbon Monoxide (CO), and attainment or otherwise unclassifiable for other pollutants. Transportation conformity requirements apply to highway and transit projects in nonattainment and maintenance areas defined by NAAQS. The Amendment 21-22 package includes a project list of all projects amended in this amendment. Among all projects on the list, the following four projects are Non-Exempt, and they are subject to transportation conformity requirements and are included in the travel demand model for modeling:

CL20200138 Victor Valley, CA to Clark County, NV High Speed Rail 2022
CL20200126 Grand Teton Overpass at US95 2022
XS20210028 Martin L. King Boulevard Extension, Oakey Boulevard to Dean Martin Drive 2022 **(new)**
CL20200032 I 15 South - Construct/Widen Package 2 (Sloan Rd. to Blue Diamond) 2023

One of the four Non-Exempt projects is a new project, and the rest are revisions of the projects already in the existing plan and model. The revisions are either geography/configuration changes or funding phase changes.

The project CL20210028, I-15 Southbound Third Lane Addition from California Stateline to Primm Exit (NV/CA), was preliminarily included in amendment 21-22. RTC coordinated with NDOT and moved it from amendment 21-22 to amendment 21-23. The network and model assumptions that support including the project in amendment 21-23 without an Air Quality Conformity Determination for the reasons stated here. Based on our interpretation of the information received from NDOT, the previous amendment 21-11 modeled with the configuration for the segment as 3-lane each direction, which coincides with the project on southbound I-15 which increases it to 3 lanes from 2 lanes, but carries that configuration for northbound as 3 lanes rather the 2 lanes as it should be. Since the amendment 21-11, which coincidently has that project's configuration on southbound I-15, satisfies the Air Quality Conformity Determination, thus the model assumptions support including the project in amendment 21-23 without an Air Quality Conformity Determination.

The RTC Travel Demand Model (TDM) does not model the transit ridership on the high speed rail facility between Las Vegas NV and Victor Valley, CA. However, the model for Access 2050 uses the passenger forecasts at the Las Vegas High Speed Rail Station, located at the corner of West Warm Springs Road and Las Vegas Blvd South, to determine the additional visitor trips in the valley and to adjust the amount of auto trips on South I-15 to account for the shift. So the current TDM models the traffic impacts of the operation of High Speed Rail between Victor Valley, CA and Las Vegas NV.

The project list, along with planning assumptions, was submitted to Air Quality Working Group (AQWG) on January 10, 2022 to initiate Air Quality Conformity Consultation process. AQWG consists of representatives from Environmental Protection Agency (EPA) Region 9, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), NDOT, Clark County Department of Environment and Sustainability, and local jurisdictions. This technical report provides the conformity test results and is provided to the AQWG for their review and comments.

This technical report includes the emission test results only. For more information about RTC's TDM and for easier referencing and comparison with the Access 2050 technical report, this document keeps the same section titles, section numbers and table numbers as those in ACCESS 2050 APPENDIX E - TRAVEL DEMAND MODEL METHODOLOGY AND AIR QUALITY CONFORMITY ANALYSIS.

Travel Demand Modeling and Air Emission Modeling Methodology and Assumptions

Travel Demand Model Modeling Years

The RTC TDM generates vehicle miles traveled (VMT) estimates which are used as one of the inputs for the air emission model, MOVES for Conformity Determinations. The construction years for the Non-Exempt projects in this amendment are 2022 and 2023, so there is no project added to the network before the year 2022. The TDM is run for future horizon years 2030, 2040, and 2050 to produce the VMT estimates for the MOVES model. The TDM has also been rerun for 2022 to get VMT for ozone budget year test. 2020 is a past horizon year and only has minor network coding corrections so 2020 conformity determination is not necessary.

Land Use Updates

In August 2021, City of Henderson (COH) provided its land use update to the RTC for inclusion in RTC's RTP amendment. The changes were not included in its initial 2019 submission. They were all amendments to the City's Comprehensive Plan and were adopted by City Council during the time from November 19, 2019 to March 2, 2021.

City of North Las Vegas (CNLV) made a very small adjustment to its land use estimates, and adopted the changes into the City's Comprehensive Master Plan in 2020 and 2021. CNLV submitted its land use changes to the RTC in July 2021 for inclusion in the RTP amendment.

On July 21, 2021, City of Las Vegas (CLV) adopted its 2050 Master Plan. The plan projected additional 137,857 population growth for horizon year 2050. The CLV assumed that all or most that additional population growths are from in-migration, redevelopment or Transit Oriented Development (TOD).

The additional population projected from COH and CNLV is a small increase that would neither significantly impact the regional totals nor the modeled traffic distribution and traffic volumes. The additional 137,857 population projected by the CLV makes 2050 regional population about 6% higher than the regional control total. After some discussions and evaluations on all requests and the updated data from the CLV, COH and CNLV, the RTC Planning Department made the determination to include all land use updates in the Amendment. The RTC staff shared the decision with the Land Use Working Group and received consensus on inclusion of the land use and population updates in the RTP Amendment 21-22. The tables attached to the end of this report present the land use and populations changes. The changes are summarized below:

a. City of Henderson projected additional 4,000 population between 2025 and 2030
b. City of North Las Vegas projected additional 717 population in 2025
c. City of Las Vegas projected additional 137,857 population for horizon year 2050

Emission model, model inputs, methods and modeling years

The EPA developed a motor Vehicle Emission Simulator model (MOVES3) and published a notice that MOVES3 will need to be used as the latest EPA emission model in new regional emissions analysis. EPA's announcement of the MOVES3 emissions model for State Implementation Plans (SIPs) and transportation conformity analysis is effective January 7, 2021. This announcement starts a two-year transportation conformity grace period that ends on January 9, 2023. After this date, MOVES3 will need to be used as the latest EPA emissions model in both regional emissions analysis and hotspot analysis for new transportation conformity analyses outside of California.

This amendment uses MOVES3 for transportation conformity. Division of Air Quality (DAQ) of Clark County Department of Environment and Sustainability compiled local and recent input files for MOVES to develop ozone budgets for the State Implementation Plan (SIP) revision "Revision to Motor Vehicle Emissions Budgets for the 1997 Ozone NAAQS". RTC received these local input files on Aug 9, 2021. RTC used these along with other MOVES3 default inputs for running MOVES3 for this amendment. EPA approved the revision on November 9, 2021. The revision and the new ozone budgets developed for this revision became effective on November 9, 2021.

TransCAD is a transportation planning software designed to store, display, manage, and analyze transportation data. RTC runs TransCAD TDM model to produce VMT estimates for all horizon years to reflect the impacts of the amended projects in Amendment 21-22, and the TDM model outputs for emission model are formatted for MOVES3. MOVES3 is run for 2022, 2030, 2040 and 2050. MVOES3 produces ozone and CO emission estimates. The PM_{10} emission estimate is VMT based calculation applying the PM_{10} emission factors, and the estimate includes all the sources from construction, wind erosion, vehicle, and roadway.

As a standard practice in Conformity Analysis for Access 2050, the modeled VMTs were adjusted with the base year traffic volumes from Highway Performance Management System (HPMS). The HPMS provides the data that reflects the extent, use, condition and performance of the public roads. The TDM modeled VMTs were factored by HPMS adjustment factors to match the HPMS VMTs. The ozone budgets are for the entire Clark County, and the ozone conformity analysis includes the emissions sourced from its entirety. The RTC TDM models only the areas of the Las Vegas Valley (see MAP 1 on next page). Map 1 shows the Clark County boundary and the RTC TDM modeling area boundary which covers only the Las Vegas Valley. The HPMS data shows that about 7% of VMT in Clark County are generated in areas outside Las Vegas Valley. Therefore an additional 7% of modeled VMT are added to account for the VMTs within Clark County but outside the TDM areas. These estimated VMTs are included in the final input for MOVES3.

Motor Emission Budgets for Pollutants

For PM_{10} and CO subject to Air Quality Determination, Motor Vehicle Emissions Budgets (MVEBs) and budget years are the same as in Access 2050. On November 9, 2021, EPA approved Clark County's *Revision to Motor Vehicle Emissions Budgets (MVEBs) for the 1997 Ozone NAAQS.* The revision revised 2022 Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC) MVEBs for Clark County. The revised MVEBs became effective on November 9, 2021 on EPA approval. The following table from the revision shows these new MVEBs, and they are significantly lower than the budgets used for Access 2050. The 2022 Ozone budgets for Access 2050 were 86.74 tons per day (tpd) for NOx and 52.96 tons per day (tpd) for VOC. The RTCSNV adopted Access 2050 on January 14, 2021.

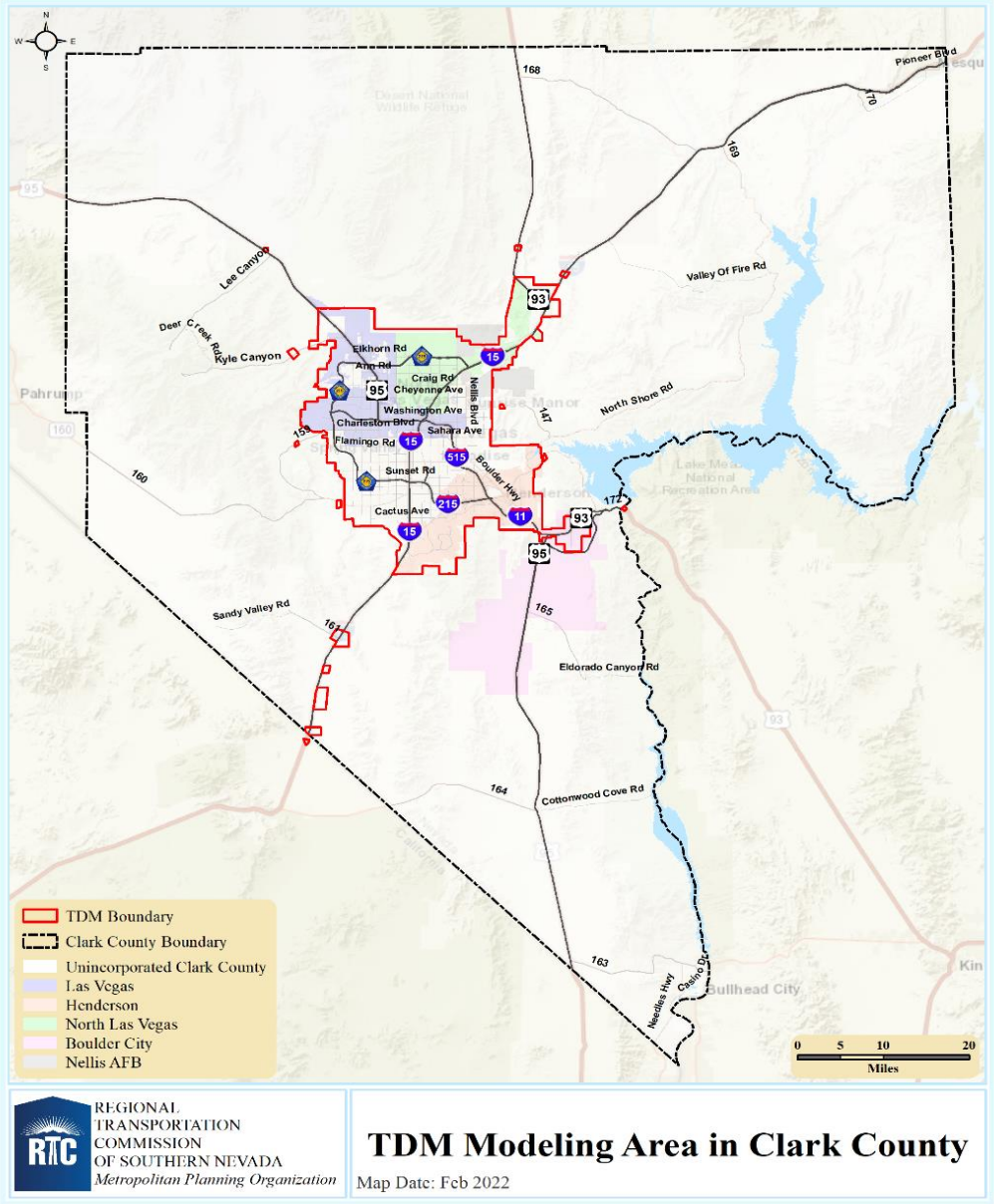
New Table 45. NOx and VOC MVEBs for Clark County in the Revision for the 1997 Ozone NAAQS.

Year	NOx MVEBs (tpd)	VOC MVEBs (tpd)
2022 - Maintenance	32.16	23.92

Source: Table 3-1. NOx and VOC MVEBs for Clark County, Revision to Motor Vehicle Emissions Budgets for the 1997 Ozone NAAQS. Clark County. EPA approved on November 9, 2021

Except for the above, all other modeling assumptions and methodologies remain unchanged.

Map 1. RTC TDM Modeling Area in Clark County



Source: Regional Transportation Commission staff, February 2022

CONFORMITY DETERMINATION

This section describes the conformity determination findings for Access 2050 (RTP/TIP 2021-2050) Amendment 21-22. The PM_{10}, CO and Ozone emission estimates are all within the emission budgets and analysis shows that the Air Conformity is met for all pollutants for all future horizon years.

CO Emission Summary

MOVES3 modeled CO emissions for the month of January are used for the determination. The table below shows the emissions are all under the budgets.

New Table 39. Net CO Emissions (RTP/TIP Amendment 21-22, Jan 2022)

MOVES Results All Facilities	Total CO Emissions (tons/day)		
	2030	**2040**	**2050**
TOTAL CO Emissions	114.4	88.6	99.6
Budgets	704	704	704

Source: RTP/TIP Amendment 21-22. Regional Transportation Commission staff, Jan 2022.

PM_{10} Emission Summary

PM_{10} emissions were calculated using the same methods in Access 2050 Conformity process as the total emissions of construction, wind erosion, vehicle, and roadway. The TDM modeled VMTs were factored by HPMS adjustment factors to match the HPMS VMTs. The 2020 VMTs changed slightly from minor network coding corrections. New Table 40 presents PM_{10} roadway emissions. Emissions from highway construction and wind erosion are included in New Table 43 and the final total PM_{10} emissions are presented in New Table 44. It is noted that original tables 41 and 42 in ACCESS 2050 APPENDIX E - TRAVEL DEMAND MODEL METHODOLOGY AND AIR QUALITY CONFORMITY ANALYSIS are not included in this document because that two tables just present the PM_{10} roadway emission factors and vehicle emissions which are included in the total emission calculations presented in New Table 44. Year 2023 is PM_{10} budget year, and a determination must be made for an emission budget year. The emissions for year 2023 are interpolated from 2020 and 2030 emission results. The PM_{10} emissions from roadway construction and wind erosion are higher for 2030 than that for 2040 and 2050 as this amendment has no Non-Exempt projects after 2030. New Table 44 demonstrates the final total PM_{10} emissions that are all under the approved budgets.

New Table 40. PM_{10} Roadway Analysis for Horizon Years (RTP/TIP Amendment 21-22, Jan 2022)

2021-2050 RTP Amendment 21-22				2006	2030	2040	2050
Facility Type	**Adjusted 2030 AAWDVMT**	**Adjusted 2040 AAWDVMT**	**Adjusted 2050 AAWDVMT**	**PM_{10} Emission Factors (g/v-m)**	**Paved Road Emissions (kg/day)**	**Paved Road Emissions (kg/day)**	**Paved Road Emissions (kg/day)**
External connectors	294,047	313,609	346,517	*1.22*	359	383	423
System Ramps	1,254,495	1,438,462	1,602,053	*1.225*	1,537	1,762	1,963
Minor Arterials	6,394,846	7,168,121	8,717,999	*1.22*	7,802	8,745	10,636
Major Arterials	15,780,268	17,139,514	20,043,328	*0.761*	12,009	13,043	15,253
Ramps	1,750,334	1,899,966	2,068,716	*1.225*	2,144	2,327	2,534
Interstates	10,797,765	11,816,424	13,154,322	*0.066*	713	780	868
Freeways	8,295,334	9,469,067	11,316,711	*0.066*	547	625	747
Beltway	100	100	100	*0.066*	0	0	0
Collectors	2,802,335	3,140,141	3,869,237	*1.225*	3,433	3,847	4,740
Centroid connectors	3,888,645	4,335,533	5,162,475	*3.671*	14,275	15,916	18,951
Other Local Roads	90,467	99,588	120,133	*3.671*	332	366	441
HOV Lanes	1,600,421	1,953,016	2,091,322	*0.066*	106	129	138
Public Transit Bus	74,663	89,595	107,515	*3.671*	274	329	395
Intra-zonal	588,841	499,257	524,102	*3.671*	2,162	1,833	1,924
DAILY TOTALS	**53,612,561**	**59,362,394**	**69,124,531**		45,692	50,084	59,012
				Convert to US Tons per Day	0.001102	0.001102	0.001102
				PM_{10} Emissions (Tons per Day)	**50.4**	**55.19**	**65.03**
				2006 Mobile Source PM_{10} Emissions Budgets for the Las Vegas Valley	**141.41**	**141.41**	**141.41**

AAWDVMT=Average Annual Week Day Vehicle Miles Traveled. Transit Daily Miles was calculated by the RTC Transit Department.
RTP/TIP Amendment 21-22. Regional Transportation Commission staff, Jan 2022.

New Table 43. PM_{10} Emissions from Highway Construction and Wind Erosion (RTP/TIP Amendment 21-22, Jan 2022)

SOURCE	2020		2030		2040		2050	
	Link	Lane	Link	Lane	Link	Lane	Link	Lane
CONSTRUCTION								
Construction Miles	**0.0**	**0.0**	**198.3**	**1046.9**	**60.7**	**285.0**	**9.9**	**41.5**
Horizon Year Total Projects								
Number of months in Horizon Year		1		120		120		120
Estimated Acreage		**0**		**1523**		**415**		**60**
Emissions Factors (tons/acre/mon)		0.42		0.42		0.42		0.42
PM10 Vehicle Emission (tons/day)		0.00		21.03		5.72		0.83
Best Practices Reduction (%)		68%		68%		68%		68%
Net PM_{10} Emissions (tons/day)		**0**		**6.7286**		**1.832**		**0.2665**
WIND EROSION								
Estimated Acreage		0		1523		415		60
Erosion Rate (tons/acre/day) 35% of site		0.0008		0.00076		0.0008		0.00076
65% of site		0.0198		0.0198		0.0198		0.0198
PM10 Emissions (tons/day)		0.00		11.31		3.08		0.45
Sections 90-94 Reduction (%)		71%		71%		71%		71%
Net PM_{10} Emissions (tons/day)		**0.00**		**3.28**		**0.892**		**0.1298**

Source: RTP/TIP Amendment 21-22. Regional Transportation Commission staff, Jan 2022.

New Table 44. Total PM_{10} Mobile Source Emissions per Day for Horizon Years (RTP/TIP Amendment 21-22, Jan 2022)

SOURCE	2023	2030	2040	2050
Paved Road Dust	46.61	50.35	55.19	65.03
Vehicle Emissions	1.41	1.52	1.67	1.94
Highway Construction	2.02	6.73	1.83	0.27
Windblown Construction Dust	0.98	3.28	0.89	0.13
Total PM_{10} Mobile Source Emissions	**51.03**	**61.88**	**59.58**	**67.37**
BUDGET	**141.41**	**141.41**	**141.41**	**141.41**

2023 emissions are interpolated from 2020 and 2030 emissions.
Source: RTP/TIP Amendment 21-22. Regional Transportation Commission staff, Jan 2022.

Ozone Conformity Determination

The MOVES3 model is used for the Ozone Conformity analysis. All inputs and assumptions are the same as those for the CO emission tests. The modeled VMTs were adjusted with the base year traffic volumes from HPMS and then used as the input into the MOVES model to produce Ozone emissions. The MOVES model was run for the month of July to estimate peak ozone emission. The final NOx and VOC emissions from MOVES3

for Clark County are presented in New Table 46. New Table 46 demonstrates that the ozone conformity tests for all horizon years are lower than the emission budgets and therefore satisfy the ozone conformity requirements.

New Table 46. Ozone Conformity Test Summary (RTP/TIP Amendment 21-22, Jan 2022)

Year	NOx (tons/day)		Conformity Requirement	VOC (tons/day)		Conformity Requirement
	Emissions	Emissions Budget		Emissions	Emissions Budget	
2022	20.97	**32.16**	***Satisfied***	16.33	**23.92**	***Satisfied***
2030	11.79	**32.16**	***Satisfied***	11.01	**23.92**	***Satisfied***
2040	10.01	**32.16**	***Satisfied***	9.50	**23.92**	***Satisfied***
2050	11.75	**32.16**	***Satisfied***	8.87	**23.92**	***Satisfied***

Source: RTP/TIP Amendment 21-22. Regional Transportation Commission staff, Jan 2022.

Final Conformity Determination

In conclusion, New Table 47 in this document demonstrates that the emissions from all three pollutants, PM_{10}, CO and Ozone (NOx and VOC) are all below the emission budgets. The determination is made that the *2021-2050 RTP/TIP Amendment 21-22 meets* all Air Quality Conformity requirements.

New Table 47. Conformity Test Summary (RTP/TIP Amendment 21-22, Jan 2022)

Year	CO (tons/day)		Conformity Requirement	PM_{10} (tons/day)		Conformity Requirement
	Emissions	Emissions Budget		Emissions	Emissions Budget	
2023				51.03	**141.41**	***Satisfied***
2030	114.37	**704**	***Satisfied***	61.88	**141.41**	***Satisfied***
2040	88.57	**704**	***Satisfied***	59.58	**141.41**	***Satisfied***
2050	99.65	**704**	***Satisfied***	67.37	**141.41**	***Satisfied***
Year	**NOx (tons/day)**		**Conformity Requirement**	**VOC (tons/day)**		**Conformity Requirement**
	Emissions	**Emissions Budget**		**Emissions**	**Emissions Budget**	
2022	20.97	**32.16**	***Satisfied***	16.33	**23.92**	***Satisfied***
2030	11.79	**32.16**	***Satisfied***	11.01	**23.92**	***Satisfied***
2040	10.01	**32.16**	***Satisfied***	9.50	**23.92**	***Satisfied***
2050	11.75	**32.16**	***Satisfied***	8.87	**23.92**	***Satisfied***

Source: RTP/TIP Amendment 21-22. Regional Transportation Commission staff, Jan 2022.

Appendix: Land Use Updates for RTP/TIP Amendment 21-22

Table 1. Jurisdiction Land Use and Population Updates

Jurisdiction	Year	Land Use Code	TAZ	Acreage	Dwelling Unit Change	Occupied Dwelling Unit Change	Population Change
City of Henderson	2030	Single Family	1100	216.52	866	831	2,295
	2025	Multi Family	1174	29.82	382	366	960
	2025	Multi Family	1091	19.72	252	242	615
	2025	Single Family	1091	17.26	58	56	141
Subtotal					1,558	1,496	4,011
City of North Las Vegas	2025	Multi Family	62	16.28	130	125	350
	2025	Single Family	160	55.77	-51	-49	-159
	2025	Single Family	1147	34.70	167	160	526
Subtotal					246	236	717
City of Las Vegas	2050	Multi Family	11	7.47	197	192	362
	2050	Multi Family	79	10.04	264	257	486
	2050	Multi Family	105	111.72	2,940	2,866	5,416
	2050	Multi Family	129	4.99	131	128	242
	2050	Multi Family	130	34.43	931	908	1,699
	2050	Multi Family	131	14.48	457	446	397
	2050	Multi Family	151	12.57	331	323	609
	2050	Multi Family	153	6.66	210	205	365
	2050	Multi Family	154	37.98	1,136	1,107	1,422
	2050	Multi Family	155	16.27	480	468	851
	2050	Multi Family	176	17.50	189	188	108
	2050	Multi Family	179	10.74	339	331	589
	2050	Multi Family	181	16.16	483	471	853
	2050	Multi Family	207	7.68	243	237	421
	2050	Multi Family	208	13.57	429	418	744
	2050	Multi Family	223	9.34	246	240	453
	2050	Multi Family	224	16.97	447	435	823
	2050	Multi Family	225	9.10	239	233	441
	2050	Multi Family	226	4.13	109	106	200

	2050	Multi Family	229	2.46	78	76	135
	2050	Multi Family	230	4.52	143	139	248
	2050	Multi Family	231	16.70	527	514	697
	2050	Multi Family	270	6.52	206	201	358
	2050	Multi Family	274	16.89	711	694	1,005
	2050	Multi Family	275	114.68	2,708	2,645	3,711
	2050	Multi Family	279	1.14	36	35	63
	2050	Multi Family	290	30.96	815	794	1,501
	2050	Multi Family	291	3.71	98	95	180
	2050	Multi Family	294	24.58	776	757	1,348
	2050	Multi Family	310	19.15	504	491	928
	2050	Multi Family	311	13.25	349	340	642
	2050	Multi Family	312	8.47	223	217	411
	2050	Multi Family	313	3.92	103	100	190
	2050	Multi Family	347	9.17	241	235	445
	2050	Multi Family	349	19.90	629	613	1,092
	2050	Multi Family	350	13.33	421	410	731
	2050	Multi Family	351	13.16	416	405	722
	2050	Multi Family	352	5.67	159	156	252
	2050	Multi Family	353	50.42	1,694	1,652	2,070
	2050	Multi Family	378	12.86	339	330	444
	2050	Multi Family	380	15.05	475	463	825
	2050	Multi Family	382	6.77	178	174	328
	2050	Multi Family	390	8.40	221	216	407
	2050	Multi Family	407	11.18	294	287	542
	2050	Multi Family	409	10.25	324	315	562
	2050	Multi Family	410	24.32	768	749	1,074
	2050	Multi Family	411	13.90	439	428	762
	2050	Multi Family	412	8.01	179	178	312
	2050	Multi Family	425	4.24	134	131	233
	2050	Multi Family	426	15.58	436	427	422
	2050	Multi Family	428	5.49	144	141	266

	2050	Multi Family	436	27.05	1,139	1,110	1,049
	2050	Multi Family	444	60.83	1,682	1,655	1,867
	2050	Multi Family	445	26.34	656	645	911
	2050	Multi Family	446	98.98	4,168	4,063	4,885
	2050	Multi Family	447	23.11	973	949	1,421
	2050	Multi Family	489	7.63	241	235	209
	2050	Multi Family	491	11.09	413	403	1,090
	2050	Multi Family	493	33.98	729	713	1,005
	2050	Multi Family	494	4.96	43	42	-23
	2050	Multi Family	495	9.44	450	439	1,269
	2050	Multi Family	499	16.48	582	569	699
	2050	Multi Family	501	3.05	129	125	223
	2050	Multi Family	502	5.12	135	131	248
	2050	Multi Family	503	34.05	1,005	985	1,461
	2050	Multi Family	504	22.57	713	695	1,238
	2050	Multi Family	505	28.60	1,204	1,174	1,182
	2050	Multi Family	517	83.03	3,286	3,211	4,402
	2050	Multi Family	518	18.54	781	761	1,356
	2050	Multi Family	519	1.14	48	47	88
	2050	Multi Family	520	33.32	1,403	1,368	2,214
	2050	Multi Family	521	32.12	722	718	1,031
	2050	Multi Family	522	12.08	509	496	937
	2050	Multi Family	523	69.52	2,012	1,974	3,792
	2050	Multi Family	524	8.60	362	353	629
	2050	Multi Family	525	15.52	639	623	1,110
	2050	Multi Family	535	47.75	1,918	1,870	2,303
	2050	Multi Family	538	2.04	65	63	112
	2050	Multi Family	539	14.69	464	452	806
	2050	Multi Family	540	40.38	1,358	1,326	2,685
	2050	Multi Family	541	34.56	1,091	1,064	1,669
	2050	Multi Family	542	83.35	1,562	1,575	2,512
	2050	Multi Family	543	48.28	990	977	1,748

	2050	Multi Family	544	148.90	6,270	6,113	6,166
	2050	Multi Family	545	34.14	1,078	1,051	1,873
	2050	Multi Family	546	31.95	1,152	1,131	1,965
	2050	Multi Family	547	26.57	839	818	1,457
	2050	Multi Family	548	29.86	1,257	1,226	2,269
	2050	Multi Family	549	57.68	1,873	1,847	2,818
	2050	Multi Family	550	88.51	2,814	2,790	4,580
	2050	Multi Family	551	88.80	2,713	2,691	3,380
	2050	Multi Family	552	36.14	1,521	1,483	2,684
	2050	Multi Family	553	7.25	191	186	351
	2050	Multi Family	554	11.90	501	488	870
	2050	Multi Family	555	34.46	789	787	1,419
	2050	Multi Family	557	13.88	417	406	1,634
	2050	Multi Family	567	3.16	133	130	245
	2050	Multi Family	569	2.16	91	89	158
	2050	Multi Family	570	9.83	358	349	635
	2050	Multi Family	571	18.55	260	266	512
	2050	Multi Family	572	11.45	482	470	834
	2050	Multi Family	573	11.11	388	378	689
	2050	Multi Family	574	17.43	115	125	-47
	2050	Multi Family	576	4.95	156	152	271
	2050	Multi Family	579	23.48	741	723	847
	2050	Multi Family	594	66.87	2,112	2,059	2,878
	2050	Multi Family	602	2.16	68	67	119
	2050	Multi Family	604	15.14	299	307	545
	2050	Multi Family	1137	3.34	106	103	183
	2050	Multi Family	1140	37.50	1,184	1,155	1,168
	2050	Multi Family	1211	28.37	896	873	1,556
	2050	Multi Family	1222	14.88	391	382	721
	2050	Multi Family	1269	16.60	524	511	911
	2050	Multi Family	1274	58.74	1,546	1,507	2,847
	2050	Multi Family	1276	32.13	845	824	1,557

	2050	Multi Family	1288	4.96	209	203	362
	2050	Multi Family	1289	10.69	338	329	587
	2050	Multi Family	1294	2.97	62	62	3
	2050	Multi Family	1297	15.49	489	477	850
	2050	Multi Family	1308	37.67	1,208	1,178	2,442
Subtotal				**2,894.35**	**90,451**	**88,513**	**137,857**
Total					**93,809**	**91,736**	**145,867**

Source: Based on the data from jurisdiction. Regional Transportation Commission staff, Jan 2022.

Table 2. Summary of Projected Regional Population Totals

Year	CBER Population as Control Totals	Projected Population for Access 2050	Projected Population For Amendment 21-22	Comparison	
				(CBER-Access 2050)/CBER	(CBER-Amend 21-22)/CBER
2019	2,330,000	2,325,798	2,325,798	0.2%	0.2%
2020	2,382,000	2,376,936	2,376,936	0.2%	0.2%
2025	2,583,000	2,528,204	2,533,920	2.1%	1.9%
2030	2,719,000	2,655,228	2,663,239	2.3%	2.1%
2035	2,817,000	2,751,131	2,759,142	2.3%	2.1%
2040	2,888,000	2,843,972	2,851,983	1.5%	1.2%
2045	2,940,000	2,928,169	2,936,180	0.4%	0.1%
2050	2,986,000	3,014,913	3,160,781	-1.0%	-5.9%

Source: Based on the data from jurisdiction. Regional Transportation Commission staff, Jan 2022.

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• PUBLIC NOTICE •

Notice of Public Comment Period for Amendment 21-22 to the Access 2050 Regional Transportation Plan

The Regional Transportation Commission of Southern Nevada (RTC) is seeking public comment on Amendment 21-22 to the 2021-2050 Regional Transportation Plan (RTP) and 2021-2025 Transportation Improvement Program (TIP). The TIP document reflects the transportation improvement priorities in the first five years of the RTP. Federal regulations require the RTP and TIP to be amended when there are major adjustments to program elements. Project sponsors requested this amendment to add new projects and modify existing projects and funds.

RTC has determined that the changes requested by the project sponsors to the RTP meet air quality requirements. Project details and the air quality conformity determination will be available at www.rtcsnv.com during a 30-day public comment period from Wednesday, March 9, 2022, to Thursday, April 7, 2022. Staff will also be available to provide information and receive comments at the following public meeting:

Executive Advisory Committee
Thursday, March 31, 2022
9 a.m. – 10:30 a.m.
Please visit www.rtcsnv.com for updated meeting details.

Submit comments/questions by **5 p.m. April 7, 2022:**
Attn: Tasha McMillan
Email: McMillanT@rtcsnv.com
Phone: 702-676-1698
TDD: 702-676-1834
Mail to: RTC of Southern Nevada
600 S. Grand Central Parkway
Las Vegas, Nevada 89106

For more information visit: www.rtcsnv.com

RTC

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• AVISO PÚBLICO •

Aviso de Período de Comentarios Públicos para Enmienda 21-22 al Plan Regional de Transporte Access 2050

La Comisión de Transporte Regional del Sur de Nevada (RTC) busca comentarios del público sobre las Enmiendas 21-22 al Plan Regional de Transporte (RTP) 2021-2050 y el Programa de Mejora del Transporte 2021-2025 (TIP). El documento TIP refleja el transporte de RTP para mejorar las prioridades durante los primeros cinco años. Esta modificación fue solicitada por los patrocinadores del proyecto para agregar nuevos proyectos y modificar los proyectos y fondos existentes. Cuando se implementan modificaciones importantes a los elementos del programa, las regulaciones federales exigen que se actualicen el RTP y el TIP. Esta enmienda fue solicitada por los patrocinadores del proyecto para agregar nuevos proyectos y modificar proyectos y fondos existentes.

RTC ha determinado que los cambios solicitados por los patrocinadores del proyecto al RTP cumplen con los requisitos de calidad del aire. Los detalles del proyecto y la determinación de la conformidad con la calidad del aire estarán disponibles en *www.rtcsnv.com* durante un período de comentarios públicos de 30 días desde el miércoles 9 de marzo de 2022 hasta el jueves 7 de abril de 2022. En la siguiente reunión pública, el personal estará disponible para proporcionar información y recibir comentarios:

Comité Asesor Ejecutivo
Jueves, 31 de marzo de 2022
9 am – 10:30 am
Visite *www.rtcsnv.com* para obtener detalles actualizados de la reunión.

Envíe comentarios/preguntas antes de las
5 p.m. del 7 de abril de 2022:
A la atención: Tasha McMillan
Correo electrónico: McMillanT@rtcsnv.com
Teléfono: 702-676-1698
TDD: 702-676-1834
Correo a: RTC of Southern Nevada
600 S. Grand Central Parkway
Las Vegas, Nevada 89106

Para más información visite: www.rtcsnv.com

RTC

公告

通向2050區域交通規劃
第21-22號修正案
公眾意見徵詢期的通知

南內華達州區域交通委員會（RTC）現徵求公眾對2021-2050區域交通規劃（簡稱RTP）及2021-2025交通改善立項計劃（簡稱TIP）的第21-22號修正案的意見。TIP文本包括了RTP中首五年的交通改善重點優先項目。聯邦法規要求，當有重大項目內容調整時，須對RTP和TIP進行修正。提出項目的單位要求了此修正案，以新增項目及對現有的項目和資金進行修改。

RTC已確認了項目提出單位要求的對RTP做出的修正滿足對空氣質量的要求。在從2022年3月9日（週三）至2022年4月7日（週四），為期30天的公眾意見徵詢期間，項目詳情和對空氣質量合規的判定將提供在rtcsnv.com網站上。在下列的公眾會議上，我們的工作人員將在現場提供信息和收集公眾的意見：

執行顧問委員會（Executive Advisory Committee）
2022年3月31日（週四）
上午9時至10時30分
請瀏覽www.rtcsnv.com了解最新的會議詳情。
請在2022年4月7日下午5時以前提交您的意見和問題至：
聯繫人：Tasha McMillan
電郵：McMillanT@rtcsnv.com
電話：702-676-1698
TDD：702-676-1834
郵寄地址： RTC of Southern Nevada
600 S. Grand Central Parkway, Las Vegas, NV 89106
如欲了解更多信息，請瀏覽www.rtcsnv.com網頁。

RTC