

APPENDIX E

SUPPORT LETTER FROM THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA



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Jacob L. Snow,
General Manager

October 18, 2005

Christine Robinson
Director
Clark County Department of Air Quality and Environmental Management
500 S. Grand Central Parkway
Las Vegas, NV 89155

CONSISTENCY OF EMISSION CALCULATION PROCESS WITH THE 2005 CARBON MONOXIDE STATE IMPLEMENTATION PLAN REVISION

Dear Ms. Robinson: *CARLS:*

Thank you for involving the Regional Transportation Commission of Southern Nevada (RTC) in the process of revising the Carbon Monoxide State Implementation Plan (CO SIP) that focused on remodeling under the U.S. Environmental Protection Agency's (EPA) mobile emissions model - Mobile6.2. The revised horizon year's budgets established in the plan revision are both adequate and essential to the RTC's mandate under the Clean Air Act to demonstrate positive transportation plan conformity as a way of ensuring that federally-funded or approved transportation plans, programs, and projects conform to the purpose of the state implementation plan (SIP).

As you are aware, EPA and the U.S. Department of Transportation have jointly developed transportation conformity regulations. Key to these regulations, defined in 40 CFR Part 93, is the requirement for consultation between the agency that performs the transportation plan conformity analysis (RTC) and the air quality planning agency (Clark County Department of Air Quality and Environmental Management - DAQEM). The purpose, of course, is to ensure; 1) that there is consistency with respect to assumptions and processes related to the demographic inputs, the travel forecasting procedures, and the actual mobile source emission analysis, and 2) that all transportation control measures defined within the SIP are implemented within the Transportation Improvement Program (TIP) without delay.

Related to the issue referenced above, the RTC would like to assure the DAQEM; 1) that all future conformity determinations will follow the regulatory requirements and processes defined in 40 CFR Part 93 and, 2) that our agency will estimate CO emissions on a link-based analysis to emulate the process used in the development of the CO SIP revision. We would also like to assure you that in the future, all transportation control measures defined in CO SIP will be implemented without delay in the RTC's multi-year programming document - the TIP.

Sincerely,

JACOB L. SNOW
GENERAL MANAGER

JLS:jd

cc: Fred Ohene
Bruce Turner
Jerry Duke