## Regional Transportation Commission of Southern Nevada

# TITLE VI REPORT UPDATE
# FOR
# TRANSIT IN SOUTHERN NEVADA

**Submitted to the**
**Federal Transit Administration**
**In accordance with**
**Title VI of the Civil Rights Act of 1964**

**September 2022**

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# 1. INTRODUCTION

The Regional Transportation Commission (RTC) of Southern Nevada plays a unique role in the Las Vegas area, serving as both the Metropolitan Planning Organization (MPO) and the transit authority responsible for providing public transportation in the region. As the MPO, RTC plays an important role in transportation planning by collaborating with the Nevada Department of Transportation (NDOT), local governments, and transportation agencies to monitor growth and develop plans to address the immediate and long-range transportation needs of the region.

The RTC receives Federal funds both as a transit provider and as the MPO. Title VI of the Civil Rights Act of 1964, requires that government, state, and local government agencies that are in receipt of Federal funds carry out their responsibilities and provide services in a manner that does not discriminate based on race, color, and national origin. Federal government funding agencies have the responsibility for ensuring that the requirements of Title VI are enforced.

The Federal Transit Administration (FTA) is the leading federal agency overseeing the RTC's compliance with the requirements of Title VI. This report has been developed by the RTC in accordance with the provisions of Circular C4702.1B as they relate to the functions of the RTC as the Metropolitan Planning Organization for Southern Nevada.

In addition to the provisions of Title VI, federal funding agencies also monitor how the recipients of federal funds consider issues of environmental justice with regard to project planning, the siting and construction of facilities, and public involvement processes. Environmental justice is primarily the fair treatment and meaningful involvement of all people regardless of race, color, national origin, low income, sex, age, limited English proficiency or disability with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

Federal funding for transportation planning is administered by the Nevada Department of Transportation (NDOT), who has the prime responsibility for ensuring that local agencies and MPOs in Nevada receiving federal funds comply with Title VI. This report is therefore submitted to NDOT for incorporation into their Title VI report to FTA.

# 2. TITLE VI PROGRAM GENERAL REQUIREMENTS

## 2.1. Title VI Notice and Posting Locations

All vehicles owned and/or operated by the RTC are required to post Title VI notices with RTC contact information. These postings are also required by any contracted entity of the RTC including the fixed route and paratransit operating contractors, grant recipients, non-profit and for-profit organizations. The Title VI notice is also posted at the following RTC facility locations:

- RTC Administration Building
- Bonneville Transit Center
- Westcliff Transit Center and Park & Ride
- Centennial Hills Transit Center and Park & Ride
- South Strip Transit Terminal
- Integrated Bus Maintenance Facility
- Sunset Maintenance Facility
- Mobility Training Center

**Figure 2.1: Title VI Notice**

## 2.2. Complaint Procedures and Form

Consistent with FTA Circular C4702.1B, the RTC has developed a procedure and form for Title VI complaints, which is provided in Appendix F. The procedures and forms are also available in English and Spanish at the following RTC webpage - https://www.rtcsnv.com/about-the-rtc/legal-notices-title-vi . Title VI complaints are administered by the Manager of Safety and Security Operations, who also serves as the agency's Title VI Coordinator. See contact information below:

Judy Lopez
Manager of Safety and Security Operations
Regional Transportation Commission
702-676-1522

## 2.3. Title VI Investigations and Complaints

Table 2.1 summarizes Title VI transit complaints that occurred since the 2019 Title VI report (May 2019 – June 2022) and actions taken by the RTC to investigate and resolve them. According to RTC General Counsel, no Title VI lawsuits related to transit occurred during this timeframe. The three received complaints were related to RTC transit service. There were not any Title VI complaints received concerning the Metropolitan Planning Organization during this time.

**Table 2.1: Title VI Complaints Summary (2019-2022)**

| Date Complaint Received | Date of Incident | Complaint | RTC Action Taken |
|---|---|---|---|
| 5/14/2019 | 1/13/2019 | Claims of discrimination and harassment and threats from Allied Universal Security (AUS) officers Gomez and McGinnies, to the extent they have threatened or attempted to pull out their firearms. | Allied Universal Security stated there is no IR related to claims made in Title VI complaint. Video shows no Title VI complaint. |
| 5/16/2019 | 2/12/2019 | Claims of harassment, discrimination and entrapment against Allied Universal Security and AUS officer McGinnies. Speaks of continued entrapment and use of AUS body cameras. | Allied Universal Security stated there is no IR related to claims made in Title VI complaint. This is not a Title VI complaint. |
| 5/28/2020 | 5/21/2020 | Claims discrimination against bus operator for calling her a "Sir" when in fact she is a female. | 05/28/20 - Called Customer left voicemail.<br>06/01/20 - Called Customer left voicemail.<br>06/01/20 - Emailed all documents and file link to Kenny Rodriguez.<br>06/09/20 - Kenny emailed asking for removal reports from BTC<br>06/09/20 - Coordinated with Joe AUS Account Manager for reports of removal.<br>06/10/20 - Nor RTC files or AUS files had any removal that is in connection with this Title VI<br>06/11/20 - Kenny emailed over draft response to Anthony Anderson<br>06/11/20 - Mr. Anderson was pleased with response.<br>06/11/20 - Kenny mailed out response to complainant. |

## 2.4. Public Participation Plan

The RTC Public Participation Plan (Appendix B) establishes committees, processes, and methods for engaging citizens, stakeholder groups, and other interested parties in transportation planning. The plan describes committees and working groups and public involvement required for MPO plans (i.e. Regional Transportation Plan, Transportation Improvement Program), transit plans (i.e. Coordinated Plan), and service changes (i.e. bus schedule). The most recent Public Participation Plan was finalized in 201**9**. The next iteration of the Public Participati**on** Plan is anticipated to be approved by early 2023.

Customized stakeholder outreach and communication plans are developed for each project in order to match goals and target audiences with engagement methods. The RTC uses many outreach channels and techniques, including:

- One-one-one meetings/interviews
- Elected briefings
- Stakeholder meetings and briefings
- Newsletters
- Media stories
- Printed materials
- RTC website
- Project microsites
- Social media – Facebook, Twitter, Instagram, YouTube
- Online surveys
- Facebook Live at public meetings
- Video production
- Public workshops
- Special events
- Focus groups
- Presentations at meetings of local partners
- Project advisory groups
- Pop-up workshops
- Special events
- Public information meetings
- Public hearings and comment periods

The Public Participation Plan, last adopted in 2019, will be updated during 2022 to include additional online engagement tools, techniques identified in the RTC Southern Nevada Strong Community Engagement Toolkit (release date May 2019), and recommendations from the FHWA Environmental Justice Analysis in Transportation and Programming: State of the Practice (February 2019).

### 2.4.1. Outreach to Minority and LEP Populations

In all outreach efforts, special attention is placed on inclusiveness and emphasis on engaging minority and LEP populations. It is important to note that in all outreach efforts undertaken by the RTC are based on the following:

- MPO: For regional plans, all analyses for provisions for the minority and Limited English Proficiency (LEP) population are based on Clark County as a whole.
- Transit: All analyses for provisions for the minority and LEP population are based on service area.

The following methods are used for ongoing minority and LEP outreach efforts:

#### Invitations to Participate

For proposed transit changes and some MPO projects, collateral materials are distributed on transit vehicles and at transit shelters and facilities. Public meetings are promoted through social media, print media (i.e. Las Vegas Review Journal, The Sentinel Voice, El Mundo, Chinese Daily), and through news releases to local television, radio, and print media. Additionally, invitations may be sent through residential door hangers, direct mail, targeted email notification lists, distribution by partner organizations, and postings at community centers and libraries.

#### Convenient In-Person Input Opportunities

Public meetings are scheduled at locations and times that are convenient for surrounding residents, and held at ADA accessible facilities. Pop-up meetings with interactive outreach activities are often held in conjunction with existing community events. Project presentations are also made at existing meetings of minority and/or LEP focused organizations.

#### Online Engagement

Online engagement by the RTC has made use of virtual and hybrid stakeholder meetings. These have had the ability to offer synchronous translation services upon request, and/or facilitation in Spanish. Public meetings and workshops may include streaming on Youtube or Facebook Live with Spanish captions or voiceover available. Online surveys in Spanish and English have been used in many projects, reaching significantly more people than traditional in-person public meetings. Interactive web based maps have also been used for online meetings. RTC staff tracks best practices in online engagement and implements new available tools on an ongoing basis.

#### Language Services

RTC Transit print and audio messaging is provided in both Spanish and English. Assistance such as oral language translations, sign language service, foreign language service and resources, and document translation services is provided upon request for all public meetings. Additionally, the MPO provides Executive Summaries of document in Spanish and English and translation to other languages is available upon request. For additional available language services, see Section 2.5.2.

### 2.4.2. MPO Outreach Summary

Since the 2019 Title VI Report Update, the RTC MPO has continued to expand outreach activities with a focus on the engagement of minority and LEP populations, as summarized below:

#### Access 2050: Regional Transportation Plan for Southern Nevada (completed January 2022)

The MPO engaged in a continuous process of outreach associated with the development and adoption of the Access 2050 Regional Transportation Plan (RTP). Public involvement anchored the development of Access 2050, beginning with conducting a vision survey that was promoted both online as well as at numerous in-person events.

There were 12,200 responses received in the Vision Survey, which made the survey one of the largest reviews ever of Southern Nevadans' attitudes about transportation. The survey, which was offered in both English and Spanish, was launched on October 10, 2018 and closed on December 31, 2018. The demographic composition of respondents was representative of Clark County residents in terms of age, race and ethnicity as well as income level. This was achieved by monitoring survey results throughout the survey period, and conducting additional digital and in-person outreach to communities that were underrepresented.

During the final development of Access 2050, the RTC sought input on the overall plan and project level input. The Access 2050 project survey was live for 30 days from October 26 to November 25, 2020, running concurrently with the publicly noticed comment period. The survey was embedded on the Access 2050 project website and was promoted via electronic email blasts, social media posts and in person outreach events located throughout Southern Nevada. Additionally, Access 2050 was presented at RTC committee meetings and publically noticed public meetings were held to review the RTP and invite comments from the public.

The RTC received 210 general and 154 project comments for a total of 364 comments that were individually recorded through the Access 2050 project website. These comments received on Access 2050 received a response, along with a description of any actions taken by the RTC to incorporate the feedback received.

Below is an overview of public involvement and public outreach for MPO studies between 2019 through 2022. These included Livable Centers Study I: Deer Springs District Livable Centers Study, the Maryland Parkway Transit Oriented Development study, the latest On Board Mobility Plan Community Survey and the Southern Nevada Public Transit- Human Services Transportation Plan.
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#### Deer Springs District Livable Centers Study (completed January 2020)

The Deer Springs District Livable Centers Study (LCS) public engagement process was designed so participants could provide feedback on development patterns, complete street components and other design elements. The LCS project team created an outreach program strategy that combined social media, community events, public workshops, and door- to-door canvassing of local businesses. The use of social media platforms including Facebook Live allowed the project team to reach a much larger audience then what could be expected at a typical public meeting. This tool allowed hundreds of residents to view the information and provide input on their schedule.

Broadcasting the three public workshops resulted in the following responses: Workshop #1 had 423 views, Workshop #2 had 722 views and Workshop #3 with 201 views.

The project had various workshops and special event activities which were intended to solicit feedback from community stakeholders, area residents, the business community, landowners, and potential developers. Promotion of the workshops and the online survey included flyer delivery, media coordination, and social media posts with local institutions, businesses, community leaders, and partner organizations.

Over 100 community surveys were completed online and at community events during the initial months of the community engagement process. The survey results influenced the concept plan development. All promotional materials geared towards the community was provided in both English and Spanish.

**Maryland Parkway Transit Oriented Development Plans (completed March 2022)**

The Maryland Parkway Transit Oriented Development Plans community and stakeholder input were used, as part of the selection process for prioritizing focus areas and to address community needs throughout the Maryland Parkway corridor. Community members and stakeholders provided additional feedback on focus area needs that included better pedestrian and bike facilities, reduction of traffic congestion as well as more jobs, housing options, parks and open space, shade trees and increased safety.

Both plans had three major community engagement events throughout the life of the project. The first engagement event was a public meeting, with over 50 community members attending. Due to the COVID-19 pandemic, the engagement process went virtual. Both virtual surveys had approximately 1,400 combined responses. Promotion and incentives were essential to first inform the community and stakeholders of opportunities for input and virtual events. Consistent with the goal of reaching a diverse range of stakeholders including traditionally underserved or difficult-to-reach groups, the plan developed community and stakeholder engagement plans for both digital and non-digital audiences. All promotional materials geared towards the community were provided in both English and Spanish.

## On Board Mobility Plan Community Engagement Survey (completed February, 2022)

The RTC launched On Board Mobility Plan Community Engagement Survey on November 2, 2021, with in-person events and community reconnection beginning to resume in Southern Nevada. As the COVID-19 pandemic resulted in financial hardships for many, this timeframe offered a suitable opportunity for the RTC to reaffirm previously ascertained feedback, and to determine whether residents' investment priorities had shifted. Through Survey #4, the agency returned to the community to ask whether the On Board plan still accurately captured transit and non-transit riders' vision of an ideal future regional transportation network, their priorities, and preferred investments.

In addition to English, the survey was offered to community members in Spanish, Tagalog, Mandarin, Vietnamese and Thai. Over several months, the survey teams attended hundreds of

events designed to attract specific segments of the population, such as seniors, veterans, Asian Americans and Pacific Islanders, Latinos, African Americans, and the underserved. There were 15,040 survey responses which made the On Board survey among Metroquest's Top 10 performers of all time in terms of total surveys returned, and, most notably, the highest in its platform history as it related to engagement of the Spanish-speaking community.

### Southern Nevada Coordinated Public Transit- Human Services Transportation Plan (completed July 2020)

The Southern Nevada Coordinated Public Transit-Human Services Transportation Plan (Coordinated Transportation Plan) aims to enhance mobility for individuals with disabilities, older adults, and people with low incomes. The plan brings together public, private, and non-profit transportation and human service providers and includes the following elements: 1) inventory of existing transportation services, 2) identification of transportation needs, duplication of services, and regional service area gaps, 3) assessment of existing and potential funding sources, and 4) goals, strategies and an action plan. The plan was developed through input from a Stakeholder Advisory Committee, which includes 20 transportation and human service providers that continue to meet quarterly in support of plan implementation. Additionally, over 300 representatives of transportation, health, and human services organizations reached through interviews, roundtables, presentations at partner meetings, and a stakeholder survey.

### Tribal Consultations

RTC staff accompanies NDOT staff to tribal consultation meetings as needed. The Las Vegas and Moapa Paiutes have two reservations within Clark County: the Las Vegas Paiutes in the urbanized area and northwest and the Moapa Paiutes in the northeast. Both communities are planning residential, industrial, and/or tourism development on their lands and are interested in cooperating with NDOT and RTC to assure adequate transportation facilities are available.

## 2.4.3. Transit Outreach Summary

In order to keep transit riders informed of any fare or service changes proposed by the RTC, notices are prepared, translated in Spanish language, and posted in various ways to get the word out. Specific information related to all the various transit services provided by the RTC is also available on the RTC website at rtcsnv.com/transit. Collateral is created for all public outreach to educate the public in regards to RTC services, programs, policies, and fare and service changes. The material is disseminated in various formats in English and Spanish.

### RTC Transit

The various outreach mediums that are used by RTC Transit to reach out to the community as a whole are:

- Social Media: Facebook, Twitter, Instagram and YouTube.
- Newspaper Ads: Las Vegas Review Journal (most popular local paper), Black Image (African-American publication), The Sentinel Voice (African-American publication), El Mundo (Spanish

translated), El Tiempo (Spanish translated), Urban Voice (minority publication), and Chinese Daily (Chinese translated)

- Radio Ads: Broadcast all participating English and Spanish stations.
- Collateral is placed in the interior of all the transit vehicles that reach all customers across the Las Vegas Valley including the electronic multi-media on board (MMOB) system.
- Collateral is placed at transit shelters throughout the Las Vegas Valley.
- Ads are placed on the exterior of transit vehicles traveling throughout the Las Vegas Valley.
- Information is posted at all transit facilities and all RTC offices.
- RTC transit pass sales team disseminates information to customers.
- Transportation contractor holds staff meetings to let employees and drivers know of changes.
- Fliers are produced and disseminated to all transit vehicle drivers.
- Transit vehicle drivers disseminate fliers to customers.
- RTC conducts an "ALL HANDS" training session alerting all personnel of changes including appropriate contracted personnel, such as Fare Enforcement Officers.
- Fare Enforcement Officers disseminate fliers to customers.
- Customer Service on hold phone messaging informs customers of upcoming changes.
- RTC staff (street teams) is placed at affected areas promoting changes.
- Signs/decals are posted at transit stops and on ticket vending machines.
- E-mail blast is disseminated to appropriate rtcsnv.com subscribers.
- Information is highlighted in all agency Pocket Guides distributed for free to customers.
- Information is highlighted in all agency Transit Guides sold to customers.
- News releases are disseminated to local television, radio and print media.
- Information is distributed to major community employers.
- Audio recordings for on-hold messaging on customer service and administration phone queues
- Information is posted on the RTC website at rtcsnv.com.
- Homeowners Associations are notified via e-mail.
- Each local jurisdiction's Neighborhood Services Department sends an e-blast to their perspective databases, as well as posting it within their respective facilities.
- Each local jurisdiction's Business Development Office sends an e-blast to their perspective databases, as well as posting it within their respective facilities.
- Information is posted in libraries, community centers, and other community-gathering locales.
- Information workshops/transportation fairs are held at local libraries, community centers, malls, major employers, community events, neighborhood meetings, and other community-gathering places throughout the Las Vegas Valley.
- Club Ride (the agency's Transportation Demand Management program) disseminates newsletters and e-blasts to its customers, as well as conducts weekly information workshops client offices.

### RTC Paratransit

Paratransit specific program information is available at rtcsnv.com/transit/paratransit.

- Direct mail highlighting the proposed changes is sent to all Paratransit customers and guardians/personal care attendants.
- Newsletter article regarding the proposed changes is included in "Paratransitions" (newsletter disseminated to Paratransit customers).
- Customer Service on hold phone messaging informs Paratransit customers of upcoming changes.
- Collateral is created and placed in the interior of all the Paratransit vehicles.
- Paratransit Certification office disseminates fliers to potential and current Paratransit customers and their guardians/personal care attendants.
- Major Paratransit customer agencies and advocates disseminate fliers to current Paratransit customers and their guardians/personal care attendants.
- RTC Paratransit pass sales team disseminates information to customers.
- Information is highlighted in the agency Paratransit Riders' Guides and Paratransit Eligibility brochure given to customers.
- Information is presented to the RTC's Transportation Access Advisory Committee (TAAC) for public comment.

### Recent Transit Service Changes

Since the 2019 Title VI Report, transit fares remained the same and three Major service changes occurred. Outreach related to recent Major service changes was conducted as outlined above. More information about these service changes & associated analyses can be found in Section 3.5.

## 2.5. Language Assistance Plan

The U.S. Department of Transportation (DOT) requires that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP). Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," reprinted at 65 FR 50121 (August 16, 2000), directs each Federal agency to examine the services it provides and to develop and implement a system by which LEP persons can meaningfully access those services. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. The Supreme Court, in Lau v. Nichols, 414 U.S. 563 (1974), interpreted Title VI regulations promulgated by the former Department of Health, Education, and Welfare to hold that Title VI prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination. Federal agencies also have published guidance for their respective recipients in order

to assist them with their obligations to LEP persons under Title VI. This order applies to all state and local agencies that receive federal dollars.

The Language Assistance Plan is a key tool for RTC transit and transportation planning, as described below:

- **RTC Transit**
  Public transit is a key means of achieving mobility for many LEP persons. Providing language assistance to persons with limited English proficiency is an effective way to ensure community outreach that helps identify the mobility needs of this population and any concerns or hardships they may be experiencing due to service or fare changes. An effective Language Assistance Plan demonstrates that the RTC values its customers who use the RTC's fixed route bus services and ADA (American Disabilities Act) Paratransit Demand Response Services and is committed to seeking community input in order to retain and improve the service the RTC offers to the community.

- **MPO**
  The planning and programming decisions made by the MPO will affect the future economic health of the region and the transportation options available to residents. An effective LEP program is a tool to determine the extent to which the transportation needs of the LEP population mirror those of the community at large, and the extent to which LEP persons have different needs that should be addressed through the planning and project development process.

The Language Assistance Plan is based on the federal guidance provided by U.S. DOT. The plan evaluates language needs using the "four factor analysis", identifies available language services, and establishes an implementation plan.

### 2.5.1. Determining Language Needs

In order to prepare the Language Assistance Plan (LAP), a needs assessment is conducted utilizing the Four Factor Analysis, as recommended by USDOT. The four factors are:

1. The number or proportion of limited English proficiency (LEP) persons eligible to be served or likely to be encountered by RTC services and programs.
2. The frequency with which LEP persons come into contact with RTC services and programs.
3. The nature and importance of the RTC's services and programs in people's lives.
4. The resources available to the RTC for LEP outreach, as well as, the costs associated with the outreach.

In the following analyses, each factor is considered in relation RTC Transit and RTC acting as the Metropolitan Planning Organization.

#### Factor 1: Number and Proportion of LEP Population

Individuals with limited English Limited English Proficiency are those who reported speaking English "less than very well" in the American Community Survey (ACS). RTC used data from the 2014-2019

ACS to determine the number of LEP persons over age 5 in Clark County. Key findings from ACS data are summarized below:

- 34.1% of the total population speak a language other than English at home. When comparing 2017 and 2019 ACS five-year estimates, Clark County experienced a 2.4% overall increase in the number of people that speak a language other than English at home, compared to a 4% increase in the overall population (Table 2.2).
- 13.1% of the total population have limited English proficiency and for Spanish and Asian/Pacific Island language groups, 40% of people have limited English proficiency (Table 2.3). The largest LEP language groups are Spanish and Tagalog (Table 2.4).
- 31.1% of the total population are Hispanic or Latino, 11.2% are Black of African American, and 9.7% are Asian (Table 2.5). Filipino residents make up more than half of the total Asian population at 52.9% (Table 2.6).

### Safe Harbor Threshold

The Safe Harbor provision for written materials is triggered when an LEP population reaches 5% of 1,000 persons, whichever is less. According to Table 2.4, nine language groups meet this threshold. As shown in Section 2.5.2, the RTC provides written materials in Spanish, which is the largest LEP language group. The RTC offers translation into any other language upon request.

**Table 2.2: Language Spoken at Home**

| Language Spoken at Home | 5-Year Percent Change in Number of People | 2013-2017 | | 2015 -2019 | |
|---|---|---|---|---|---|
| | | Estimated Number of People | Percent of Total Pop. | Estimated Number of People | Percent of Total Pop. |
| Total Population 5 years and over in Clark County, Nevada | 3.4% | 1,976,398 | - | 2,043,921 | - |
| Speak only English | 4.0% | 1,295,036 | 65.5% | 1,346,419 | 65.9% |
| **Speak a language other than English** | **2.4%** | **681,362** | **34.5%** | **697,502** | **34.1%** |
| Spanish or Spanish Creole | 2.4% | 466,049 | 23.6% | 477,089 | 23.3% |
| Other Indo-European languages | 2.4% | 52,753 | 2.7% | 54,007 | 2.6% |
| Asian and Pacific Island languages | 1.7% | 139,880 | 7.1% | 142,318 | 7.0% |
| Other languages | 6.2% | 22,680 | 1.1% | 24,088 | 1.2% |

Source: U.S. Census Bureau – ACS 2013-2017 and 2015-2019 5 Year Estimates,
Table S1601 – "Language Spoken At Home"

## Table 2.3: Limited English Proficiency

| Total Population 5 Years and Over: 2,043,921 | | | |
|---|---|---|---|
| **Language Spoken at Home** | **Total Number of Language Group that Speaks English "Less Than Very Well"** | **Percent of Language Group that Speaks English "Less Than Very Well"** | **Percentage of Total Population (ages 5+)** |
| Spanish or Spanish Creole | 191,040 | 27.4% | 9.3% |
| Indo-European languages | 14,884 | 27.6% | 0.7% |
| Asian and Pacific Island languages | 54,587 | 38.4% | 2.7% |
| Other languages | 8,239 | 34.2% | 0.4% |
| **% of Total Population (age 5+) with Limited English Proficiency** | | | **13.1%** |

Source: U.S. Census Bureau – ACS 2015-2019 5-Year Estimates,
Table C16001 – "Language Spoken at Home for Population 5 Years and Over"

## Table 2.4: Limited English Proficiency (detailed language list)

| Language | Estimate | % Language Group with Limited English Proficiency |
|---|---|---|
| Total Population Age 5+ in Clark County, Nevada: | 2,043,921 | |
| Speak only English | 1,346,419 | |
| **Spanish:** | **477,089** | |
| **Speak English less than "very well"** | **191,040** | **40.0%** |
| French, Haitian, or Cajun: | 7,395 | |
| Speak English less than "very well" | 1,379 | 18.6% |
| German or other West Germanic languages: | 6,430 | |
| Speak English less than "very well" | 832 | 12.9% |
| Russian, Polish, or other Slavic languages: | 12,573 | |
| Speak English less than "very well" | 4,529 | 36.0% |
| Other Indo-European languages: | 27,609 | |
| Speak English less than "very well" | 8,144 | 29.5% |
| Korean: | 9,779 | |
| Speak English less than "very well" | 4,743 | 48.5% |
| **Chinese (incl. Mandarin, Cantonese):** | **28,207** | |
| **Speak English less than "very well"** | **16,615** | **58.9%** |
| Vietnamese: | 8,513 | |
| Speak English less than "very well" | 4,265 | 50.1% |
| **Tagalog (incl. Filipino):** | **72,077** | |
| **Speak English less than "very well"** | **19,667** | **27.3%** |
| Other Asian and Pacific Island languages: | 23,742 | |
| Speak English less than "very well" | 9,297 | 39.2% |
| Arabic: | 3,934 | |
| Speak English less than "very well" | 1,214 | 30.9% |
| Other and unspecified languages: | 20,154 | |
| Speak English less than "very well" | 7,025 | 34.9% |

Source: U.S. Census Bureau – ACS 2015-2019 5-Year Estimates,
Table C16001 – "Language Spoken at Home for Population 5 Years and Over"

### Table 2.5: Race and Ethnicity

| Race | Estimate | Percent of Total Population |
|---|---|---|
| One race | 2,065,232 | 94.6% |
| White | 1,312,652 | 60.2% |
| Black or African American | 255,174 | 11.7% |
| American Indian and Alaska Native | 18,693 | 0.9% |
| Asian | 212,385 | 9.7% |
| Asian Indian | 11,168 | 0.5% |
| Chinese | 33,295 | 1.5% |
| Filipino | 112,407 | 5.2% |
| Japanese | 9,794 | 0.4% |
| Korean | 12,667 | 0.6% |
| Vietnamese | 10,877 | 0.5% |
| Other Asian | 22,177 | 1.0% |
| Native Hawaiian and Other Pacific Islander | 16,407 | 0.8% |
| Some other race | 249,921 | 11.5% |
| Two or more races | 116,772 | 5.4% |
| **Ethnicity** | | |
| Hispanic or Latino (of any race) | 679,381 | 31.1% |
| Not Hispanic or Latino | 1,502,653 | 68.9% |
| **Total population in Clark County, Nevada** | **2,182,004** | -- |

Source: U.S. Census Bureau - ACS 2015-2019 5-Year Estimates,
Table DP05 - "Demographic and Housing Estimates"

### Table 2.6: Distribution within Asian population in Clark County

| Ethnicity | Estimate | Percent of Asian Population |
|---|---|---|
| Filipino | 112,407 | 52.9% |
| Chinese, except Taiwanese | 33,295 | 15.6% |
| Korean | 12,667 | 6.0% |
| Vietnamese | 10,877 | 5.1% |
| Asian Indian | 11,168 | 5.3% |
| Japanese | 9,794 | 4.6% |
| Thai | 5,691 | 2.6% |
| Two or more Asian | 7,279 | 3.4% |
| Other Asian | 9,604 | 4.5% |
| Total Asian Population | 212,385 | 100% |
| **Total Population in Clark County, Nevada** | **2,182,004** | |

Source: U.S. Census Bureau – ACS 2015-2019 5-Year Estimates,
Table B02015 - "Asian Alone by Selected Groups"

### Factor 2: Frequency of Contact

#### Transit

Typically, the front line staff such as bus drivers, dispatchers, and call center staff are primarily in direct contact with customers and answer inquiries related to transit and paratransit services or activities. Currently, the most common request for translation is Spanish and translation services for other languages or services (i.e. sign language) are infrequent.

During October 2019, the RTC conducted "Wave 13" of the RTC Customer Satisfaction Survey a statistically valid survey of 906 customers on board RTC fixed route buses. There were 572 residents and 334 tourists surveyed.

- The income of most customers is below the average median household income for Clark County (which was $61,048 in 2019). Of the surveyed customers, 34% of customers reported incomes below $25,000 and 37% reported incomes between $25,000 and $50,000 while 19% reported incomes above $50,000.
- Race and ethnicity for survey participants included, Black/African American (37%), White/Caucasian (34%), Hispanic/Latino (19%), Asian/Pacific Islander (4%) and American Indian/Native American (3%).

In April 2019, the RTC conducted "Wave 12" of the RTC Customer Satisfaction Survey; a statistically valid survey of 850 customers on board RTC fixed route buses.

In that iteration, there were 535 resident surveys and 315 tourist surveys completed. Race and ethnicity for customers surveyed in Wave 12 were as follows. Black/African American (38%), White/Caucasian (26%), Hispanic/Latino (25%), Asian/Pacific Islander (4%), American Indian/Alaskan Native (2%).

Both surveys confirm that RTC transit has frequent contact with Hispanic/Latino Customers, which represents the largest LEP language group.

#### MPO

The MPO has contact with LEP individuals through community engagement related to transportation studies and plans including public workshops, special events, open houses, and online (i.e. social media, website). Each planning study includes the development of a community engagement strategy, where methods to reach LEP populations and translation/language assistance needs are identified based on the project-specific frequency of contact.

Additionally, the RTC conducts analyses to assess the potential impacts of regionally significant projects on minority, low income, and LEP populations, as described in Section 3.3.

### Factor 3: Nature and Importance of Programs, Services and Activities

#### Transit

The RTC provides public transportation services to the general population through its fixed route bus service as well as some specialized transportation services that are based on demand response, such as the paratransit services for the seniors and people with disabilities. The RTC is always striving to provide the exceptional customer service to its riders. Therefore, it is important to the agency that language is not a barrier for the LEP customers while accessing any such transit or transportation services.

The RTC Transit Planning Department also conducts special analyses to assess those routes that operate in minority, low income, underserved, and LEP populations. The majority of RTC transit routes operate in areas where there is a significant LEP population. In addition, all transit routes operate at least partially in LEP populations due to the length of the route and the expanse of the service area, as shown by Map 3.1

#### MPO

The primary function of the MPO is to set out long-term regional transportation investment needs through the development and update of the 20-year Regional Transportation Plan (RTP). This plan provides a framework for discussion of the importance of transportation to the regional economy, accessibility, mobility and safety. The RTP serves as a base for selecting projects for implementation in the near-term using funding under federal transportation programs. These projects are identified in the Transportation Improvement Program (TIP).

The RTC also conducts planning studies that are funded under the Unified Planning Work Program (UPWP), which includes multi-modal transportation studies, data collection and modeling, and intelligent transportation system planning. These studies often provide the basis for including projects in the RTP and TIP. Additionally, due to increasing numbers of pedestrian fatalities, car free households, and people with chronic diseases linked to a lack of physical activity, the RTC has expanded efforts related to active transportation planning. The RTC frequently conducts outreach and provides information to the community related to planning studies.

### Factor 4: Resources Available

Each year, the RTC commits a considerable amount of funds and resources to provide for and improve access to its services and programs for traditionally underserved populations including LEP persons. The costs associated with customer services to the LEP population are part of RTC's annual budget.

## 2.5.2. Providing Language Assistance

The RTC provides language assistance through the following methods:

### Bilingual Print and Digital Communications

Currently, Spanish is the second most common language in Clark County and within the RTC transit service area; therefore, a number of materials are created and translated in a format that is easily understood by this Spanish speaking population.

Collateral are created and translated for outreach and marketing purposes, including:

- Direct mailings in English and Spanish
- Signs/decals posted at transit stops and on ticket vending machines
- E-mail blast disseminated to appropriate rtcsnv.com subscribers
- Audio in English and Spanish for notices and key updates on RTC phone queue systems
- Information highlighted in all agency Pocket Guides distributed free to customers
- Information highlighted in all agency Transit Guides sold to customers
- News releases disseminated to local television, radio and print media
- Newsletters and e-blasts by Club Ride
- Spanish outreach materials (public notices, service explanations)
- English/Spanish on-board signage (how to use services, fares)
- English/Spanish brochures (i.e. fare box use, know your rights)
- Spanish route and time guides
- Spanish versions of key documents, such as Executive Summaries of planning documents

### Multilingual Staff

The RTC Call Center also has two or more certified Spanish speakers available per work shift. Additionally, RTC Human Resources maintains a list of RTC staff who speak languages other than English at a conversational level or above. Staff with these skills provide language assistance to customers when needed, and are able to do so on short notice. As of December 2021, 107 RTC staff speak 25 different languages. These languages include (number of speakers): Spanish (69), Tagalog (13), Chinese (4), German (4), French (2), Mandarin (3), Arabic (1), Asante (1), Ga (1), Italian (2), Russian (1), Bulgarian (1), Danish (1), Greek (1), Hawaiian (1), Hindi (2), Ilocano (1), Japanese (1), Korean (1), Punjabi (1), Swahili (1), Thai (1), Urdu (1), and Visayan (1).

### Bilingual Public Meetings

Staffing at public meetings typically includes at least one staff person with conversational Spanish skills, and more bilingual resources are committed to meetings in areas known to have a high proportion of Spanish speakers. The RTC MPO also holds virtual and hybrid stakeholder and focus group meetings which provide language translation services upon request and/or are delivered in Spanish. Facebook Live used during public meetings also provides Spanish captions.

### Bilingual Bus Announcements

RTC bus audio systems provide transit information/announcements in both English and Spanish.

### Sign Language and Braille

When additional language services are requested, outside contractors, such as American Sign Language Communication and Preston Bass, provide these services with training from RTC staff. Braille is also available from contractor Master Engravers upon request.

### Website Translation

The RTC website is regularly updated to display the latest activities and the website allows for instant translation of the information posted in the following eight languages: Chinese, Dutch, French, Japanese, Korean, Russian, Spanish, and Swedish.

### Additional Assistance

The RTC also offers additional language translation services for public meetings at no cost to the public, if the request is made 48 hours prior to the time of the scheduled meetings. MPO planning documents may also be translated into other languages upon request.

## 2.5.3. Plan Implementation

One of the main tasks for the RTC is to monitor the prioritization of transportation projects in the Regional Transportation Plan (RTP) and the changes to RTC Transit routes, fares and services. In particular, the RTC must analyze any major decision made to the overall transportation system, particularly if it negatively affects areas of high concentration of LEP population. Ongoing LAP implementation strategies include:

- Monitoring Language Needs
- Language Assistance Measures
- Staff Training
- Public Involvement
- Monitoring and Updating the LAP
- Point of Contact

### Monitor Language Needs

The RTC will continue to monitor the language needs of the LEP individuals within its services area and will continue to do the following:

- Continue to monitor the languages and the customers' needs encountered by the front-line staff.
- Continue to monitor the language preferences of the paratransit applicants.
- Continue to monitor the American Community Survey 1-Year Estimate published each year by the US Census Bureau for changes in the LEP population.
- Closely monitor the Census data and ensure that the Language Assistance Plan (LAP) is updated in a timely manner when the threshold population is reached in the Filipino community that is the fastest growing population in Southern Nevada besides the Hispanic population.

### Language Assistance Measures

The RTC will continue to implement the current measures to assist the LEP population and will continue to enhance its services to strengthen the LAP to include:

- Continue to provide for interpreters as needed, in Spanish and any other language requested.
- Maintain regular communication with the drivers, dispatchers and other front line staff regarding their experience with the LEP clients in order to assess the assistance provided.
- Continue to translate important notices regarding fares, service changes, and major transportation planning studies or changes in policies that may directly or indirectly impact the LEP population.
- Continue to work with local social services agencies to disseminate information to the LEP population and to collect information regarding the unmet needs.
- Provide information related to available language translation in future MPO documents.

### Staff Training

The RTC MPO is in the midst of coordinating with the RTC Government Affairs, Media and Marketing department and the RTC legal department for roundtable training for all MPO staff in Title VI policies and complaint procedures. Providing this training will help staff with providing a high level of customer service to the general population as well as the LEP population.

- This training will ensure that all staff are familiar with the processes for handling potential Title VI and LEP complaints.
- Staff with bilingual capabilities would be encouraged to work for the agency and will be given special training related to language assistance and how to handle potential Title VI and LEP complaints.
- RTC will continue to periodically survey staff for their language skills in order to provide conversation language assistance to RTC customers, as needed.

### Public Involvement

The RTC will continue to implement its very extensive and inclusive public outreach process as has been detailed previously.

- Continue to monitor the effectiveness of the current process via feedback received from the public as well as certain targeted surveys.
- Update the Public Participation Plan as needed.
- Explore new and innovative techniques and strategies to engage the public in transportation planning.

### Monitoring and Updating the LAP

The RTC will continue to update the LAP as required by the USDOT and as the characteristics of the population changes. Updates will be made as necessary and may include, but not limited to:

- Changes in LEP population by number or area as new information are made available.
- Updated analysis of the current LEP service area.
- Requirements for addition language translation services.
- Updates to policies and procedures, if such guidance is directed by the RTC Board.

## Contact

Language assistance may be requested by contacting:

Regional Transportation Commission
Government Affairs, Media & Marketing
600 S. Grand Central Parkway, Suite 350
Las Vegas, NV 89106
(702) 676-1500 (phone)

## 2.6. Boards and Committees

Membership of the Board of the RTC is defined in the Nevada Revised Statutes and is comprised of eight members designated by each of the local governments in the region, as well as the Director of the Nevada Department of Transportation serving in an ex-officio capacity. The composition of the Board is determined by the cumulative decisions of each of the member entities.

The Board is supported and advised by a number of Committees and Subcommittees. In most cases, the adopted RTC Policies and Procedures define the entities or agencies to be represented, leaving the membership to be designated by the specified entities and agencies.

There are three committees whose membership is at the discretion of the RTC: the Transportation Access Advisory Committee (TAAC), the Bus Shelter and Bench Advisory Committee (BSBAC), and the Transportation Resource Advisory Committee (TRAC). The purpose of each committee, membership broken down by race, and methods used to encourage minority participation are described below.

### 2.6.1. Transportation Access Advisory Committee

The RTC currently has the Transportation Access Advisory Committee (TAAC), a transit-related advisory committee that includes non-elected citizens. The TAAC provides public input on the transportation concerns and needs of seniors and people with disabilities pursuant to the requirements of the Americans with Disabilities Act of 1990 (ADA). The committee currently includes 11 members and the Policies and Procedures governing the membership of the TAAC state "the TAAC shall number no fewer than eight, nor more than 16 persons, each appointed by the RTC."

**Table 2.7: Transportation Access Advisory Committee Members as of April 2022**

| Race and/or Ethnicity | TAAC Members |
|---|---|
| White | 6 |
| Black or African American | 1 |
| American Indian and Alaska Native | 0 |
| Asian | 1 |
| Native Hawaiian and Other Pacific Islander | 0 |
| Hispanic | 1 |

#### Process to Encourage Minority Participation

TAAC members include persons who are community advocates for seniors, people with disabilities, and citizens who use both fixed route service and paratransit service public transit. Interested persons submit applications to the RTC in order to be considered for TAAC membership. As part of this process, the RTC may mention availability on the Committee to elected officials of Clark County and local agencies, who may nominate a candidate who, in turn, applies. RTC personnel may recommend that an individual apply to participate on the Committee. Also, the RTC will periodically solicit membership applications in the event of vacancies.

### 2.6.2. Bus Shelter and Bench Advisory Committee

The 2005 session of the Nevada Legislature passed Assembly Bill 239, which transferred authority for bus stops from local governments to the RTC. AB 239 further required the establishment of an advisory committee to provide information and advice to the RTC concerning the construction and maintenance of those benches and shelters, thereby heightening Commission sensitivity to community needs and desires. The Policies and Procedures governing the membership of the Bus Shelter and Bench Advisory (BSBAC) reflect the requirements of AB 239 as follows:

"Assembly Bill 239 mandates two members of the general public from each city within the county appointed by the governing body of that city and six members of the general public appointed by the Commission."

**Table 2.8: Bus Shelter and Bench Advisory Committee Members as of September 2022**

| Race/Ethnicity | Bus Shelter & Bench Advisory Committee Members |
|---|---|
| White | 5 |
| Black or African American | 1 |
| American Indian and Alaska Native | 0 |
| Asian | 0 |
| Native Hawaiian and Other Pacific Islander | 0 |
| Hispanic | 1 |
| Unconfirmed | 0 |

#### Process to Encourage Minority Participation

When filling two vacant positions, RTC will make efforts to increase minority representation. RTC Government Affairs staff plans to distribute the vacancy announcement to an email group of African American, Hispanic, and Asian Pacific community leaders. RTC Government Affairs staff will also reach out to colleagues of under-represented communities seeking names of recommended committee applicants.

### 2.6.3. Transportation Resource Advisory Committee (TRAC)

To address technological transportation advancements as well as the region's growing resident and tourism mobility demands, the RTC Board authorized staff to create the Transportation Resource Advisory Committee and Community Collaboration (TRAC) in September 2015.

TRAC consists of thoughtful leaders and committed citizens who represent large sectors impacted by transportation-related issues and are dedicated to transforming transportation in Southern Nevada and moving our community forward. TRAC consists of members who represent large groups of citizens impacted by transportation-related issues, including: homebuilders, resort/tourism industry, labor unions, engineering, real estate, medical, government, businesses, education, transit riders, cyclists, seniors, and non-profits. The RTC invited representatives from these sectors to participate on TRAC.

**Table 2.9: Transportation Resource Advisory Committee as of September 2022**

| Race/Ethnicity | Transportation Resource Advisory Committee Members |
|---|---|
| White | 19 |
| Black or African American | 2 |
| American Indian and Alaska Native | 0 |
| Asian | 2 |
| Native Hawaiian and Other Pacific Islander | 0 |
| Hispanic | 4 |
| Undetermined | 5 |

### Process to Encourage Minority Participation

When forming the committee, the RTC invited representatives from the Latin Chamber of Commerce and the Urban Chamber of Commerce, who also involved in many other organizations that support minority communities. Ten of the 32 members are women, and three members who represent seniors and/or individuals with disabilities.

## 2.7. Title VI Subrecipient Compliance

The RTC Transit Department is responsible for the administration of the Section 5310 program, which provides enhanced mobility for seniors and individuals with disabilities. Section 5310 funds are utilized to purchase RTC Paratransit vehicles and federal funding does not pass through to subrecipients. The RTC utilizes local funding for projects of non-profit providers that serve transportation needs of senior citizens, individuals with disabilities, and low-income residents through the Community Mobility Project. Although not required, the RTC holds grantees of the Community Mobility Project to established Title VI compliance, auditing and monitoring procedures.

Additionally, the RTC strongly encourages the following strategies that enhance service delivery for transportation-disadvantaged populations through the Coordinated Public Transit-Human Services Plan (Coordinated Plan). Goals include: 1) enhance land use and transportation coordination, 2) promote enhanced pedestrian access to public transit and other modes of travel, 3) promote coordinated advocacy and improving efforts to coordinate funding with human service agencies, 4) improve inter-jurisdictional and intermodal travel, and 5) develop and implement mobility management approaches. An update to the 2016 Coordinated Plan was completed in July 2020.

## 2.8. Title VI Equity Analysis for Construction of Facilities

No new facilities have been constructed since the 2019 Title VI Program Report. The RTC will conduct a thorough analysis of Environmental Justice (EJ) impacts within the surrounding area of any projects proposed in the future, including an analysis of facility siting.

# 3. REQUIREMENTS FOR FIXED ROUTE TRANSIT PROVIDERS

This Chapter covers the requirements that must be followed by Fixed Route Transit Providers that are subrecipients of Federal Transit Administration (FTA) funds. As with the general requirements discussed in Chapter 2, these transit requirements are set out in detail in FTA Circular C4702.1B of October 2012.

## 3.1. System-Wide Service Standards

### 3.1.1. Vehicle Load Standards

The RTC pays special attention to over-crowding, and applies maximum occupancy standards (Table 3.1). Should these standards be exceeded routinely on one or more trips, that route becomes a candidate for frequency or vehicle capacity adjustments to reduce overcrowding and meet the standards shown in Table 3.1. Since the RTC operates a diverse fleet of vehicles, each vehicle type has its own maximum acceptable load, which is ascertained and maintained by the Service Planning group.

**Table 3.1: Maximum Acceptable Loads**

| Vehicle Type | Maximum Acceptable Load |
|---|---|
| **Double-deck** | 80 passengers |
| **60' Articulated** | 75 passengers |
| **40' Bus** | 45 passengers |

Since there are slight variations in the number of seats between vehicles of the same type, RTC has chosen to use actual numbers of passengers as a standard, rather than load factors expressed as a percentage of seats available. Generally, vehicles with fewer seats than another vehicle of the same type are designed to accommodate more standees, meaning the overall acceptable capacity for the vehicles remain similar.

### 3.1.2. Vehicle Headway Standards

Given the realities of budget constraints, the RTC works with the following set of priorities and standards for service improvements. The RTC utilizes Boardings per Revenue Hour (B/RH) to evaluate the efficiency of RTC transit services. It measures the number of passenger boardings for each hour of revenue service provided. Four categories of B/RH standards are used based on route frequency, evaluated at the trip level (scheduled frequency in effect at trip start time). Each route is evaluated on an annual basis and if a route shows that it consistently meets the B/RH criteria for an upgrade that upgrade is prioritized for the next available service change, subject to funding availability.

Table 3.2: Boardings per Revenue Hour (B/RH) Standards for Mature[1] Fixed-Routes

| Frequency Category | Boardings per Revenue Hour (B/RH) |
|---|---|
| **60 Minute Routes** | 15 to 25 B/RH |
| **30 Minute Routes** | 20 to 35 B/RH |
| **20 Minute Routes** | 30 to 45 B/RH |
| **15 Minute Routes** | 40+ B/RH |

### 3.1.3. On-Time Performance Standards

On-Time Performance (OTP) is a critical measure of service reliability that customers experience directly. Customers expect that a bus will arrive at its scheduled time. When buses run late (or early), passengers are late to work or other appointments, causing significant hardship and perhaps resulting in lost patronage if the unreliability is chronic. OTP can often be improved by continuously allocating more running time, but this creates longer commutes for customers and makes transit less competitive with other modes. Additionally, increasing running time represents service hours that could be used elsewhere to increase frequencies, or add or extend routes.

In an attempt to balance these considerations, the RTC operates with the following OTP standard:

*Departures from ninety percent (90%) of all timepoints shall consist of no greater deviation from the schedule than one (1) minute early departure and no more than five (5) minutes late departure.*

On-Time Performance is measured automatically using GPS, assessing the timeliness of all service operated and logged into the Automated Vehicle Locator (AVL) system.

OTP is affected by a number of factors that are addressed in differing ways, as shown in Table 3.3.

[1] Routes that have been operating for three years or longer are considered mature.

**Table 3.3: Factors Affecting On-Time Performance and Mitigation Measures Used**

| Factor Category | Examples | Mitigation Measures |
|---|---|---|
| **Unanticipated Delays** | Road construction, traffic accidents, detours, passenger incidents, breakdowns, police activity | Fill-in / "hot" coaches |
| **Operational Issues** | Unusually slow operators, missed service (not due to Unanticipated Delays), abuse of recovery time | Operator retraining or discipline, increased contractor oversight |
| **Insufficient Running Time** | Runs tend to start on-time but become consistently late –affects multiple operators, not caused by Unanticipated Delays or Operations Issues | Re-time trips / route |

OTP is monitored daily, but determinations regarding running time are based on at least one month of data. A route that is consistently performing below the OTP standard due to what has been determined to be insufficient running time shall be evaluated for retiming effective with the next scheduled service change.

### 3.1.4. Service Availability Standards

The standard or default bus stop spacing for local routes in the RTC Transit system is one-quarter mile. However, bus stop spacing varies due to a variety of site conditions. Distances ranging from 0.15 to 0.4 miles between individual stops are considered acceptable for local routes. While the exact distance between stops may be not 0.25 miles due to site conditions, local routes should generally average four stops per mile. There are also limited cases where it is acceptable to omit a one-quarter mile stop, including:

1. complete lack of accessible development
2. a freeway interchange or bridge
3. lack of a sidewalk or other safe access
4. freeway segments on express routes
5. arterial express routes designed for faster service
6. any location where pedestrian access is prohibited
7. any location where a stop cannot be safely located due to site conditions

## 3.2. System-Wide Service Policies

### 3.2.1. Vehicle Assignments

Scheduled or planned vehicle distribution to all routes is designed to ensure compliance with the Vehicle Load Standards outlined in Section 3.1.1. Capacity needs are evaluated by trip, with the trip requiring the highest capacity dictating the pre-planned vehicle type to be assigned for each individual vehicle block. Within a vehicle type, buses are to be deployed in a neutral manner among routes & blocks, generally based on yard parking location, ordering/availability, or other operational consideration. There is to be no purposeful deployment of newer or older buses of a particular sub-fleet on particular routes or blocks. Therefore, of the same vehicle types, there should be no significant difference between the average age of vehicles deployed on minority versus non-minority routes.

Of note, the RTC has set an aggressive plan for retiring & replacing fixed-route vehicles, resulting in a relatively young fleet. As of June 2021, the average fleet age for all RTC Transit vehicles is 5.8 years.

### 3.2.2. Transit Amenities

It is the goal of the RTC to install transit amenities at every stop where there is room to safely install a bus shelter and or bench. The RTC is currently underway on a capital program to achieve this goal and shelters are being installed at stops based on ridership and space availability. Therefore, this overall policy should result in no significant difference between the presence of amenities at bus stops within or adjacent to minority block groups versus at stops not within or adjacent to minority block groups, except to the extent that ridership may differ and affect prioritization in the case of limited resources to place amenities. Some stops meet the requirement for an amenity but right-of-way cannot be acquired. In an instance where a shelter is warranted, but the right of way is not available, RTC will evaluate other options. Such options can include the use of a slim-line shelter or possibly relocating a stop slightly to a location where right of way is available, if such relocation would not significantly affect the bus stop spacing.

### 3.2.3. Title VI Disparate Impact Policy

The Regional Transportation Commission of Southern Nevada (RTC) has established the Disparate Impact Policy in compliance with the applicable Federal requirements (Title VI of the Civil Rights Act of 1964, 49 CFR Section 21 and FTA Circular 4702.1B).

The FTA Circular 4702.1B requires that recipients of Federal Transit Administration funding prepare and submit service equity analyses for proposed major service changes or any fare change. The purpose of this policy is to establish a threshold which identifies when the adverse effects of a fare change or major service change, (defined as a 25% or greater) addition or reduction in service, are borne disproportionately by minority populations. The Disparate Impact threshold is defined as follows: Should the impact of any major service change require a minority population to bear adverse effects (20% more or less than those adverse effects borne by the non-minority population), that impact will be considered a disparate impact.

Should a proposed major service change result in disparate impact, RTC will consider modifying the proposed change to avoid, minimize or mitigate the disparate impact of the change. If RTC finds

potential disparate impacts and then modifies the proposed changes in order to avoid, minimize or mitigate potential disparate impacts, RTC will reanalyze the proposed changes in order to determine whether the modification actually removed the potential disparate impacts of the changes.

### 3.2.4. Disproportionate Burden Policy

The Regional Transportation Commission of Southern Nevada (RTC) has established the Disproportionate Burden Policy in compliance with applicable Federal requirements (Title VI of the Civil Rights Act of 1964, 49 CVF Section 21 and FTA Circular 4702.1B).

The FTA Circular 4702.1B requires that recipients of Federal Transit Administration funding prepare and submit service equity analyses for proposed major service changes or any fare change. The purpose of this policy is to establish a threshold which identifies when the adverse effects of a fare change or major service change, defined as a 25% (or greater) addition or reductions in service, or construction projects, are borne disproportionately by low-income populations. For purposes of this policy, low-income population is defined as any readily identifiable group of households who are at or below 150% of the Department of Health and Human Services Poverty Guidelines.

The disproportionate burden threshold is described as follows: Should the burden of any major service change require a low-income population to bear adverse effects (20% more than those adverse effects borne by the non-low-income population), that impact will be considered a disproportionate burden.

Should a proposed major service change result in a disproportionate burden, RTC will consider modifying the proposed change to avoid, minimize or mitigate the disproportionate burden of the change. If RTC finds a potential disproportionate burden and then modifies the proposed changes in order to avoid, minimize, or mitigate potential disparate impacts, RTC will reanalyze the proposed changes in order to determine whether the modifications actually removed the potential disproportionate burden of the changes.

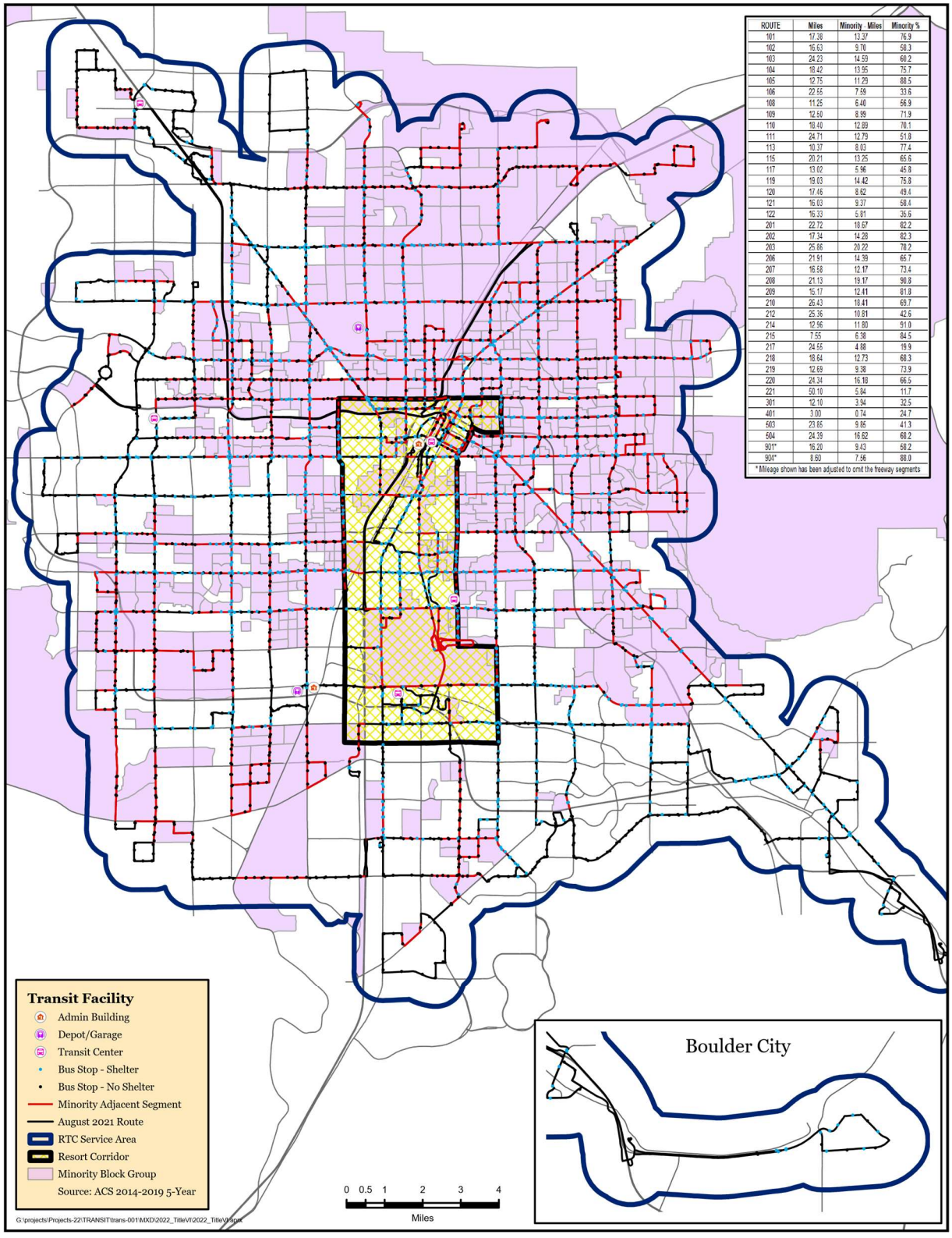
## 3.3. Demographic Data

To conduct a Major Service Change analysis, RTC references demographic data on fixed-route lines from the Remix software platform (https://www.remix.com/solutions/transit). As of April 2022, Remix demographic data comes from the Census Bureau 2015-2019 ACS 5-year estimates. As shown on the Major Service Change analysis spreadsheets, the low-income definition is set at 150% of the US federal poverty level. A full description of the data & methodology used in the calculations reflected on Major Service Change analysis spreadsheets is found here: https://help.remix.com/en/articles/1439215-remix-101-using-the-remix-title-vi-engine . A description & evaluation of Major Service Changes is the subject of Section 3.5

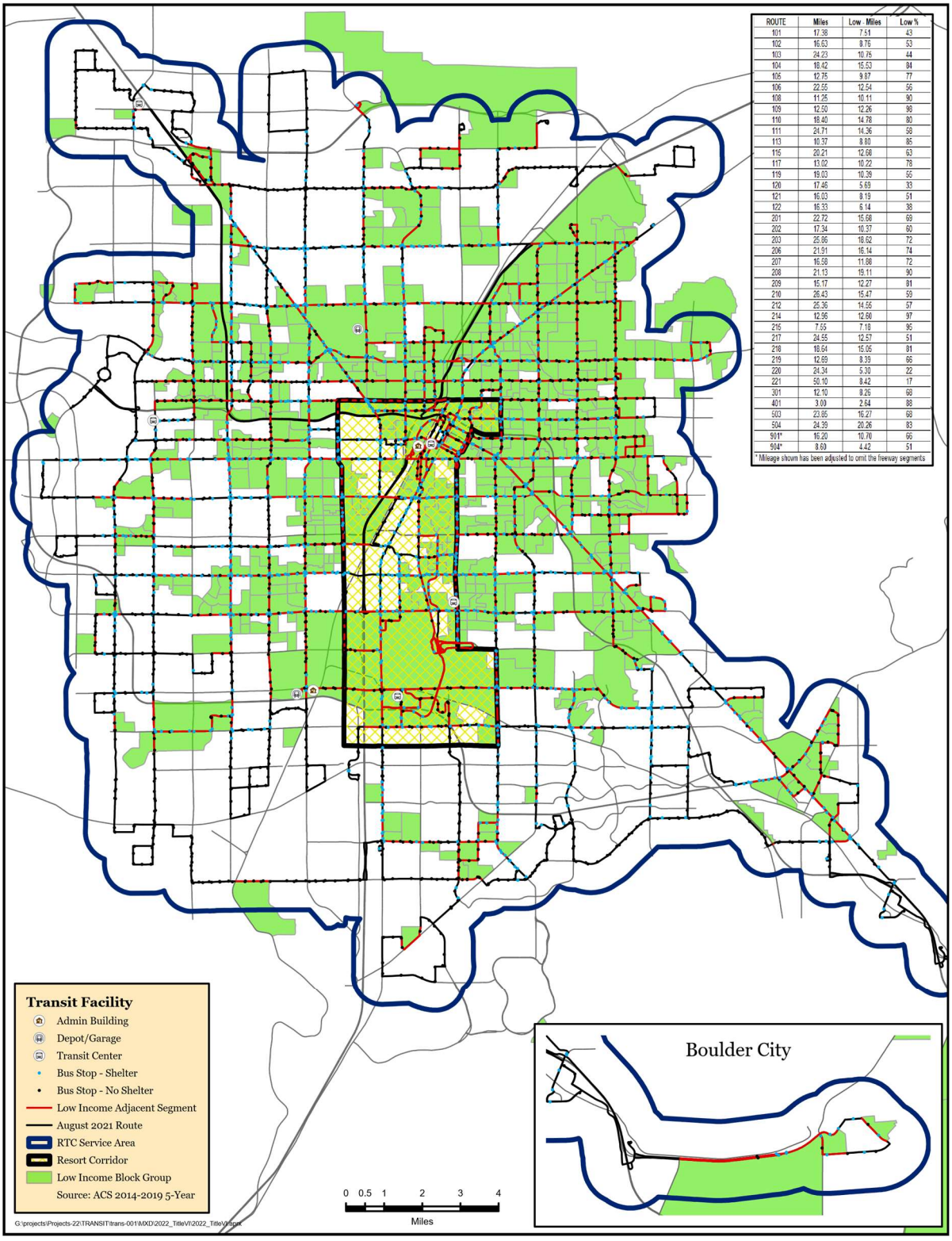
All but four RTC transit routes are designated as minority transit routes, based on the definition required by FTA Circular 4702.1B. Notably, two of RTC's four non-minority routes are primarily designed to serve visitors within the Las Vegas Strip Resort Corridor, and therefore generally have atypical service characteristics that are less representative of other RTC routes.

The map & map-embedded table below summarize each route, the total route miles, route miles in minority population and the percentage of minority population. In addition, similar analysis was conducted for Low-Income populations and a map for that is included below. For minority transit routes, the agency will follow its established Disparate Impact Policy and for Low Income will follow the established Disproportionate Burden Policy. As noted, the dataset for these determinations is also the Census Bureau 2015-2019 ACS 5-year estimates.

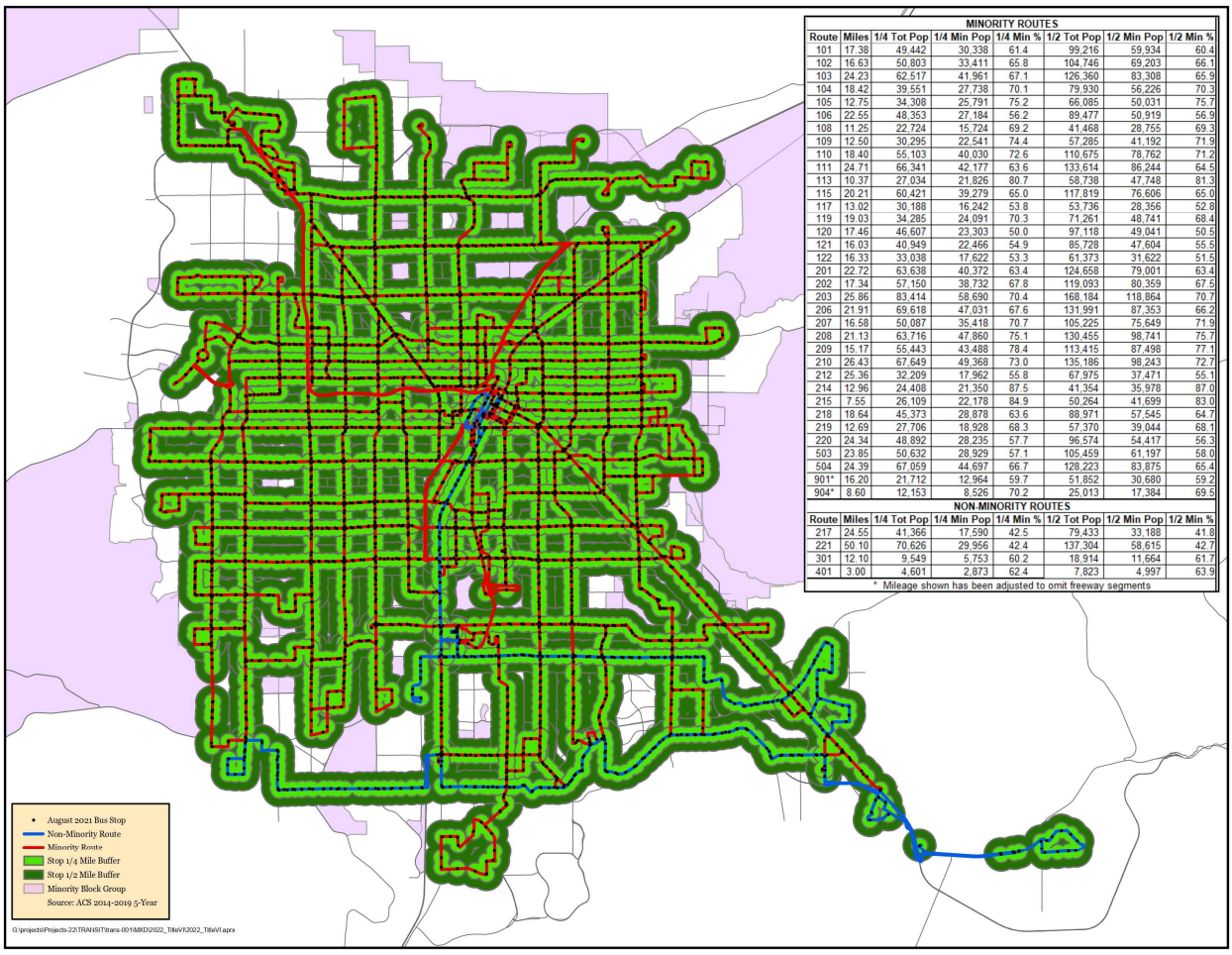
## Map 3.1: Transit and Minority Block Groups



## Map 3.2: Transit and Low Income Block Groups



Map 3.3: Minority Route Designation




MINORITY ROUTES

| Route | Miles | 1/4 Tot Pop | 1/4 Min Pop | 1/4 Min % | 1/2 Tot Pop | 1/2 Min Pop | 1/2 Min % |
|---|---|---|---|---|---|---|---|
| 101 | 17.38 | 49,442 | 30,338 | 61.4 | 99,216 | 59,934 | 60.4 |
| 102 | 16.63 | 50,803 | 33,411 | 65.8 | 104,746 | 69,203 | 66.1 |
| 103 | 24.23 | 62,517 | 41,961 | 67.1 | 126,360 | 83,308 | 65.9 |
| 104 | 18.42 | 39,551 | 27,738 | 70.1 | 79,930 | 56,226 | 70.3 |
| 105 | 12.75 | 34,308 | 25,791 | 75.2 | 66,085 | 50,031 | 75.7 |
| 106 | 22.55 | 48,353 | 27,184 | 56.2 | 89,477 | 50,919 | 56.9 |
| 108 | 11.25 | 22,724 | 15,724 | 69.2 | 41,468 | 28,755 | 69.3 |
| 109 | 12.50 | 30,295 | 22,541 | 74.4 | 57,285 | 41,192 | 71.9 |
| 110 | 18.40 | 55,103 | 40,030 | 72.6 | 110,675 | 78,762 | 71.2 |
| 111 | 24.71 | 66,341 | 42,177 | 63.6 | 133,614 | 86,244 | 64.5 |
| 113 | 10.37 | 27,034 | 21,826 | 80.7 | 58,738 | 47,748 | 81.3 |
| 115 | 20.21 | 60,421 | 39,279 | 65.0 | 117,819 | 76,606 | 65.0 |
| 117 | 13.02 | 30,188 | 16,242 | 53.8 | 53,736 | 28,356 | 52.8 |
| 119 | 19.03 | 34,285 | 24,091 | 70.3 | 71,261 | 48,741 | 68.4 |
| 120 | 17.46 | 46,607 | 23,303 | 50.0 | 97,118 | 49,041 | 50.5 |
| 121 | 16.03 | 40,949 | 22,466 | 54.9 | 85,728 | 47,604 | 55.5 |
| 122 | 16.33 | 33,038 | 17,622 | 53.3 | 61,373 | 31,622 | 51.5 |
| 201 | 22.72 | 63,638 | 40,372 | 63.4 | 124,658 | 79,001 | 63.4 |
| 202 | 17.34 | 57,150 | 38,732 | 67.8 | 119,093 | 80,359 | 67.5 |
| 203 | 25.86 | 83,414 | 58,690 | 70.4 | 168,184 | 118,864 | 70.7 |
| 206 | 21.91 | 69,618 | 47,031 | 67.6 | 131,991 | 87,353 | 66.2 |
| 207 | 16.58 | 50,087 | 35,418 | 70.7 | 105,225 | 75,649 | 71.9 |
| 208 | 21.13 | 63,716 | 47,860 | 75.1 | 130,455 | 98,741 | 75.7 |
| 209 | 15.17 | 55,443 | 43,488 | 78.4 | 113,415 | 87,498 | 77.1 |
| 210 | 26.43 | 67,649 | 49,368 | 73.0 | 135,186 | 98,243 | 72.7 |
| 212 | 25.36 | 32,209 | 17,962 | 55.8 | 67,975 | 37,471 | 55.1 |
| 214 | 12.96 | 24,408 | 21,350 | 87.5 | 41,354 | 35,978 | 87.0 |
| 215 | 7.55 | 26,109 | 22,178 | 84.9 | 50,264 | 41,699 | 83.0 |
| 218 | 18.64 | 45,373 | 28,878 | 63.6 | 88,971 | 57,545 | 64.7 |
| 219 | 12.69 | 27,706 | 18,928 | 68.3 | 57,370 | 39,044 | 68.1 |
| 220 | 24.34 | 48,892 | 28,235 | 57.7 | 96,574 | 54,417 | 56.3 |
| 503 | 23.85 | 50,632 | 28,929 | 57.1 | 105,459 | 61,197 | 58.0 |
| 504 | 24.39 | 67,059 | 44,697 | 66.7 | 128,223 | 83,875 | 65.4 |
| 901* | 16.20 | 21,712 | 12,964 | 59.7 | 51,852 | 30,680 | 59.2 |
| 904* | 8.60 | 12,153 | 8,526 | 70.2 | 25,013 | 17,384 | 69.5 |

NON-MINORITY ROUTES

| Route | Miles | 1/4 Tot Pop | 1/4 Min Pop | 1/4 Min % | 1/2 Tot Pop | 1/2 Min Pop | 1/2 Min % |
|---|---|---|---|---|---|---|---|
| 217 | 24.55 | 41,366 | 17,590 | 42.5 | 79,433 | 33,188 | 41.8 |
| 221 | 50.10 | 70,626 | 29,956 | 42.4 | 137,304 | 58,615 | 42.7 |
| 301 | 12.10 | 9,549 | 5,753 | 60.2 | 18,914 | 11,664 | 61.7 |
| 401 | 3.00 | 4,601 | 2,873 | 62.4 | 7,823 | 4,997 | 63.9 |

* Mileage shown has been adjusted to omit freeway segments

## 3.4. Monitoring Transit Service

The Transit Planning department monitors all routes. The method used in order to adequately analyze the data was to compare each non-minority route in the system with all minority routes. The determination whether a route was a minority route or not was based on the required definition of more than one-third of a route's mileage being through or immediately adjacent to a Census block group with a higher than average percentage of minorities for the RTC Service Area. As noted in Section 3.3, only four of RTC's 39 fixed routes meet the definition of non-minority, and two of those four routes exhibit atypical characteristics of being primarily designed to serve a visitor population.

The chosen monitoring period is March 2022. March represents a typical month of service with usually median monthly ridership for the year, moderate weather, and generally unaffected by

seasonal fluctuations. However, beginning in February 2022, RTC reduced its weekday schedule to Saturday schedules due to an operator labor shortage. As a result, subsequent months of service have operated with artificially reduced schedules. This has had unforeseen impacts on service levels that are reflected in the monitoring results. As RTC works to return to a full service schedule it is anticipated that monitoring observations will improve accordingly.

### 3.4.1. Vehicle Loads

RTC monitors the vehicle loads of all trips on all routes using data gathered by Automated Passenger Counters (APCs) and assembled into a report. RTC reviews this report prior to each service change, adjusting service frequency or vehicle type assigned to ensure adherence to capacity standards.

Table 3.4 below provides a summary of vehicle load monitoring for all trips conducted during March 2022. Trips with valid APC data are classified into Minority or Non-Minority according on which route they occurred. The trip's peak load is then checked against the trip's actual assigned vehicle type per the standard defined in section 3.1.1 to judge if it had sufficient or insufficient capacity.

**Table 3.4: Vehicle Loads**

| Trip Route Type | Sufficient Capacity Trips | Insufficient Capacity Trips | Pct. Insufficient |
|---|---|---|---|
| Minority | 89,443 | 107 | 0.1% |
| Non-Minority | 8,815 | 435 | 4.7% |

***Assessment:*** Monitoring RTC standards for fixed route vehicle loads found no disparate impact for minority routes. Capacity is sufficient and well within RTC standards for most trips. The majority of trips with insufficient capacity according to standards are already using RTC's largest capacity vehicle Capacity issues may be exacerbated by the reduced schedules, OTP issues, or operational limitations. RTC will need to investigate the root causes and explore applicable methods to alleviate capacity issues for these trips such as potentially increasing service frequency on specific routes.

### 3.4.2. Vehicle Headways

Table 3.5 below summarizes headway sufficiency for all trips with valid data that occurred in March 2022. Trips are categorized into Minority or Non-Minority trips according to their route. A trip's headway is defined as the difference in minutes between the scheduled preceding trip time and the trip's scheduled time. The trip's boarding per revenue hour is then compared to the calculated headway per the standard defined in section 3.1.2 to check if the trip's headway is sufficient.

**Table 3.5: Vehicle Headways**

| Route Type | Sufficient Headway Trips | Insufficient Headway Trips | Pct. Insufficient |
|---|---|---|---|
| Minority | 52,835 | 16,597 | 23.9% |
| Non-Minority | 2,606 | 456 | 14.9% |

***Assessment:*** Monitoring RTC headway standards for fixed route vehicles show a higher proportion of insufficient headways on minority routes. This discrepancy is mostly attributable to the nature of non-minority routes. A substantial portion of non-minority trips already operate at RTC's highest headway classification, which have no upper boarding per revenue hour limit, therefore those trips cannot be classified as insufficient. Most of the remaining non-minority trips are part of new service, which has yet to mature, thus existing headways exceed demand. When compared to the more mature minority routes the contrast is very apparent. Further intensifying the effect is the temporary Saturday schedule, which has artificially reduced headways on several routes causing service to fall below standards on minority routes.

To address this disparity, RTC recognizes the need to return to regular weekday schedules. This will reduce headways on several minority routes. Once that is possible, RTC will continue to monitor and assess any further discrepancies. If issues persist, RTC can focus headway improvements on routes demonstrating high levels of sustained boardings per revenue hour over consecutive trips. RTC also anticipates some self-correction as new routes mature.

### 3.4.3. On Time Performance

Table 3.6 summarizes the On-Time Performance for minority and non-minority routes during March 2022. Following the standards outlined in Section 3.1.3, On-Time Performance is measured at the timepoint level and weighed accordingly. The one exception is The Deuce, which is excluded from the summary as it operates along the highly variable, iconic Las Vegas Strip corridor, where headway consistency rather than On-Time Performance is valued.

**Table 3.6: On-Time Performance**

| OTP | Routes | Weighted Average | Median | Range |
|---|---|---|---|---|
| Minority Routes | 35 | 79% | 83% | 89%-63% |
| Non-Minority Routes | 3 | 89% | 92% | 97%-84% |

***Assessment:*** Monitoring RTC standard for fixed route On-Time Performance (OTP) shows a strong difference between minority and non-minority routes. Low system OTP has been a consistent issue affecting RTC's system stemming from complications from the COVID-19 pandemic and industry labor shortage. However, OTP has been disproportionally high among the three non-minority routes subject to RTC's OTP standards. Due to the nature of these routes, they generally experience lower variability in running times, with lower dwell times at stops, less congestion in their respective corridors, and have ample recovery times. Minority routes on average tend to experience higher dwell times, higher ridership, and congestion, which produces greater variability in travel times, diminishing their available recovery times.

To address this disparity, RTC recognizes the need to return to regular weekday schedules. This will increase segment runtimes on several minority routes to match observed traffic and dwell time. Once that is possible, RTC will continue to monitor and assess any further discrepancies. Runtime

adjustments and service increases can then be focused on routes struggling with low OTP. As the labor market recovers, RTC will also work closely with its contractors to ensure drivers are properly trained on maintaining high OTP levels.

### 3.4.4. Service Availability for Minority and Non-Minority Residents

Table 3.7 below summarizes stop spacing for minority and non-minority routes. All route patterns were considered as they may have distinct stop spacing. Highway or express sections were omitted as well as other significant limited access areas, notably the airport. Number of scheduled trips by route weighs the average.

**Table 3.7: Stop Spacing**

| Stop Spacing (Miles) | Weighted Average | Median | Route Avg. Range |
|---|---|---|---|
| Minority Routes | 0.30 | 0.29 | 0.41-0.24 |
| Non-Minority Routes | 0.36 | 0.36 | 0.37-0.32 |

***Assessment:*** Monitoring RTC standards for fixed route stop spacing found no disparate impact for minority routes. Service availability as measured through stop spacing shows that on average minority route stop spacing is no longer than of non-minority routes. Naturally, there is variation among routes but the average stop spacing for non-minority routes falls within the average range of the larger set of minority routes. RTC consistently monitors developments along route corridors for opportunities to optimize stop spacing.

### 3.4.5. Vehicle Assignments

Table 3.8 summarizes average vehicle age by minority and non-minority trip that occurred during March 2022. While vehicle types are pre-planned by block, actual vehicle assignments may vary based on vehicle availability & maintenance operations, so actual rather than scheduled vehicle assignments were monitored. Between minority and non-minority routes, only two vehicle types were shared. Average age of those subfleets were also compared.

**Table 3.8: Vehicle Assignment**

| Route Type | All Vehicle Types | | Shared Vehicle Types | | |
|---|---|---|---|---|---|
| | *Avg. Age* | *Trips* | *Vehicle Type* | *Trips* | *Avg. Age* |
| Minority | 5.5 | 89,597 | 40 CNG | 42,816 | 4.7 |
| | | | DD | 3,815 | 15 |
| Non-Minority | 6.2 | 9,250 | 40 CNG | 3,595 | 4.9 |
| | | | DD | 2,158 | 15 |

***Assessment:*** Monitoring RTC standards for fixed route vehicle assignments based on average vehicle age found no disparate impact for minority routes. When looking at overall vehicle age at the trip level, minority route trips were not assigned older vehicles. When looking at shared vehicle types among minority and non-minority routes, the same holds true. The difference in overall vehicle age mostly stems from exclusive vehicle types (such as 60' buses only on minority routes) needed due to operational characteristics of the routes. However, this actually results in a slight positive rather than a negative impact to minority routes. RTC will continue to monitor as the agency acquires and distributes new vehicles.

### 3.4.6. Transit Amenities

Table 3.9 summarizes the distribution of transit amenities found in or near minority block groups to those that are not. In cases where a minority block boundary contained stops on one side of the road, the stops on the opposite side are considered accessible to that minority block. All other stops outside of minority blocks are in non-minority block groups. Amenity types are also monitored to ensure no bias between shelter and bench distribution as well.

**Table 3.9: Transit Amenities**

| | | In/Near Minority Block Groups | | Non-Minority Block Groups | |
|---|---|---|---|---|---|
| | *System #* | *#* | *%* | *#* | *%* |
| ***Total. Stops*** | ***3710*** | ***2479*** | ***67%*** | ***1231*** | ***33%*** |
| With Shelter | 1597 | 1134 | 71% | 463 | 29% |
| With Bench | 2123 | 1535 | 72% | 588 | 28% |
| Both | 1592 | 1131 | 71% | 461 | 29% |
| Either | 2128 | 1538 | 72% | 590 | 28% |

***Assessment:*** Monitoring RTC standards for fixed route stop amenities found no disparate impact for minority block groups. Stops in or near predominantly minority block groups are more likely to have shelters and/or benches than predominantly non-minority block groups. RTC's current amenities policy based on ridership has not produced a negative impact on minority block groups, but rather a positive impact. RTC will continue to monitor the relative distribution of amenities as changes occur.

## 3.5. Evaluating Service Changes

The analyses in this section are taken from internal memoranda developed to determine whether the proposed changes will have a disparate impact or disproportionate burden and how best to minimize any such impacts. The RTC also conducts numerous public outreach events and public hearings for any proposed Major Service Change or fare policy change.

Based on the latest FTA guidance in Circular 4702.1B, the RTC will continue to ensure that Title VI analyses are conducted, and its findings are approved by its Board of Commissioners, for all major fare and service changes recommended in the future.

Below are the Title VI analyses conducted for each of these changes since the RTC's last program update report to FTA.

### 3.5.1. Express Transit Services for Major Events

The RTC proposes to implement a series of new transit services for major events at T-Mobile Arena and/or Allegiant Stadium. These express style services operate out of RTC or RTC partner facilities as park and ride style operations and fall within the RTC's definition of "major service change". Therefore, in accordance with the RTC's Civil Rights Act of 1964 – Title VI 2013 Program Update Report and the Federal Transit Administration's Circular 4702.1B, the following analysis was conducted to confirm that the route changes would not result in adverse effect on Minority, Low Income, or Limited English Proficiency (L.E.P.) passengers.

Route 605: Summerlin Express

Operating from the Downtown Summerlin Transit Station this express route offers park and ride options to those on the west side of the Las Vegas Valley. The station is serviced by two additional fixed routes. Those routes are: Route 206 (Charleston) and the SX (Sahara Express). Passengers have the option to take one of these fixed routes, drive, utilize rideshare, bike, or walk to the station. Standard fares are permitted and any and all passengers are welcome in addition to event passengers. The vicinity of the Downtown Summerlin Transit Station is 24.5% minority, 14.1% in poverty, and 4.6% LEP.

Route 606: Green Valley Express

Operating from the Green Valley Ranch Resort this express route offers park and ride options to those in central and southern Henderson. The park and ride is serviced by two additional fixed routes. Those routes are: Route 111 (Green Valley/Pecos) and Route 122 (S. Maryland Parkway/Horizon Ridge). Passengers have the option to take one of these fixed routes, drive, utilize rideshare, bike, or walk to the station. Standard fares are permitted and any and all passengers are welcome in addition to event passengers. The vicinity of the Green Valley Ranch stop is 29.1% minority, 10.3% in poverty, and 8.6% LEP.

Route 607: Centennial Express

Operating from the Sante Fe Station Casino this express route offers park and ride options to those in the northwest portion of the Valley. The park and ride is serviced by three additional fixed routes. Those routes are: Route 101 (Rainbow), Route 106 (Rancho/Centennial Hills) and Route 219 (Craig). Passengers have the option to take one of these fixed routes, drive, utilize rideshare, bike, or walk to the station. Standard fares are permitted and any and all passengers are welcome in addition to event passengers. The vicinity of the Sante Fe Station stop is 46.1% minority, 15.5% in poverty, and 8.3% LEP.

Route 609: East Side Express

Operating from the Boulder Station Casino this express route offers park and ride options to those in the eastern portion of the Valley. The park and ride is serviced by three additional fixed routes.

Those routes are: Route 203 (Spring Mountain/Desert Inn/Lamb), SX-B (Sahara Express – B), and the BHX (Boulder Highway Express). Passengers have the option to take one of these fixed routes, drive, utilize rideshare, bike, or walk to the station. Standard fares are permitted and any and all passengers are welcome in addition to event passengers. The vicinity of the Boulder Station stop is 70.1% minority, 26.1% in poverty, and 27.2% LEP.

Route 612: West Henderson Express

Operating from The M Resort this express route offers park and ride options to those in the west portion of the Henderson. This park and ride is not served by any additional fixed route. Passengers have the option to drive, utilize rideshare, bike, or walk to the stop. Standard fares are permitted and any and all passengers are welcome in addition to event passengers. The vicinity of The M Resort stop is 33.7% minority, 9.0% in poverty, and 4.6% LEP.

**Summary Conclusion**

These changes all involve adding transit service and do not come at the expense of removing other transit service to accommodate these additions. Three of the five routes are classified as minority routes as they are located in areas with more than 1/3$^{rd}$ of the population listed as minority. It is therefore concluded that the proposed service changes do not have adverse effects and no disparate impact on Minority, Low Income, or L.E.P. populations.

**Methodology**

Each route was entered into Remix transit software, which contains the most up to date demographic information. The routes were plotted, stops placed in their respective locations and the data analyzed.

### 3.5.2. October 2020 Service Changes

RTC's October 2020 service changes will focus primarily on adjustments to reduce service in areas where service is redundant or other options exist, so as to minimize the impact. The need for service reductions is brought on by the COVID-19 pandemic and the resulting loss of ridership and revenue. There are nine primary changes, described below and supporting data is also provided in a subsequent spreadsheet that is part of this report.

Major changes by route:

- Route 104 (Valley View): Is primarily intended to serve Valley View Blvd, but has always operated along Arville Street from Russell Road to Twain Avenue because Valley View did not connect between Flamingo & Tropicana. However, a major new bridge over the railroad tracks opened permitting the route to remain on Valley View and eliminating the deviation to Arville. The alteration does not eliminate service to anyone and does not affect or reduce the Paratransit Service Area.
- Route 122 (South Maryland Parkway/Horizon Ridge): Reduction in frequency from every 30 minutes during weekday daytime hours to every 50 minutes. The ridership levels are within the agency specifications for a 60 minute route, thus the 50 minute frequency is appropriate. No

other impacts are associated with this change.

- Route 207 (Alta/Stewart): The change altered days of operation to weekdays only and slightly adjusted hours of operation to earlier in the morning. The route was originally slated for full elimination due to being an unusually short distance from other parallel routes (one-half mile whereas most RTC routes are spaced on mile apart) & being among RTC's bottom five routes for productivity. All lower productivity routes were also proposed for elimination or reduction, or operated at a much further distance to other parallel service. Due to the relatively short distance to other routes & neighboring routes operating much more frequently, the primary design purpose of Route 207 is to serve senior citizens & others whom are walking sensitive. After robust community input, the decision was made to eliminate weekend service only, which was slightly lower productivity than the already low weekday productivity of this route. This preserved the most essential weekday service for those that are especially vulnerable, helping ensure access to medical appointments, which are most common on weekdays, and early morning "senior shopping" hours.
- Route 209 (Vegas/Owens): The changes are quite similar to Route 207, for mostly similar reasons, although Route 209's productivity ranked tenth to last, rather than Route 207's fifth to last. Still, weekend service remained significantly below the system average for weekend productivity, and parallel service was also available within a relatively short walk. Route 209, which previously operated a slightly longer span of service than Route 207, experienced a more significant span of service reduction (approx. two hours in the evening & one hour for a short portion of one trip in one direction in the morning), but retained hours that were still amenable to "senior shopping".
- CX (Centennial Express): This service was paused during the pandemic as it is primarily for hospitality & office commuters, students at UNLV, and McCarran Airport. With the overwhelming majority of those operations either shut down or drastically reduced there was a much-reduced need for this service. As part of the service change the CX was reinstated from Downtown Las Vegas to Centennial Hills, but altered to assume the role of the WAX (Westcliff Airport Express) route south of Downtown to McCarran Airport, with a slight alteration to maintain the CX's service of the UNLV Transit Center.
- HDX (Henderson & Downtown Express): The HDX route is proposed to be shortened to preserve its portions that serve unique geography –where other transit options exist –while eliminating closed door freeway express service into Downtown Las Vegas. As with other proposed changes, this is being done to make required cost reductions on a relatively low productivity line while keeping alternatives available for affected customers, as other routes (particularly the BHX) remain available to fulfill trips no longer possible on the HDX. The HDX is one of few RTC routes that is considered a non-minority route; RTC recognizes the need to ensure the impact of reductions is spread equitably among the population. To reflect its new design, RTC will change the route name to 402 –Henderson / Boulder City.
- SDX (Strip & Downtown Express): The SDX route was eliminated as part of this service change. With the Las Vegas Strip operating at a capacity of 50% - 100% reduction and The Deuce on the Strip operating the same routing, there simply was no longer a need for the express route, due to the pandemic impacts. Ridership had also been declining on the route for years prior to the pandemic, leading to questions about the long-term viability of a limited stop overlay along the same corridor. If the need arises for additional service on the Strip the RTC will reevaluate options at that time, including a potential further frequency increase on the Deuce route to provide additional capacity.
- SX (Sahara Express): The SX branches into and A/B at the east end of the route. The A branch

was a redundant service, with Routes 115 (Nellis/Stephanie) and 210 (Lake Mead) covering the same geography the A branch did. The A branch was shortened & restructured to provide more unique two-way service with less redundancy. This also enabled improvements to be made to the SX-B, which resulted in a negligible addition to the Paratransit service area, but overall produced major needed budgetary savings.

- WAX (Westcliff Airport Express): The WAX is being eliminated. As noted in the CX description the new design for the CX picks up the southern portion of the WAX. The freeway express portion from Downtown Las Vegas to the Westcliff Transit Center is no longer operating; however there is an alternative (Route 208 –Washington) that covers the same geography, albeit with longer travel time. Ridership on this particular stretch was too low to justify continued operation, given RTC's precarious financial situation and the alternative transit options available.

**Summary Conclusion**

Per the RTC's Public Participation Plan a Major Transit Route Change, if proposed, would require at least three public information meetings, of which the RTC Board Meeting and Transportation Access Advisory Committee (TAAC) may qualify as two of. This service change falls under the definition of major. Public meetings were held including an RTC Board Meeting and TAAC Meeting. Information is also available on the RTC website, social media posts, and on board the vehicles in the form of tear sheets, announcements, and WiFi pop-ups. Transit Quality Assurance Specialists (TQAS) will also be in the field the week prior to the service change and the week after the service change assisting customers. In addition Government Affairs and TQAS staff also conducted surveys and outreach on all changes prior to implementation to gauge customer input and multiple social media, SMS text message, and other virtual information sessions were held.

The Title VI analysis is required to comply with the RTC's Civil Rights Act of 1964 – Title VI 2013 Program Update Report and the Federal Transit Administration's Circular 4702.1B, and is included with this report. As shown, the change borne by Low-Income & Minority persons relative to the area average is below the defined threshold of RTC's disparate impact & disproportionate burden policies.

### 3.5.3. August 2021 Service Changes

RTC's August 2021 service changes will focus on restoring & expanding transit service throughout RTC's service area, including the agency's largest geographic expansion of the transit service area since 1993.

Regarding the transit service area, RTC has struggled to keep pace with the Las Vegas Valley's geographic growth over the past 15+ years, as relatively rapid population increases have occurred, particularly in areas beyond the reach of the transit system. Some of the Census Block Groups completely unserved by transit contain above average percent of persons in poverty or minority persons; these areas are a major focus of this proposed service change. As summarized in Table 1 below, the full collection of proposed service changes are estimated to introduce transit access to nearly 10,000 people in poverty, and over 78,000 non-White or Hispanic persons.

**Table 3.10: Various demographic statistics from Remix for the entire current Fixed-Route system vs. the Fixed-Route system with all of the proposed changes.**

| Stats of Proposed Added Fixed-Route Service Only, August 2021 Service Changes | | | | |
|---|---|---|---|---|
| **Category** | **Current Fixed-Route** | **Proposed Fixed-Route** | **Change** | **Explanation / Additional Info** |
| Population | 1,577,393 | 1,734,443 | 157,050 | Data from 2019-2015; therefore, likely somewhat understates population being added. |
| Jobs (private) | 857,279 | 880,603 | 23,324 | Data is from 2016 & 2017; job numbers have likely experienced disproportionately high growth in added areas in more recent years. |
| Essential jobs | 617,241 | 635,795 | 18,554 | Jobs in the added area are slightly more likely to be essential jobs than in the current service area, and as noted, job numbers have likely grown at a high rate in added area in recent years. |
| **People in poverty** | **257,115** | **267,104** | **9,989** | **Nearly 10,000 people in poverty that are currently beyond the reach of transit will now have access.** |
| People living with a disability | 198,752 | 211,602 | 12,851 | |
| **Non-White or Hispanic people** | **982,716** | **1,061,479** | **78,763** | |
| People who speak English less than "very well" | 247,651 | 260,166 | 12,516 | |
| K-12 schools & childcare facilities | 696 | 739 | 43 | |
| # of grocery stores | 173 | 179 | 6 | |
| *All data above is based on within one-half mile of a fixed-route bus stop.* | | | | |

To ensure benefits of improved transit service are distributed equitably to established areas of the Las Vegas Valley as well, RTC is also proposing to make seven significant frequency or service increases to existing routes. Six of the seven routes (all excluding Deuce on the Strip) serve a percentage of minority persons that is above the service area average; all seven are above the region's low income persons' percent average.

Significant service changes by category/type of change:

- Two new routes & seven route extensions:
  - **Route 220** (Ann / Tropical Pkwy):
    - This new route will travel east-west across the growing northern end of the service area, supplanting Route 219 as the northernmost east-west route in RTC's transit system. This expansion of the transit grid will reduce the number of transfers necessary for some customers, in some cases reducing trips that required three buses to trips that require just one. Along other portions of this route, the 220 adds the first & only transit mobility option, in some cases serving as the only route available within two or up to three miles. The geographic service area expansion introduced by this route serves both heavily residential areas (primarily on the route's western end) & large concentrations of employment (primarily on the route's east end, but also with notable

previously unserved retail concentrations on the western end).
    - Overall, minority persons constitute 58% of the residential population along Route 220, almost exactly at the region's average of 57%. Low-income persons constitute 16% of the residential population along the route, somewhat below the service area's average of 23% of low-income persons; still, this represents nearly 7,200 residents in poverty along the route, many of which previously had no access to transit.
- **Route 221** (Cactus / Horizon Ridge / Boulder City):
    - This new route will travel east-west across the growing southern end of the service area, several miles south of the current southernmost east-west routes. Similar to Route 220, Route 221's expansion of the transit grid will reduce the number of transfers necessary for some customers, in some cases reducing trips that required two or three buses to trips that require just one. However, Route 221 differs from Route 220 in that Route 221 is being created in part by restructuring one route (#122) & partially replacing another (#402):
        - Along the western & some center-east portions, Route 221 is completely new service and the only fixed-route transit option, in some cases serving as the only route available within two or up to three miles. The geographic service area expansion introduced by this route serves primarily residential concentrations, in addition to several shopping centers & many food service outlets.
        - Roughly five miles near the center of this route will replace Route 122's current service in that area, allowing Route 122 to serve another rapidly growing neighborhood instead (see Route 122 below).
        - The eastern portion of this route will replace Route 402's service of Boulder City, instead connecting Boulder City to a larger portion of the region, additional transfer routes, and more employment possibilities.
            - Route 402 connects to four other transit routes; Route 221 will connect to eight.
            - There are 9,100 jobs along Route 402; there will be 16,000 along Route 221.
            - See Route 402 discussion below.
    - Overall, minority persons constitute 42% of the residential population along Route 221, and low-income persons constitute 15%, both somewhat below the service area's average of 57% & 23%, respectively. Still, despite these relatively low percentages, due to the route's long length it represents over 10,500 residents in poverty & a minority population of over 29,000, many of whom previously had no access to transit.
- **Route 101** (Rainbow) will extend an additional 1.3 miles further south to Blue Diamond Road, serving a major shopping center & a rapidly growing neighborhood.
- **Route 102** (Jones) will extend four miles further south to Wigwam Avenue, serving additional employment, another connecting fixed-route line, & an additional 9,000 residents within 1/4$^{th}$ mile of the extension.
- **Route 103** (Decatur) will extend both to the north & south, an additional 1.5 miles further north to Grand Teton, and an additional 2.7 miles further south to Blue Diamond Road. The extensions serve a notable shopping center, the only Department of Motor Vehicles (DMV) location in the region that currently lacks transit access, sporadic

employment, and over 11,000 additional residents within 1/4th mile.

- **Routes 120** (Fort Apache / Rampart) & **121** (Durango / Buffalo) as a pair will both extend an additional 2.5 miles further south to Blue Diamond Road, serving a relatively dense residential area that had been multiple miles from any transit access, as well as connecting to the new southernmost east-west route, #221.
- **Route 122** (S. Maryland Pkwy) will be restructured & extended to serve the developing West Henderson area instead of Horizon Ridge Pkwy (see new Route 221 for replacement service). This extension will serve a growing number of major employers that had been completely without transit access, as well as a Block Group with an above average percentage of low income persons.
- **CX** (Centennial Express) will be extended an additional three miles northwest to Skye Canyon Park & Hualapai, to a major new retail development and connection point for new Route 220. It will do so as a typical arterial route, making bus stops approximately every 1/4th of a mile in the extended section to serve primarily medium density residential development along the way. Travel time for current customer trips starting and ending at the park & ride to travel towards the urban core will not be affected.

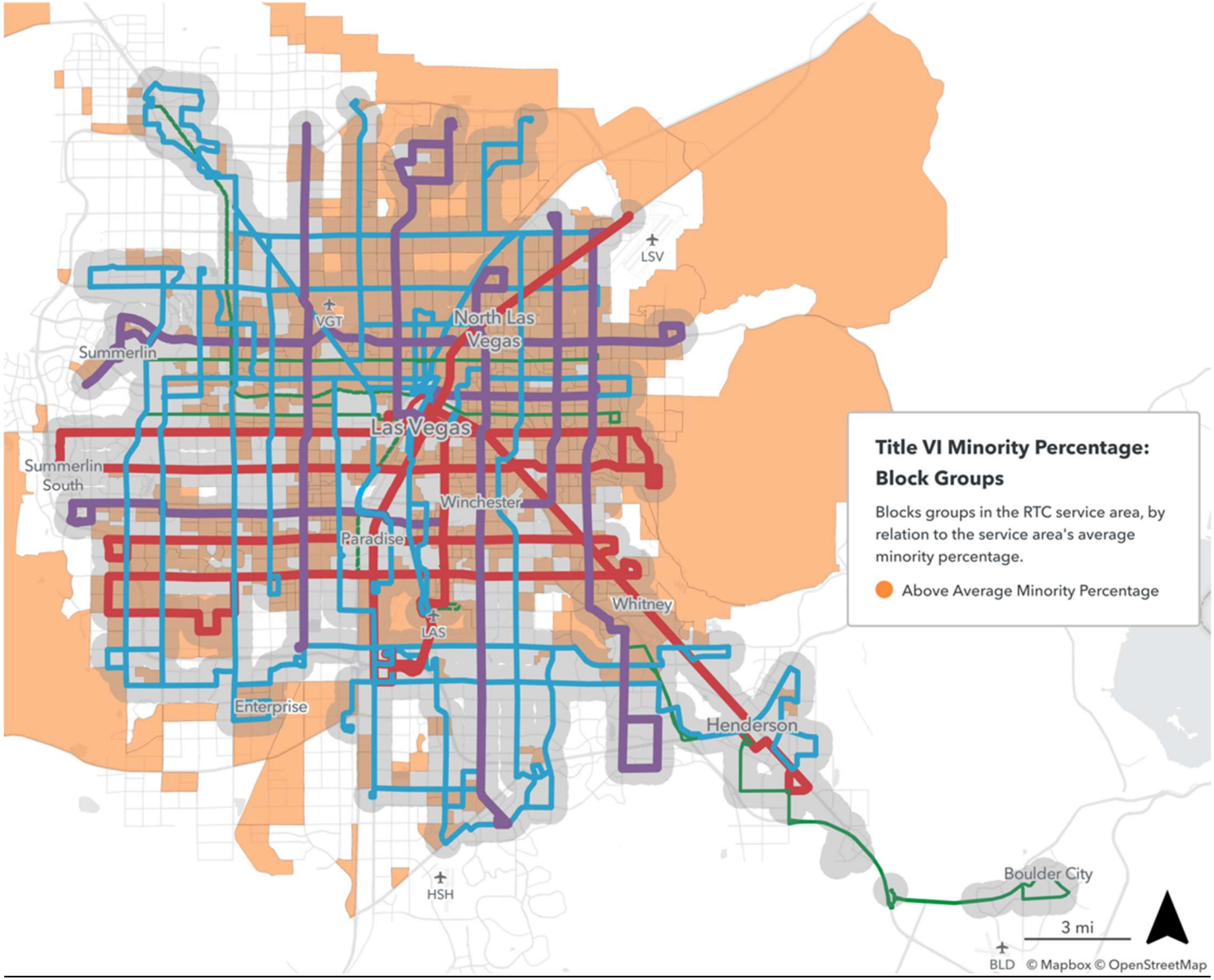
- Frequency & Service Increases:
  - **Route 119** (Simmons / Koval): will be increased to every 30 minutes during Saturday daytime hours, instead of current hourly service.
  - **Route 203** (Spring Mtn / Desert Inn / Lamb): will be increased to every 20 minutes on Saturday morning & Sunday afternoon hours. Service is currently every 30 minutes during those hours.
  - **Route 206** (Charleston): will undergo an innovative attempt to improve transit speed through service redesign, introducing "206 Blue" vs. "206 Gold" trips during Weekday daytime hours.
    - Blue trips will make all stops between Rainbow & Nellis. Blue trips will not run west of Rainbow or east of Nellis. Scheduled service speed on blue trips will be 6-11% faster in the core Rainbow to Nellis Blvd. portions of the route, compared to current service.
    - Gold trips will make fewer stops between Rainbow & Nellis, stopping only once or twice per mile at the busiest stops and transfer points. Gold trips will then make all stops west of Rainbow & east of Nellis. Scheduled service speed on gold trips will be 20-25% faster in the core Rainbow to Nellis Blvd. portions of the route, compared to current service.
    - Both blue & gold trips will each operate every 20 minutes, meaning busy stops will be served by both blue & gold trips about every 10 minutes (currently, all Route 206 trips & stops are served every 15 minutes during weekday daytime hours).
  - **Route 207** (Alta / Stewart): weekend service will be restored. Route had been operating on weekdays only, as weekend service had been suspended due to funding shortages in the previous Major Service Change, in October 2020.
  - **Route 209** (Vegas / Owens): weekend service will be restored. Route had been operating on weekdays only, as weekend service had been suspended due to funding shortages in the previous Major Service Change, in October 2020.
  - **Route 210** (Lake Mead Blvd): will be increased to every 20 minutes during Saturday daytime hours & every 26 minutes on Sunday afternoons. Service is currently every 25-30 minutes during Saturday daytime hours & every 30 minutes on Sundays.

  - **Deuce on the Strip:** will be increased during various hours of the day & week, to as frequent as every 8 minutes during certain hours (approximately noon to 6 p.m., Weekdays & Saturday). Mid-late morning, evening, & Sunday hours will also experience frequency increases, to between 10 & 13 minutes. Frequency is currently every 15 minutes during all of these hours.

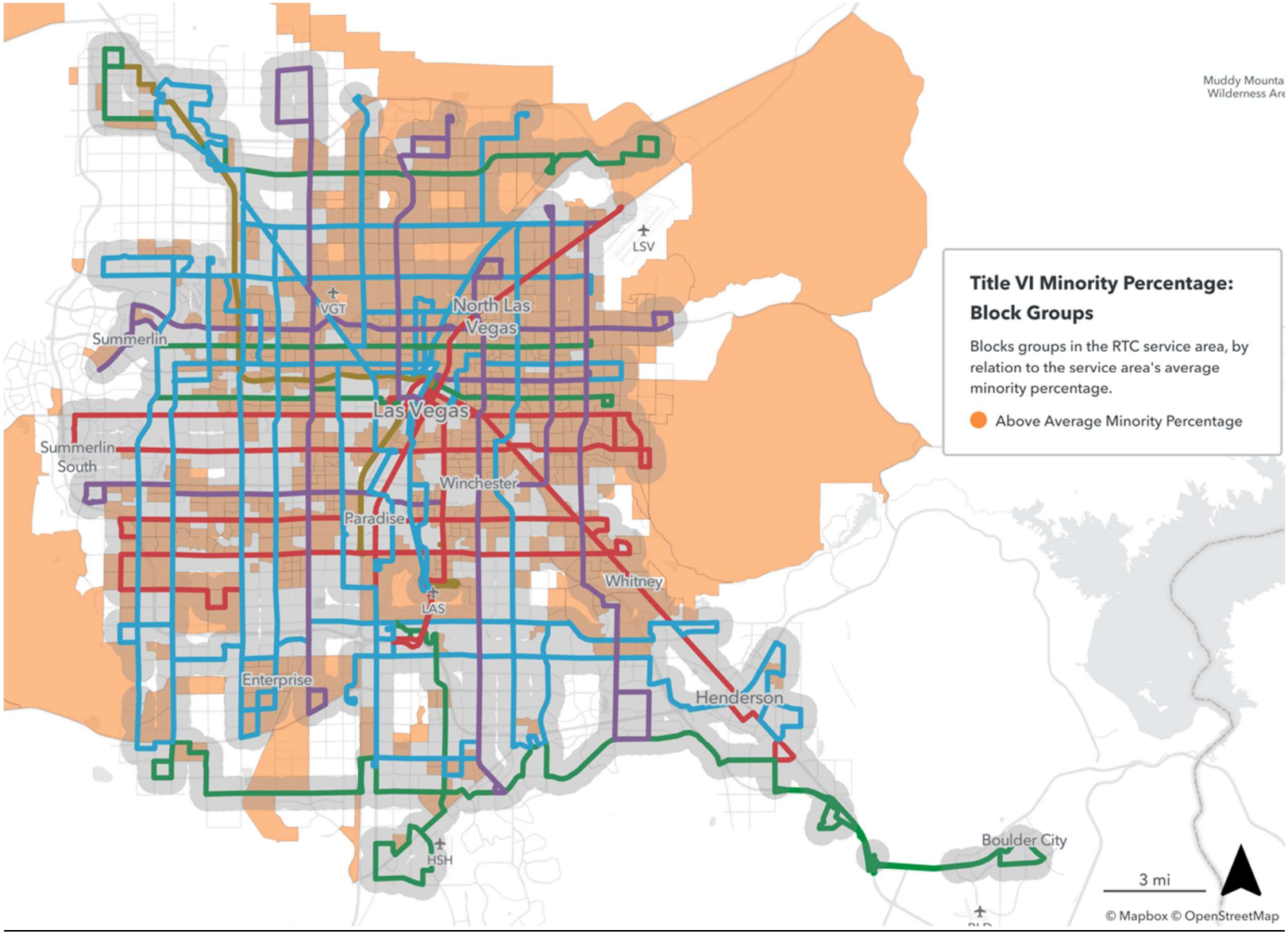
- Elimination of Route 402 (Henderson / Boulder City):
  - Route 402 is proposed to be eliminated, with the portions of route that are the greatest distance from other transit routes replaced by new Route 221 (please see above). Overall, the current Route 402 serves an area that is 32% minority persons & 20% low-income persons. As noted above, this is significantly below the region's average minority & low-income persons' percentages of 57.2% & 23.1%, respectively. As shown in Figures 1-4, no block groups with above average percent of low income persons will lose access to transit service by this adjustment, and only a tiny sliver of one minority block group would be affected, while many more minority block groups gain transit service by the proposed new Route 221.

RTC is also proposing minor routing changes (affecting far less than 25% of a line's geography) on four routes, to take advantage of new Route 220's presence to offer more two-way instead of one-way service, or to take advantage of opportunities afforded by new development.

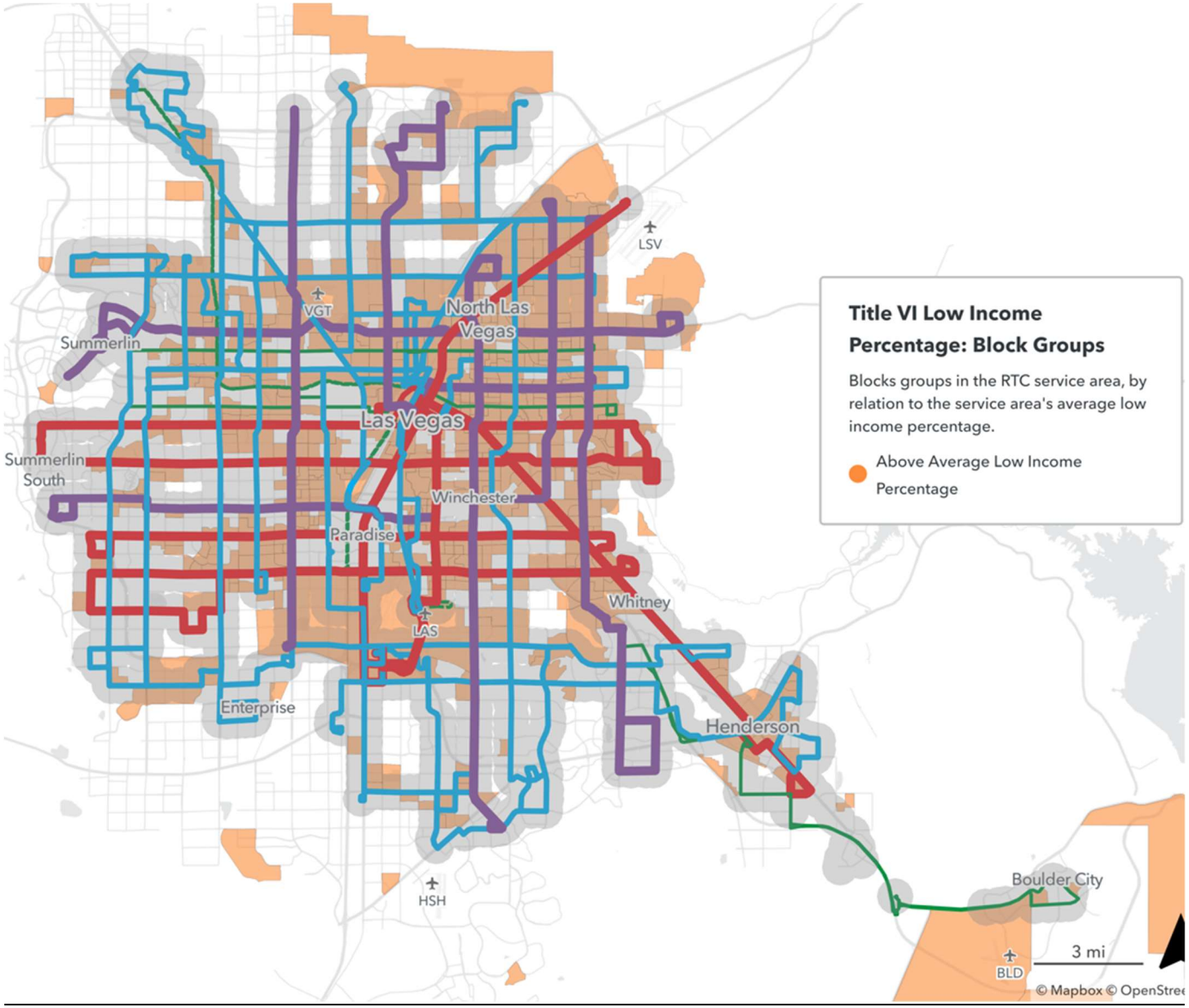
**Map 3.4: RTC's Fixed Route Network as of October 2020 Overlaid with Minority Block Groups**



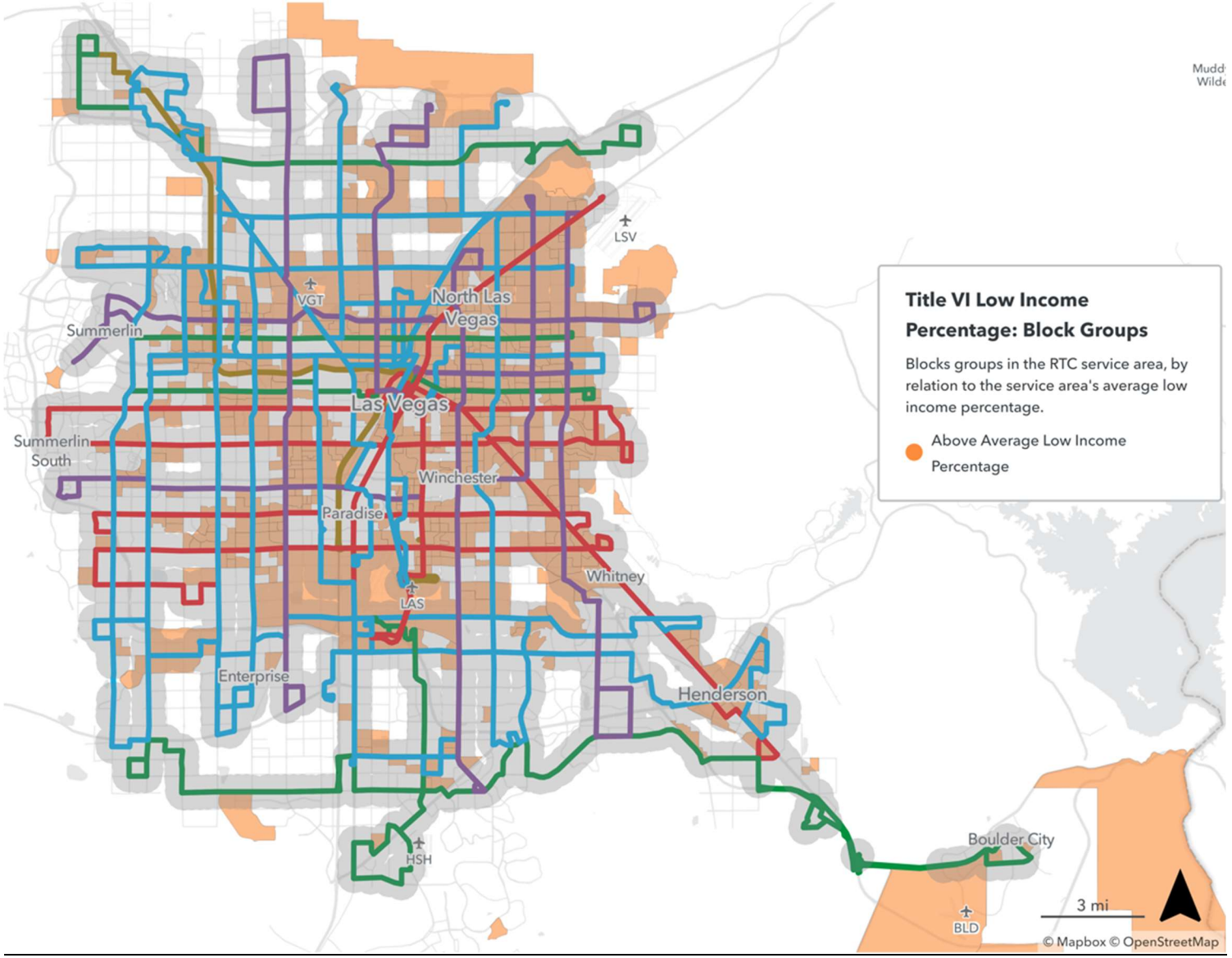
Map 3.5: RTC's Proposed Fixed Route Network as of August 2021 Overlaid with Minority Block Groups



Map 3.6: RTC's Fixed Route Network as of October 2020 Overlaid with Low Income Block Groups



Map 3.7: RTC's Proposed Fixed Route Network as of August 2021 Overlaid with Low Income Block Groups



**Summary Conclusion**

Per the RTC's Public Participation Plan a Major Transit Route Change, if proposed, would require at least three public information meetings, of which the RTC Board Meeting and Transportation Access Advisory Committee (TAAC) may qualify as two of. This service change falls under the definition of Major. Public meetings were held including an RTC Board Meeting and TAAC Meeting. Information is also available on the RTC website, social media posts, and on board the vehicles in the form of tear sheets, announcements, and WiFi pop-ups. Transit Quality Assurance Specialists (TQAS) will also be in the field the week prior to the service change and the week after the service change assisting customers. In addition Government Affairs and TQAS staff also conducted surveys and outreach on all changes prior to implementation to gauge customer input and multiple social media, SMS text message, and other virtual information sessions were held.

A quantitative spreadsheet calculating the trip & bus stop level changes for Low-Income & Minority persons is included with this submittal. As indicated on the "Title VI Analysis" tab in Cells L165:N168, the change borne by both Minority & Low-Income persons is very close to the area's average percentage of such persons. In this instance, change borne primarily means receipt of benefit, as this is an overall net positive service change. The proposed changes increase the total amount of transit service that RTC provides throughout the service area by several percent, and geographically expands the service area to a historic degree to serve multiple previously wholly unserved Low-Income & Minority Census tracts, as outlined in Table 3.10.

This Title VI analysis is intended to comply with the RTC's Civil Rights Act of 1964 – Title VI 2013 Program Update Report and the Federal Transit Administration's Circular 4702.1B.

# APPENDICES

A. **Title VI Complaints Procedure and Form**

B. **Public Participation Plan**

C. **RTC Board of Commissioners Title VI Report Approval**

D. **Major Service Change Analysis Calculations, Proposed Oct. 2020 Service Changes vs. Current Service**

E. **Major Service Change Analysis Calculations, Proposed Aug. 2021 Changes vs. Oct. 2020 True Weekday Schedules**

F. **Title VI/Nondiscrimination Assurances**

# Appendix A

## RTC of Southern Nevada Title VI Complaint Procedures

This document outlines the Title VI complaint procedures related to providing programs, services, and benefits.

However, it does not deny the complainant the right to file formal complaints with the Nevada Department of Transportation, the Secretary of the US Department of Transportation, Equal Employment Opportunity Commission (EEOC), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or to seek private counsel for complaints alleging discrimination, intimidation or retaliation of any kind that is prohibited by law.

Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance.

Procedure:

1) Any person who believes that they have been subjected to discrimination may file a written complaint with the Regional Transportation Commission of Southern Nevada. Federal and State law requires complaints be filed within one-hundred eighty (180) calendar days of the last alleged incident.

2) The complainant may download the complaint form from rtcsnv.com or request the complaint form from the Safety & Security Department. The complainant may also submit a written statement that contains all of the information identified in Section 3 a through f below.

3) The complaint will include the following information:

a. Name, address, and telephone number of the complainant.
b. The basis of the complaint; i.e., race, color, national origin, or Limited English Proficiency.
c. The date or dates on which the alleged discriminatory event or events occurred.
d. The nature of the incident that led the complainant to feel discrimination was a factor.
e. Names, addresses and telephone numbers of persons who may have knowledge of the event.
f. Other agencies or courts where complaint may have been filed and a contact name.
g. Complainant's signature and date.
h. If the complainant is unable to write a complaint, Customer Service staff will assist the complainant. If requested by complainant, Customer Service will provide a language or sign interpreter.
i. The complaint may be sent or faxed to the following address: RTC – Safety & Security 600 S. Grand Central Parkway, Suite 350 Las Vegas, NV 89106 (702) 676-1500 (702) 676-1518 (fax)
j. The complaint may be sent via email to rtcsafetysecurity@rtcsnv.com.
k. Complainants have the right to complain directly to the appropriate federal agency however, they must do so within one-hundred eighty (180) calendar days of the last alleged incident.

4) The RTC will begin an investigation within fifteen (15) working days of receipt of a complaint.

5) The RTC will contact the complainant in writing no later than thirty (30) working days after receipt of complaint for additional information, if needed to investigate the complaint. If the complainant fails to provide the requested information in a timely basis, the RTC may administratively close the complaint.

6) The RTC will complete the investigation within ninety (90) days of receipt of the complaint. A written investigation report will be prepared by the investigator. The report shall include a summary description of the incident, findings and recommendations for disposition.

7) The RTC's Customer Service Manager will review the report. A closing letter and exit interview will be provided to the complainant. The respondent will also receive a copy of the closing letter. Each will have five (5) working days from receipt of the report to respond. If either party responds negatively or has additional information to provide, an informal meeting will be arranged by the Customer Service Manager. If neither party responds, the complaint will be closed.

8) The investigation report with recommendations and corrective actions taken will be forwarded to the appropriate federal agency, the complainant and the respondent.

9) The RTC will advise complainants of their appeal rights to the appropriate federal agency.

# Regional Transportation Commission of Southern Nevada
## Title VI Complaint Form

Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Please provide the following information necessary in order to process your complaint. Assistance is available upon request. You may contact RTC to receive communication in an alternate format. Complete this form and mail or deliver to:

RTC – Safety and Security, 600 S. Grand Central Parkway, Suite 350, Las Vegas, NV 89106.

Contact the RTC via phone at (702) 676-1500 or via email at rtcsafetysecurity@rtcsnv.com.

1. Complainant's Name: _____
2. Address: _____
3. City: _____ State: _____ Zip Code: _____
4. Telephone No. (Home): _____ (Business):_____

5. Person discriminated against (if other than complainant)
Name: _____
Address: _____
City: _____State:_____ Zip Code: _____

6. What was the discrimination based on? (Check all that apply):
_____Race
_____Color
_____National Origin
_____Limited English Proficiency

7. Date of incident resulting in discrimination: _____

8. Describe how you were discriminated against. What happened and who was responsible?
For additional space, attach additional sheets of paper or use back of form.

_____
_____
_____
_____
_____

9. Did you file this complaint with another federal, state, or local agency; or with a federal or state court? (Check appropriate space) Yes_____ No_____

If answer is yes, check each agency complaint was filed with:
Federal Agency_____ Federal Court _____State Agency_____
State Court _____ Local Agency _____ Other_____

10. Provide contact person information for the agency you also filed the complaint with:
Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Date Filed: _____

11. Sign the complaint in space below. Attach any documents you believe supports your complaint.

_____ _____
Complainant's Signature Signature Date

# Comisión del Transporte Regional del Sur de Nevada
## Formulario de Quejas del Titulo VI

Según el Titulo VI de 1964, referente a los Derechos Civiles se dice que "A ninguna persona dentro de los Estados Unidos en base a su raza, color de piel o país de origen le será negada la participación en o negados los beneficios de, o será sujeto de discriminación bajo cualquiera de los programas o actividades que reciban subvención del gobierno federal." Existen dos Mandatos Ejecutivos que extienden la protección del Titulo VI al Derecho Medio Ambiental, que además, les brinda protección a personas de bajos ingresos, y de Habilidades de Ingles Limitadas, o (LEP) por sus siglas en ingles.

Favor de proporcionarnos la siguiente información requerida para procesar su queja. Si necesita ayuda, favor de pedirla. Llene este formulario y remítalo o entréguelo al:

RTC – Safety and Security, 600 S. Grand Central Parkway, Suite 350, Las Vegas, NV 89106. Comuníquese con el RTC por teléfono al (702) 676-1500 o por correo electrónico a rtcsafetysecurity@rtcsnv.com .

1. Nombre Del Querellante: _____
2. Domicilio: _____
3. Ciudad:_____ Estado: _____ Codigo Postal:_____
4. No. de Teléfono (Casa): _____ (Trabajo):_____
5. La persona que sufrió la discriminación (Si es distinta al Querellante)
Nombre: _____
Domicilio: _____
Ciudad: _____ Estado: _____ Código Postal: _____

6. ¿En que se basa la discriminación? (Marque todas las que apliquen):

_____ Raza/Color de Piel _____ Sexo
_____ País de Origen _____ Discapacidad
_____ Bajos Ingresos _____ Tercera Edad
_____ Habilidades de Ingles Limitadas

7. Fecha del incidente que resulto en Discriminación: _____

8. ¿Explique en qué forma fue discriminado. Que sucedió y quien fue el responsable?
Si necesita mas espacio, favor de anexar hojas de papel adicionales o puede escribir al dorso de este formulario.

_____
_____
_____
_____
_____

9. ¿Ha presentado esta queja con otro tribunal federal, estatal o local? (Marque todas las que apliquen)
Sí _____ No_____

Si la respuesta es sí, marque cada queja presentada ante la agencia:
Agencia Federal _____ Corte Federal _____ Agencia Estatal _____
Corte Estatal _____ Agencia Local _____ Otro _____

10. Provee información de contacto para la agencia en la cual emitió la queja:
Nombre: _____
Domicilio: _____
Ciudad: _____ Estado: _____ Código Postal: _____
Fecha de archivo: _____

11. Firme el formulario. Adjuntar los documentos que apoya su queja.

_____ _____
Firma del Querellante Fecha

# Appendix B

## Regional Transportation Commission of Southern Nevada

RTC Board approval of the Title VI Report Update will be included in the final document.

# Appendix C

## Major Service Change Analysis Calculations, Proposed Oct. 2020 Service Changes vs. Current Service

| | Before (Inbound) | | | | Before (Outbound) | | | | After (Inbound) | | | | After (Outbound) | | | | Difference | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Route | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | People-Trips (Population * Trips) | Low Income People-Trips | Minority People-Trips | Change Borne By Low Income | Change Borne by Minorities |
| 101 Rainbow (A) | 47,650 | 24.1% | 60.0% | 8,375 | 45,563 | 24.5% | 59.4% | 7,445 | 47,650 | 24.1% | 60.0% | 8,375 | 45,563 | 24.5% | 59.4% | 7,445 | 0 | 0 | 0 | 0.0% | 0.0% |
| 101 Rainbow (B) | 41,846 | 25.4% | 58.3% | 6,515 | 50,448 | 23.6% | 60.7% | 7,190 | 41,846 | 25.4% | 58.3% | 6,515 | 50,448 | 23.6% | 60.7% | 7,190 | 0 | 0 | 0 | 0.0% | 0.0% |
| 102 Jones (A) | 38,875 | 30.6% | 66.8% | 12,170 | 36,389 | 31.1% | 66.5% | 12,170 | 38,875 | 30.6% | 66.8% | 12,170 | 36,389 | 31.1% | 66.5% | 12,170 | 0 | 0 | 0 | 0.0% | 0.0% |
| 102 Jones (B) | 36,235 | 31.8% | 68.3% | 365 | 0 | | | 0 | 36,235 | 31.8% | 68.3% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 103 Decatur | 47,176 | 32.0% | 70.1% | 19,595 | 47,354 | 31.9% | 69.7% | 19,740 | 47,176 | 32.0% | 70.1% | 19,595 | 47,354 | 31.9% | 69.7% | 19,740 | 0 | 0 | 0 | 0.0% | 0.0% |
| 104 Valley View (A) | 0 | | | 0 | 0 | | | 0 | 35,157 | 35.7% | 69.2% | 12,610 | 36,976 | 35.1% | 68.9% | 11,770 | 878,537,290 | 310,982,629 | 606,556,310 | 35.4% | 69.0% |
| 104 Valley View (B) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 38,560 | 35.1% | 68.9% | 785 | 30,269,600 | 10,634,258 | 20,851,170 | 35.1% | 68.9% |
| 104 Valley View (C) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 36,485 | 35.0% | 69.2% | 620 | 22,620,700 | 7,909,769 | 15,648,180 | 35.0% | 69.2% |
| 104 Valley View (D) | 0 | | | 0 | 0 | | | 0 | 34,738 | 35.6% | 69.3% | 255 | 0 | | | 0 | 8,858,190 | 3,155,370 | 6,135,555 | 35.6% | 69.3% |
| 104 Valley View / Arville (A) | 42,081 | 35.6% | 71.0% | 12,610 | 43,517 | 35.1% | 70.6% | 11,770 | 0 | | | 0 | 0 | | | 0 | -1,042,836,500 | -368,262,045 | -738,514,200 | 35.3% | 70.8% |
| 104 Valley View / Arville (B) | 0 | | | 0 | 45,082 | 35.1% | 70.5% | 785 | 0 | | | 0 | 0 | | | 0 | -35,389,370 | -12,414,906 | -24,946,515 | 35.1% | 70.5% |
| 104 Valley View / Arville (C) | 0 | | | 0 | 43,007 | 34.9% | 70.8% | 620 | 0 | | | 0 | 0 | | | 0 | -26,664,340 | -9,316,170 | -18,882,720 | 34.9% | 70.8% |
| 104 Valley View / Arville (D) | 41,650 | 35.5% | 71.2% | 255 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -10,620,750 | -3,771,166 | -7,557,180 | 35.5% | 71.2% |
| 105 Martin L. King (A) | 26,861 | 32.4% | 77.0% | 19,010 | 27,373 | 30.3% | 74.3% | 18,900 | 26,861 | 32.4% | 77.0% | 19,010 | 27,373 | 30.3% | 74.3% | 18,900 | 0 | 0 | 0 | 0.0% | 0.0% |
| 105 Martin L. King (B) | 8,572 | 22.4% | 70.3% | 875 | 9,835 | 18.3% | 64.8% | 985 | 8,572 | 22.4% | 70.3% | 875 | 9,835 | 18.3% | 64.8% | 985 | 0 | 0 | 0 | 0.0% | 0.0% |
| 106 Rancho / Centennial Hills (A) | 31,603 | 28.8% | 61.6% | 7,355 | 40,747 | 26.1% | 58.7% | 6,935 | 31,603 | 28.8% | 61.6% | 7,355 | 40,747 | 26.1% | 58.7% | 6,935 | 0 | 0 | 0 | 0.0% | 0.0% |
| 106 Rancho / Centennial Hills (B) | 39,828 | 26.0% | 58.4% | 6,350 | 32,672 | 28.5% | 61.3% | 6,770 | 39,828 | 26.0% | 58.4% | 6,350 | 32,672 | 28.5% | 61.3% | 6,770 | 0 | 0 | 0 | 0.0% | 0.0% |
| 106 Rancho / Centennial Hills (C) | 22,167 | 35.8% | 69.6% | 985 | 22,922 | 35.3% | 69.4% | 420 | 22,167 | 35.8% | 69.6% | 985 | 22,922 | 35.3% | 69.4% | 420 | 0 | 0 | 0 | 0.0% | 0.0% |
| 106 Rancho / Centennial Hills (D) | 19,042 | 21.5% | 51.8% | 675 | 0 | | | 0 | 19,042 | 21.5% | 51.8% | 675 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 106 Rancho / Centennial Hills (E) | 0 | | | 0 | 26,146 | 32.8% | 66.0% | 675 | 0 | | | 0 | 26,146 | 32.8% | 66.0% | 675 | 0 | 0 | 0 | 0.0% | 0.0% |
| 108 Paradise | 19,186 | 48.5% | 67.8% | 14,965 | 11,698 | 44.3% | 63.9% | 14,965 | 19,186 | 48.5% | 67.8% | 14,965 | 11,698 | 44.3% | 63.9% | 14,965 | 0 | 0 | 0 | 0.0% | 0.0% |
| 109 Maryland Pkwy. | 29,554 | 46.5% | 73.3% | 28,925 | 28,569 | 46.7% | 73.3% | 29,090 | 29,554 | 46.5% | 73.3% | 28,925 | 28,569 | 46.7% | 73.3% | 29,090 | 0 | 0 | 0 | 0.0% | 0.0% |
| 110 Eastern (A) | 46,910 | 37.2% | 70.8% | 6,815 | 52,676 | 37.5% | 72.6% | 9,460 | 46,910 | 37.2% | 70.8% | 6,815 | 52,676 | 37.5% | 72.6% | 9,460 | 0 | 0 | 0 | 0.0% | 0.0% |
| 110 Eastern (B) | 49,716 | 37.5% | 72.0% | 10,390 | 51,250 | 37.3% | 72.0% | 10,500 | 49,716 | 37.5% | 72.0% | 10,390 | 51,250 | 37.3% | 72.0% | 10,500 | 0 | 0 | 0 | 0.0% | 0.0% |
| 110 Eastern (C) | 51,951 | 37.9% | 72.8% | 2,700 | 0 | | | 0 | 51,951 | 37.9% | 72.8% | 2,700 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. ( | 47,046 | 35.1% | 68.3% | 1,740 | 51,100 | 34.0% | 67.0% | 8,285 | 47,046 | 35.1% | 68.3% | 1,740 | 51,100 | 34.0% | 67.0% | 8,285 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. ( | 52,092 | 34.0% | 66.7% | 2,105 | 46,274 | 35.2% | 68.5% | 5,675 | 52,092 | 34.0% | 66.7% | 2,105 | 46,274 | 35.2% | 68.5% | 5,675 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. ( | 53,669 | 33.6% | 65.0% | 1,225 | 0 | | | 0 | 53,669 | 33.6% | 65.0% | 1,225 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. ( | 48,406 | 35.1% | 68.9% | 3,570 | 0 | | | 0 | 48,406 | 35.1% | 68.9% | 3,570 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. ( | 53,453 | 34.0% | 67.3% | 3,315 | 0 | | | 0 | 53,453 | 34.0% | 67.3% | 3,315 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. ( | 55,030 | 33.6% | 65.7% | 1,020 | 0 | | | 0 | 55,030 | 33.6% | 65.7% | 1,020 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 113 Las Vegas Blvd North (A) | 24,198 | 54.2% | 80.3% | 19,600 | 24,009 | 54.3% | 80.9% | 29,090 | 24,198 | 54.2% | 80.3% | 19,600 | 24,009 | 54.3% | 80.9% | 29,090 | 0 | 0 | 0 | 0.0% | 0.0% |
| 113 Las Vegas Blvd North (B) | 24,600 | 54.0% | 80.5% | 9,380 | 0 | | | 0 | 24,600 | 54.0% | 80.5% | 9,380 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (A) | 50,935 | 38.0% | 67.2% | 12,190 | 55,191 | 36.0% | 65.4% | 13,175 | 50,935 | 38.0% | 67.2% | 12,190 | 55,191 | 36.0% | 65.4% | 13,175 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (B) | 55,693 | 35.9% | 65.1% | 6,770 | 49,471 | 38.7% | 68.0% | 6,770 | 55,693 | 35.9% | 65.1% | 6,770 | 49,471 | 38.7% | 68.0% | 6,770 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (C) | 35,640 | 44.9% | 73.6% | 785 | 36,003 | 45.0% | 73.6% | 785 | 35,640 | 44.9% | 73.6% | 785 | 36,003 | 45.0% | 73.6% | 785 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (D) | 39,932 | 44.2% | 73.8% | 310 | 39,996 | 44.2% | 73.6% | 365 | 39,932 | 44.2% | 73.8% | 310 | 39,996 | 44.2% | 73.6% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (E) | 55,082 | 36.2% | 65.3% | 565 | 0 | | | 0 | 55,082 | 36.2% | 65.3% | 565 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 117 Las Vegas Bl. South / Silvera | 20,792 | 20.5% | 52.3% | 14,965 | 26,780 | 21.2% | 52.5% | 14,235 | 20,792 | 20.5% | 52.3% | 14,965 | 26,780 | 21.2% | 52.5% | 14,235 | 0 | 0 | 0 | 0.0% | 0.0% |
| 117 Las Vegas Bl. South / Silvera | 0 | | | 0 | 26,832 | 21.2% | 52.4% | 730 | 0 | | | 0 | 26,832 | 21.2% | 52.4% | 730 | 0 | 0 | 0 | 0.0% | 0.0% |
| 119 Simmons / Koval (A) | 30,110 | 28.3% | 71.6% | 11,455 | 29,964 | 28.5% | 71.2% | 7,550 | 30,110 | 28.3% | 71.6% | 11,455 | 29,964 | 28.5% | 71.2% | 7,550 | 0 | 0 | 0 | 0.0% | 0.0% |
| 119 Simmons / Koval (B) | 0 | | | 0 | 29,960 | 28.5% | 71.2% | 3,175 | 0 | | | 0 | 29,960 | 28.5% | 71.2% | 3,175 | 0 | 0 | 0 | 0.0% | 0.0% |
| 119 Simmons / Koval (C) | 0 | | | 0 | 13,153 | 18.6% | 62.4% | 365 | 0 | | | 0 | 13,153 | 18.6% | 62.4% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 119 Simmons / Koval (D) | 0 | | | 0 | 29,206 | 29.1% | 71.9% | 365 | 0 | | | 0 | 29,206 | 29.1% | 71.9% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 119 Simmons / Koval (E) | 0 | | | 0 | 29,202 | 29.0% | 71.9% | 255 | 0 | | | 0 | 29,202 | 29.0% | 71.9% | 255 | 0 | 0 | 0 | 0.0% | 0.0% |
| 120 Fort Apache / Rampart (A) | 35,064 | 18.0% | 49.7% | 11,330 | 42,522 | 19.2% | 50.3% | 11,895 | 35,064 | 18.0% | 49.7% | 11,330 | 42,522 | 19.2% | 50.3% | 11,895 | 0 | 0 | 0 | 0.0% | 0.0% |
| 120 Fort Apache / Rampart (B) | 35,371 | 18.6% | 50.1% | 730 | 0 | | | 0 | 35,371 | 18.6% | 50.1% | 730 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 121 Durango / Buffalo (A) | 33,706 | 21.6% | 52.3% | 10,615 | 33,428 | 21.5% | 52.7% | 9,995 | 33,706 | 21.6% | 52.3% | 10,615 | 33,428 | 21.5% | 52.7% | 9,995 | 0 | 0 | 0 | 0.0% | 0.0% |
| 121 Durango / Buffalo (B) | 0 | | | 0 | 33,222 | 21.5% | 52.8% | 985 | 0 | | | 0 | 33,222 | 21.5% | 52.8% | 985 | 0 | 0 | 0 | 0.0% | 0.0% |
| 121 Durango / Buffalo (C) | 32,366 | 21.7% | 52.8% | 620 | 33,199 | 21.5% | 52.6% | 565 | 32,366 | 21.7% | 52.8% | 620 | 33,199 | 21.5% | 52.6% | 565 | 0 | 0 | 0 | 0.0% | 0.0% |
| 122 S. Maryland Pkwy / Horizon F | 34,737 | 18.4% | 47.1% | 10,615 | 30,250 | 19.0% | 49.2% | 9,995 | 34,737 | 18.4% | 47.1% | 7,810 | 30,250 | 19.0% | 49.2% | 7,445 | -174,574,785 | -32,599,524 | -83,799,630 | 18.7% | 48.0% |
| 122 S. Maryland Pkwy / Horizon F | 0 | | | 0 | 33,084 | 18.3% | 47.0% | 1,240 | 0 | | | 0 | 33,084 | 18.3% | 47.0% | 985 | -8,436,420 | -1,541,394 | -3,968,565 | 18.3% | 47.0% |
| 201 Tropicana (A) | 51,691 | 28.2% | 63.6% | 13,265 | 41,659 | 31.1% | 64.0% | 12,280 | 51,691 | 28.2% | 63.6% | 13,265 | 41,659 | 31.1% | 64.0% | 12,280 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (B) | 42,672 | 30.8% | 64.3% | 11,860 | 47,015 | 28.5% | 64.0% | 12,900 | 42,672 | 30.8% | 64.3% | 11,860 | 47,015 | 28.5% | 64.0% | 12,900 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (C) | 42,263 | 30.9% | 64.4% | 2,135 | 41,523 | 31.1% | 64.0% | 1,715 | 42,263 | 30.9% | 64.4% | 2,135 | 41,523 | 31.1% | 64.0% | 1,715 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (D) | 38,380 | 32.4% | 64.8% | 730 | 34,223 | 33.2% | 65.2% | 730 | 38,380 | 32.4% | 64.8% | 730 | 34,223 | 33.2% | 65.2% | 730 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (E) | 0 | | | 0 | 34,304 | 33.3% | 65.2% | 365 | 0 | | | 0 | 34,304 | 33.3% | 65.2% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (A) | 47,566 | 32.3% | 65.6% | 24,090 | 50,864 | 32.5% | 65.9% | 29,290 | 47,566 | 32.3% | 65.6% | 24,090 | 50,864 | 32.5% | 65.9% | 29,290 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (B) | 49,865 | 31.8% | 65.5% | 3,175 | 0 | | | 0 | 49,865 | 31.8% | 65.5% | 3,175 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (C) | 47,747 | 32.3% | 65.6% | 1,715 | 0 | | | 0 | 47,747 | 32.3% | 65.6% | 1,715 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (D) | 35,571 | 36.4% | 67.9% | 365 | 0 | | | 0 | 35,571 | 36.4% | 67.9% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |

| | Before (Inbound) | | | | Before (Outbound) | | | | After (Inbound) | | | | After (Outbound) | | | | Difference | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Route | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | Pop. (1/4 mi) | Low Income | Minority | Trips (Annually) | People-Trips (Population * Trips) | Low Income People-Trips | Minority People-Trips | Change Borne By Low Income | Change Borne by Minorities |
| 203 Spring Mtn./Desert Inn / Lam | 78,517 | 36.2% | 70.2% | 15,270 | 78,662 | 36.2% | 70.3% | 17,040 | 78,517 | 36.2% | 70.2% | 15,270 | 78,662 | 36.2% | 70.3% | 17,040 | 0 | 0 | 0 | 0.0% | 0.0% |
| 203 Spring Mtn./Desert Inn / Lam | 78,592 | 36.2% | 70.2% | 730 | 78,518 | 36.2% | 70.3% | 1,040 | 78,592 | 36.2% | 70.2% | 730 | 78,518 | 36.2% | 70.3% | 1,040 | 0 | 0 | 0 | 0.0% | 0.0% |
| 203 Spring Mtn./Desert Inn / Lam | 72,492 | 38.4% | 72.2% | 985 | 72,767 | 38.4% | 72.4% | 675 | 72,492 | 38.4% | 72.2% | 985 | 72,767 | 38.4% | 72.4% | 675 | 0 | 0 | 0 | 0.0% | 0.0% |
| 203 Spring Mtn./Desert Inn / Lam | 78,655 | 36.2% | 70.2% | 1,605 | 0 | | | 0 | 78,655 | 36.2% | 70.2% | 1,605 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 203 Spring Mtn./Desert Inn / Lam | 79,404 | 36.2% | 70.4% | 365 | 0 | | | 0 | 79,404 | 36.2% | 70.4% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 203 Spring Mtn./Desert Inn / Lam | 73,379 | 38.5% | 72.4% | 110 | 0 | | | 0 | 73,379 | 38.5% | 72.4% | 110 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 206 Charleston (A) | 52,557 | 35.6% | 64.2% | 23,210 | 66,331 | 34.7% | 67.4% | 25,910 | 52,557 | 35.6% | 64.2% | 23,210 | 66,331 | 34.7% | 67.4% | 25,910 | 0 | 0 | 0 | 0.0% | 0.0% |
| 206 Charleston (B) | 63,667 | 34.7% | 66.3% | 3,230 | 0 | | | 0 | 63,667 | 34.7% | 66.3% | 3,230 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 206 Charleston (C) | 48,298 | 37.3% | 66.9% | 255 | 0 | | | 0 | 48,298 | 37.3% | 66.9% | 255 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 207 Alta / Stewart (A) | 46,272 | 40.7% | 69.6% | 4,635 | 39,635 | 40.7% | 68.5% | 5,365 | 46,272 | 40.7% | 69.6% | 3,500 | 39,635 | 40.7% | 68.5% | 4,000 | -106,620,495 | -43,440,420 | -73,613,070 | 40.7% | 69.0% |
| 207 Alta / Stewart (B) | 46,358 | 40.8% | 69.7% | 365 | 0 | | | 0 | 46,358 | 40.8% | 69.7% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 208 Washington (A) | 61,866 | 38.6% | 73.8% | 11,530 | 56,344 | 40.3% | 73.9% | 11,055 | 61,866 | 38.6% | 73.8% | 11,530 | 56,344 | 40.3% | 73.9% | 11,055 | 0 | 0 | 0 | 0.0% | 0.0% |
| 208 Washington (B) | 0 | | | 0 | 54,534 | 40.4% | 73.5% | 365 | 0 | | | 0 | 54,534 | 40.4% | 73.5% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 208 Washington (C) | 17,427 | 38.1% | 79.4% | 310 | 0 | | | 0 | 17,427 | 38.1% | 79.4% | 310 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 208 Washington (D) | 8,589 | 27.0% | 75.9% | 255 | 0 | | | 0 | 8,589 | 27.0% | 75.9% | 255 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 209 Vegas / Owens (A) | 52,811 | 39.0% | 78.5% | 6,095 | 52,799 | 39.0% | 78.3% | 5,730 | 52,811 | 39.0% | 78.5% | 4,500 | 52,799 | 39.0% | 78.3% | 4,200 | -165,016,015 | -64,329,998 | -129,321,120 | 39.0% | 78.4% |
| 209 Vegas / Owens (B) | 0 | | | 0 | 42,057 | 43.0% | 84.5% | 365 | 0 | | | 0 | 42,057 | 43.0% | 84.5% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 209 Vegas / Owens (C) | 0 | | | 0 | 52,617 | 39.0% | 78.3% | 365 | 0 | | | 0 | 52,617 | 39.0% | 78.3% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 209 Vegas / Owens (D) | 26,681 | 27.8% | 66.7% | 365 | 0 | | | 0 | 26,681 | 27.8% | 66.7% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (A) | 59,199 | 38.8% | 74.4% | 17,205 | 57,092 | 37.6% | 73.0% | 15,690 | 59,199 | 38.8% | 74.4% | 17,205 | 57,092 | 37.6% | 73.0% | 15,690 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (B) | 56,490 | 40.2% | 76.1% | 1,460 | 53,148 | 39.6% | 76.0% | 730 | 56,490 | 40.2% | 76.1% | 1,460 | 53,148 | 39.6% | 76.0% | 730 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (C) | 0 | | | 0 | 60,321 | 38.1% | 73.1% | 1,460 | 0 | | | 0 | 60,321 | 38.1% | 73.1% | 1,460 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (D) | 54,841 | 41.2% | 77.3% | 1,020 | 51,354 | 40.7% | 77.1% | 875 | 54,841 | 41.2% | 77.3% | 1,020 | 51,354 | 40.7% | 77.1% | 875 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (E) | 0 | | | 0 | 56,377 | 40.0% | 75.9% | 620 | 0 | | | 0 | 56,377 | 40.0% | 75.9% | 620 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (F) | 0 | | | 0 | 30,527 | 43.9% | 84.2% | 365 | 0 | | | 0 | 30,527 | 43.9% | 84.2% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (G) | 0 | | | 0 | 23,731 | 34.5% | 66.1% | 365 | 0 | | | 0 | 23,731 | 34.5% | 66.1% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 212 Sunset (A) | 29,551 | 21.9% | 55.1% | 7,570 | 21,399 | 21.5% | 55.2% | 5,800 | 29,551 | 21.9% | 55.1% | 7,570 | 21,399 | 21.5% | 55.2% | 5,800 | 0 | 0 | 0 | 0.0% | 0.0% |
| 212 Sunset (B) | 23,716 | 22.1% | 55.0% | 4,690 | 26,786 | 21.3% | 55.3% | 6,460 | 23,716 | 22.1% | 55.0% | 4,690 | 26,786 | 21.3% | 55.3% | 6,460 | 0 | 0 | 0 | 0.0% | 0.0% |
| 212 Sunset (C) | 21,332 | 21.2% | 55.6% | 365 | 23,462 | 22.2% | 54.6% | 620 | 21,332 | 21.2% | 55.6% | 365 | 23,462 | 22.2% | 54.6% | 620 | 0 | 0 | 0 | 0.0% | 0.0% |
| 212 Sunset (D) | 13,347 | 24.9% | 50.2% | 365 | 0 | | | 0 | 13,347 | 24.9% | 50.2% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 212 Sunset (E) | 0 | | | 0 | 21,044 | 21.4% | 55.4% | 55 | 0 | | | 0 | 21,044 | 21.4% | 55.4% | 55 | 0 | 0 | 0 | 0.0% | 0.0% |
| 214 H Street / D Street (A) | 17,931 | 50.1% | 85.3% | 7,665 | 16,720 | 41.9% | 85.1% | 3,315 | 17,931 | 50.1% | 85.3% | 7,665 | 16,720 | 41.9% | 85.1% | 4,030 | 11,954,800 | 5,007,997 | 10,173,735 | 41.9% | 85.1% |
| 214 H Street / D Street (B) | 0 | | | 0 | 9,658 | 39.9% | 81.1% | 255 | 0 | | | 0 | 9,658 | 39.9% | 81.1% | 310 | 531,190 | 211,833 | 430,650 | 39.9% | 81.1% |
| 214 H Street / D Street (C) | 0 | | | 0 | 16,511 | 41.9% | 85.3% | 255 | 0 | | | 0 | 16,511 | 41.9% | 85.3% | 310 | 908,105 | 380,115 | 774,455 | 41.9% | 85.3% |
| 215 Bonanza (A) | 25,021 | 48.3% | 84.4% | 16,510 | 23,336 | 49.1% | 84.8% | 17,130 | 25,021 | 48.3% | 84.4% | 16,510 | 23,336 | 49.1% | 84.8% | 17,130 | 0 | 0 | 0 | 0.0% | 0.0% |
| 215 Bonanza (B) | 23,976 | 48.7% | 84.4% | 1,405 | 22,620 | 49.3% | 84.9% | 620 | 23,976 | 48.7% | 84.4% | 1,405 | 22,620 | 49.3% | 84.9% | 620 | 0 | 0 | 0 | 0.0% | 0.0% |
| 217 Warm Springs / Lake Mead F | 37,476 | 24.5% | 42.0% | 10,815 | 34,317 | 24.4% | 43.5% | 10,360 | 0 | | | 0 | 0 | | | 0 | -760,827,060 | -185,844,689 | -324,984,415 | 24.4% | 42.7% |
| 217 Warm Springs / Lake Mead F | 0 | | | 0 | 32,372 | 25.0% | 42.8% | 255 | 0 | | | 0 | 0 | | | 0 | -8,254,860 | -2,064,554 | -3,531,240 | 25.0% | 42.8% |
| 217 Warm Springs / Lake Mead F | 0 | | | 0 | 0 | | | 0 | 37,476 | 24.5% | 42.0% | 10,815 | 34,317 | 24.4% | 43.5% | 10,360 | 760,827,060 | 185,844,689 | 324,984,415 | 24.4% | 42.7% |
| 217 Warm Springs / Lake Mead F | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 32,372 | 25.0% | 42.8% | 255 | 8,254,860 | 2,064,554 | 3,531,240 | 25.0% | 42.8% |
| 218 Cheyenne (A) | 39,436 | 31.3% | 64.9% | 12,625 | 34,240 | 32.9% | 66.6% | 11,640 | 39,436 | 31.3% | 64.9% | 12,625 | 34,240 | 32.9% | 66.6% | 11,640 | 0 | 0 | 0 | 0.0% | 0.0% |
| 218 Cheyenne (B) | 0 | | | 0 | 43,924 | 29.8% | 62.1% | 730 | 0 | | | 0 | 43,924 | 29.8% | 62.1% | 730 | 0 | 0 | 0 | 0.0% | 0.0% |
| 218 Cheyenne (C) | 14,616 | 43.5% | 85.0% | 420 | 0 | | | 0 | 14,616 | 43.5% | 85.0% | 420 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 218 Cheyenne (D) | 0 | | | 0 | 19,829 | 25.0% | 53.7% | 420 | 0 | | | 0 | 19,829 | 25.0% | 53.7% | 420 | 0 | 0 | 0 | 0.0% | 0.0% |
| 219 Craig Rd (A) | 23,609 | 26.4% | 68.7% | 14,050 | 25,827 | 26.9% | 67.0% | 2,890 | 23,609 | 26.4% | 68.7% | 14,050 | 25,827 | 26.9% | 67.0% | 2,890 | 0 | 0 | 0 | 0.0% | 0.0% |
| 219 Craig Rd (B) | 0 | | | 0 | 24,373 | 27.3% | 68.5% | 10,850 | 0 | | | 0 | 24,373 | 27.3% | 68.5% | 10,850 | 0 | 0 | 0 | 0.0% | 0.0% |
| 219 Craig Rd (C) | 18,483 | 30.2% | 74.7% | 310 | 0 | | | 0 | 18,483 | 30.2% | 74.7% | 310 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 401 N. Outlets / Symphony Park | 0 | | | 0 | 0 | | | 0 | 3,892 | 40.0% | 57.5% | 12,475 | 3,824 | 40.2% | 56.9% | 12,475 | 96,257,100 | 38,592,819 | 55,027,225 | 40.1% | 57.2% |
| 402 Boulder City | 0 | | | 0 | 0 | | | 0 | 10,700 | 22.5% | 25.6% | 6,935 | 11,719 | 22.5% | 26.2% | 6,935 | 155,475,765 | 34,979,732 | 40,285,415 | 22.5% | 25.9% |
| BHX Boulder Highway Express (A | 40,103 | 38.1% | 60.3% | 14,835 | 38,097 | 39.1% | 61.5% | 5,555 | 40,103 | 38.1% | 60.3% | 14,835 | 38,097 | 39.1% | 61.5% | 5,555 | 0 | 0 | 0 | 0.0% | 0.0% |
| BHX Boulder Highway Express (B | 41,002 | 36.6% | 59.1% | 3,840 | 41,268 | 36.5% | 58.9% | 4,880 | 41,002 | 36.6% | 59.1% | 3,840 | 41,268 | 36.5% | 58.9% | 4,880 | 0 | 0 | 0 | 0.0% | 0.0% |
| BHX Boulder Highway Express (C | 41,787 | 36.2% | 58.8% | 8,020 | 40,708 | 36.8% | 59.2% | 6,980 | 41,787 | 36.2% | 58.8% | 8,020 | 40,708 | 36.8% | 59.2% | 6,980 | 0 | 0 | 0 | 0.0% | 0.0% |
| BHX Boulder Highway Express (D | 0 | | | 0 | 40,827 | 37.6% | 59.1% | 8,130 | 0 | | | 0 | 40,827 | 37.6% | 59.1% | 8,130 | 0 | 0 | 0 | 0.0% | 0.0% |
| BHX Boulder Highway Express (E | 0 | | | 0 | 37,868 | 39.2% | 61.7% | 1,570 | 0 | | | 0 | 37,868 | 39.2% | 61.7% | 1,570 | 0 | 0 | 0 | 0.0% | 0.0% |
| BHX Boulder Highway Express (F | 0 | | | 0 | 40,845 | 37.5% | 59.1% | 510 | 0 | | | 0 | 40,845 | 37.5% | 59.1% | 510 | 0 | 0 | 0 | 0.0% | 0.0% |
| CX Centennial Express (A) | 14,585 | 41.1% | 66.5% | 7,225 | 15,010 | 40.6% | 67.1% | 7,335 | 8,567 | 39.8% | 65.3% | 7,225 | 9,695 | 40.7% | 67.3% | 7,335 | -82,465,575 | -34,376,407 | -55,618,070 | 41.7% | 67.4% |
| CX Centennial Express (B) | 0 | | | 0 | 4,853 | 27.3% | 59.5% | 365 | 0 | | | 0 | 4,445 | 26.6% | 58.9% | 365 | -148,920 | -51,765 | -98,550 | 34.8% | 66.2% |

| | Before (Inbound) | | | | Before (Outbound) | | | | After (Inbound) | | | | After (Outbound) | | | | Difference | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Route** | **Pop. (1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **Pop. (1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **Pop. (1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **Pop. (1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **People-Trips (Population * Trips)** | **Low Income People-Trips** | **Minority People-Trips** | **Change Borne By Low Income** | **Change Borne by Minorities** |
| DEUCE The Deuce / Strip (A) | 8,548 | 40.9% | 58.8% | 25,990 | 7,079 | 41.2% | 56.8% | 25,260 | 0 | | | 0 | 0 | | | | -400,978,060 | -164,395,116 | -232,349,950 | 41.0% | 57.9% |
| DEUCE The Deuce / Strip (B) | 8,834 | 40.9% | 58.9% | 12,045 | 7,632 | 40.8% | 56.7% | 12,045 | 8,834 | 40.9% | 58.9% | 33,215 | 7,632 | 40.8% | 56.7% | 33,215 | 348,585,220 | 142,446,594 | 201,686,590 | 40.9% | 57.9% |
| DEUCE The Deuce / Strip (C) | 0 | | | 0 | 7,064 | 41.2% | 56.8% | 620 | 0 | | | 0 | 0 | | | | -4,379,680 | -1,803,643 | -2,488,680 | 41.2% | 56.8% |
| DVX Downtown & Vets. Med. Ctr | 10,032 | 19.8% | 69.6% | 11,490 | 11,091 | 19.4% | 69.7% | 11,235 | 10,032 | 19.8% | 69.6% | 11,490 | 11,091 | 19.4% | 69.7% | 11,235 | 0 | 0 | 0 | 0.0% | 0.0% |
| DVX Downtown & Vets. Med. Ctr | 6,822 | 16.0% | 73.6% | 365 | 7,387 | 17.5% | 72.9% | 620 | 6,822 | 16.0% | 73.6% | 365 | 7,387 | 17.5% | 72.9% | 620 | 0 | 0 | 0 | 0.0% | 0.0% |
| HDX Henderson & Downtown Ex | 18,682 | 22.2% | 36.7% | 5,440 | 19,455 | 22.4% | 37.1% | 5,440 | 0 | | | 0 | 0 | | | 0 | -207,465,280 | -46,275,822 | -76,535,360 | 22.3% | 36.9% |
| HDX Henderson & Downtown Ex | 20,753 | 21.6% | 34.5% | 1,275 | 21,216 | 22.2% | 35.2% | 1,020 | 0 | | | 0 | 0 | | | 0 | -48,100,395 | -10,528,102 | -16,758,600 | 21.9% | 34.8% |
| HDX Henderson & Downtown Ex | 11,817 | 20.6% | 26.8% | 310 | 12,312 | 21.5% | 27.5% | 730 | 0 | | | 0 | 0 | | | 0 | -12,651,030 | -2,684,374 | -3,449,480 | 21.2% | 27.3% |
| HDX Henderson & Downtown Ex | 6,921 | 19.2% | 23.2% | 420 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -2,906,820 | -559,134 | -675,360 | 19.2% | 23.2% |
| SDX Strip & Downtown Express ( | 7,981 | 42.6% | 61.9% | 13,795 | 7,897 | 42.2% | 61.0% | 22,645 | 0 | | | 0 | 0 | | | 0 | -288,925,460 | -122,375,538 | -177,283,445 | 42.4% | 61.4% |
| SDX Strip & Downtown Express ( | 8,220 | 42.6% | 62.2% | 6,205 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -51,005,100 | -21,741,719 | -31,719,960 | 42.6% | 62.2% |
| SDX Strip & Downtown Express ( | 7,945 | 41.0% | 62.7% | 2,920 | 7,537 | 40.5% | 61.4% | 2,920 | 0 | | | 0 | 0 | | | 0 | -45,207,440 | -18,405,246 | -28,061,200 | 40.7% | 62.1% |
| SDX Strip & Downtown Express ( | 7,728 | 41.1% | 62.7% | 1,460 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -11,282,880 | -4,631,896 | -7,069,320 | 41.1% | 62.7% |
| SX Sahara Express (A) | 54,855 | 35.3% | 66.9% | 10,745 | 47,596 | 35.5% | 65.8% | 12,260 | 49,540 | 35.0% | 66.0% | 11,640 | 47,486 | 34.7% | 66.0% | 12,370 | -8,896,515 | -9,687,016 | -9,999,430 | 108.9% | 112.4% |
| SX Sahara Express (B) | 55,013 | 36.5% | 66.4% | 7,255 | 58,314 | 37.3% | 67.4% | 11,385 | 48,960 | 35.3% | 63.4% | 13,045 | 43,936 | 35.3% | 64.4% | 12,005 | 103,110,675 | 18,765,567 | 32,472,275 | 18.2% | 31.5% |
| SX Sahara Express (C) | 59,342 | 37.4% | 66.9% | 2,635 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -156,366,170 | -58,420,781 | -104,675,375 | 37.4% | 66.9% |
| SX Sahara Express (D) | 58,238 | 35.7% | 67.2% | 1,880 | 38,227 | 34.2% | 62.8% | 1,515 | 0 | | | 0 | 38,227 | 34.2% | 62.8% | 1,095 | -125,542,780 | -44,545,698 | -83,698,120 | 35.5% | 66.7% |
| SX Sahara Express (E) | 13,497 | 37.3% | 77.4% | 1,260 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -17,006,220 | -6,340,488 | -13,167,000 | 37.3% | 77.4% |
| SX Sahara Express (F) | 45,420 | 35.4% | 64.5% | 1,095 | 0 | | | 0 | 45,420 | 35.4% | 64.5% | 1,095 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| SX Sahara Express (G) | 59,397 | 37.3% | 67.0% | 1,130 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -67,118,610 | -25,062,302 | -44,938,970 | 37.3% | 67.0% |
| SX Sahara Express (H) | 0 | | | 0 | 40,377 | 34.9% | 63.7% | 675 | 0 | | | 0 | 0 | | | 0 | -27,254,475 | -9,508,823 | -17,373,150 | 34.9% | 63.7% |
| SX Sahara Express (I) | 58,321 | 35.7% | 67.3% | 220 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -12,830,620 | -4,581,529 | -8,629,720 | 35.7% | 67.3% |
| SX Sahara Express (J) | 39,890 | 34.7% | 62.7% | 365 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -14,559,850 | -5,059,448 | -9,127,555 | 34.7% | 62.7% |
| SX Sahara Express (K) | 58,028 | 35.6% | 67.2% | 255 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -14,797,140 | -5,271,269 | -9,946,785 | 35.6% | 67.2% |
| SX Sahara Express (L) | 48,008 | 38.8% | 69.7% | 255 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -12,242,040 | -4,747,493 | -8,535,870 | 38.8% | 69.7% |
| SX Sahara Express (M) | 22,791 | 37.2% | 75.2% | 255 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -5,811,705 | -2,164,276 | -4,368,405 | 37.2% | 75.2% |
| WAX Westcliff Airport Express | 9,707 | 24.1% | 53.5% | 7,590 | 8,798 | 25.5% | 51.4% | 7,590 | 0 | | | 0 | 0 | | | 0 | -140,452,950 | -34,822,558 | -73,714,080 | 24.8% | 52.5% |
| All Changes (both directions) | 1,112,298 | 30.4% | 63.9% | 1,307,685 | | | | | 1,065,974 | 30.2% | 63.4% | 1,244,870 | | | | | -1,671,445,755 | -600,649,382 | -1,110,843,875 | 35.9% | 66.5% |

| | Low Income | Minority |
|---|---|---|
| Change Borne By | 35.9% | 66.5% |
| Area Average | 26.7% | 60.3% |
| Delta | 9.2% | 6.1% |

# Appendix D

# Major Service Change Analysis Calculations, Proposed Aug. 2021 Changes vs. Oct. 2020 True Weekday Schedules

| | Before (Inbound) | | | | Before (Outbound) | | | | After (Inbound) | | | | After (Outbound) | | | | Difference | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Route | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | People-Trips (Population * Trips) | Low Income People-Trips | Minority People-Trips | Change Borne By Low Income | Change Borne by Minorities |
| 101 Rainbow (A) | 48,384 | 22.5% | 62.4% | 8,361 | 46,356 | 23.1% | 62.0% | 7,437 | 44,765 | 23.3% | 61.3% | 14,566 | 46,247 | 22.8% | 61.4% | 14,258 | 562,148,520 | 131,564,881 | 338,550,130 | 23.4% | 60.2% |
| 101 Rainbow (B) | 42,611 | 23.9% | 61.2% | 6,513 | 51,200 | 22.1% | 63.0% | 7,186 | 42,611 | 23.9% | 61.2% | 365 | 42,160 | 23.9% | 61.1% | 365 | -614,507,228 | -140,207,528 | -382,827,116 | 22.8% | 62.3% |
| 102 Jones (A) | 39,061 | 30.8% | 66.1% | 12,148 | 36,677 | 30.9% | 65.6% | 12,148 | 48,206 | 26.7% | 66.1% | 7,574 | 43,050 | 29.0% | 65.3% | 6,958 | -255,411,080 | -99,351,956 | -169,584,238 | 38.9% | 66.4% |
| 102 Jones (B) | 36,257 | 31.8% | 67.8% | 365 | 0 | | | 0 | 43,675 | 28.4% | 65.8% | 4,996 | 48,950 | 26.7% | 65.7% | 6,091 | 503,120,945 | 137,407,483 | 330,541,419 | 27.3% | 65.7% |
| 102 Jones (C) | 0 | | | 0 | 0 | | | 0 | 40,746 | 29.2% | 67.2% | 365 | 0 | | | 0 | 14,872,290 | 4,338,505 | 9,995,525 | 29.2% | 67.2% |
| 103 Decatur (A) | 47,722 | 30.4% | 71.7% | 19,551 | 47,954 | 30.1% | 71.5% | 19,688 | 57,600 | 26.5% | 67.3% | 3,363 | 51,330 | 28.9% | 71.0% | 4,104 | -1,472,764,054 | -455,696,451 | -1,064,749,190 | 30.9% | 72.3% |
| 103 Decatur (B) | 0 | | | 0 | 0 | | | 0 | 57,654 | 26.5% | 67.2% | 9,538 | 51,372 | 28.9% | 71.0% | 11,295 | 1,130,150,592 | 313,782,073 | 781,668,216 | 27.8% | 69.2% |
| 103 Decatur (C) | 0 | | | 0 | 0 | | | 0 | 55,371 | 27.1% | 67.4% | 2,886 | 47,954 | 30.1% | 71.5% | 4,574 | 379,142,302 | 109,334,004 | 264,605,264 | 28.8% | 69.8% |
| 103 Decatur (D) | 0 | | | 0 | 0 | | | 0 | 47,783 | 30.4% | 71.7% | 2,190 | 0 | | | 0 | 104,644,770 | 31,806,834 | 75,040,350 | 30.4% | 71.7% |
| 103 Decatur (E) | 0 | | | 0 | 0 | | | 0 | 50,012 | 29.6% | 71.4% | 627 | 0 | | | 0 | 31,357,524 | 9,288,496 | 22,374,495 | 29.6% | 71.4% |
| 103 Decatur (F) | 0 | | | 0 | 0 | | | 0 | 50,067 | 29.6% | 71.3% | 1,255 | 0 | | | 0 | 62,834,085 | 18,607,524 | 44,819,815 | 29.6% | 71.3% |
| 103 Decatur (G) | 0 | | | 0 | 0 | | | 0 | 8,901 | 8.1% | 41.3% | 57 | 0 | | | 0 | 507,357 | 41,250 | 209,304 | 8.1% | 41.3% |
| 104 Valley View (A) | 0 | | | 0 | 0 | | | 0 | 34,539 | 33.8% | 70.4% | 12,718 | 36,731 | 33.3% | 70.6% | 11,817 | 873,317,229 | 293,185,060 | 615,525,696 | 33.6% | 70.5% |
| 104 Valley View (B) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 38,128 | 33.5% | 70.4% | 787 | 30,006,736 | 10,040,991 | 21,113,636 | 33.5% | 70.4% |
| 104 Valley View (C) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 36,186 | 33.3% | 70.9% | 616 | 22,290,576 | 7,412,339 | 15,797,320 | 33.3% | 70.9% |
| 104 Valley View (D) | 0 | | | 0 | 0 | | | 0 | 34,174 | 33.8% | 70.6% | 251 | 0 | | | 0 | 8,577,674 | 2,896,882 | 6,054,622 | 33.8% | 70.6% |
| 104 Valley View / Arville (A) | 34,562 | 33.8% | 70.4% | 12,718 | 36,731 | 33.3% | 70.6% | 11,817 | 0 | | | 0 | 0 | | | 0 | -873,609,743 | -293,269,623 | -615,767,338 | 33.6% | 70.5% |
| 104 Valley View / Arville (B) | 0 | | | 0 | 38,128 | 33.5% | 70.4% | 787 | 0 | | | 0 | 0 | | | 0 | -30,006,736 | -10,040,991 | -21,113,636 | 33.5% | 70.4% |
| 104 Valley View / Arville (C) | 0 | | | 0 | 36,186 | 33.3% | 70.9% | 616 | 0 | | | 0 | 0 | | | 0 | -22,290,576 | -7,412,339 | -15,797,320 | 33.3% | 70.9% |
| 104 Valley View / Arville (D) | 34,174 | 33.8% | 70.6% | 251 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | -8,577,674 | -2,896,882 | -6,054,622 | 33.8% | 70.6% |
| 105 Martin L. King (A) | 27,152 | 31.6% | 77.8% | 18,958 | 27,969 | 29.9% | 75.2% | 18,844 | 29,192 | 30.5% | 76.4% | 18,958 | 27,969 | 29.9% | 75.2% | 18,844 | 38,674,320 | 6,423,622 | 21,972,322 | 16.6% | 56.8% |
| 105 Martin L. King (B) | 8,398 | 20.5% | 71.1% | 867 | 9,886 | 18.3% | 65.7% | 981 | 9,873 | 19.3% | 68.0% | 867 | 9,886 | 18.3% | 65.7% | 981 | 1,278,825 | 162,848 | 643,314 | 12.7% | 50.3% |
| 106 Rancho / Centennial Hills (A) | 30,810 | 29.1% | 61.6% | 7,357 | 41,205 | 25.3% | 57.8% | 6,935 | 30,748 | 29.1% | 61.6% | 7,357 | 41,142 | 25.3% | 57.8% | 6,935 | -893,039 | -307,655 | -392,819 | 34.5% | 44.0% |
| 106 Rancho / Centennial Hills (B) | 40,039 | 25.1% | 57.6% | 6,342 | 32,027 | 28.7% | 61.4% | 6,764 | 40,147 | 25.1% | 57.6% | 6,342 | 31,965 | 28.7% | 61.4% | 6,764 | 265,568 | -44,723 | 229,602 | -16.8% | 86.5% |
| 106 Rancho / Centennial Hills (C) | 21,902 | 35.6% | 69.3% | 981 | 22,710 | 35.2% | 69.0% | 422 | 21,840 | 35.6% | 69.3% | 981 | 22,647 | 35.2% | 69.0% | 673 | 5,596,989 | 1,969,153 | 3,887,006 | 35.2% | 69.4% |
| 106 Rancho / Centennial Hills (D) | 18,224 | 22.8% | 51.4% | 673 | 0 | | | 0 | 18,224 | 22.8% | 51.4% | 673 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 106 Rancho / Centennial Hills (E) | 0 | | | 0 | 26,103 | 32.7% | 65.2% | 673 | 0 | | | 0 | 26,041 | 32.7% | 65.3% | 673 | -41,726 | -13,953 | -18,171 | 33.4% | 43.5% |
| 108 Paradise | 19,028 | 48.0% | 69.5% | 14,965 | 11,489 | 42.3% | 65.0% | 14,965 | 19,028 | 48.0% | 69.5% | 14,965 | 11,489 | 42.3% | 65.0% | 14,965 | 0 | 0 | 0 | 0.0% | 0.0% |
| 109 Maryland Pkwy. | 29,329 | 46.3% | 74.6% | 28,915 | 28,300 | 46.3% | 74.7% | 29,086 | 29,329 | 46.3% | 74.6% | 28,915 | 28,300 | 46.3% | 74.7% | 29,086 | 0 | 0 | 0 | 0.0% | 0.0% |
| 110 Eastern (A) | 46,942 | 37.3% | 71.1% | 6,626 | 52,874 | 37.7% | 72.8% | 9,512 | 46,942 | 37.3% | 71.1% | 6,626 | 52,874 | 37.7% | 72.8% | 9,512 | 0 | 0 | 0 | 0.0% | 0.0% |
| 110 Eastern (B) | 49,737 | 37.5% | 72.2% | 10,290 | 51,355 | 37.6% | 72.2% | 10,404 | 49,737 | 37.5% | 72.2% | 10,290 | 51,355 | 37.6% | 72.2% | 10,404 | 0 | 0 | 0 | 0.0% | 0.0% |
| 110 Eastern (C) | 52,160 | 37.9% | 73.1% | 2,943 | 0 | | | 0 | 52,160 | 37.9% | 73.1% | 2,943 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. (A) | 48,066 | 34.0% | 69.9% | 1,790 | 51,950 | 33.7% | 68.2% | 8,281 | 48,066 | 34.0% | 69.9% | 1,790 | 52,013 | 33.6% | 68.1% | 8,281 | 521,703 | 37,911 | 74,529 | 7.3% | 14.3% |
| 111 Pecos / Green Valley Pkwy. (B) | 52,852 | 33.5% | 67.9% | 2,155 | 47,403 | 34.1% | 70.0% | 5,669 | 52,852 | 33.5% | 67.9% | 2,155 | 47,403 | 34.1% | 70.0% | 5,669 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. (C) | 54,544 | 32.8% | 66.8% | 1,243 | 0 | | | 0 | 54,544 | 32.8% | 66.8% | 1,243 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. (D) | 49,374 | 34.1% | 70.4% | 3,514 | 0 | | | 0 | 49,374 | 34.1% | 70.4% | 3,514 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. (E) | 54,159 | 33.6% | 68.4% | 3,263 | 0 | | | 0 | 54,159 | 33.6% | 68.4% | 3,263 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 111 Pecos / Green Valley Pkwy. (F) | 55,851 | 32.9% | 67.3% | 1,004 | 0 | | | 0 | 55,851 | 32.9% | 67.3% | 1,004 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 113 Las Vegas Blvd North (A) | 23,993 | 50.2% | 80.6% | 19,596 | 23,818 | 50.3% | 81.2% | 29,337 | 24,565 | 49.8% | 80.4% | 19,596 | 23,818 | 50.3% | 81.2% | 29,337 | 11,208,912 | 3,623,817 | 7,936,380 | 32.3% | 70.8% |
| 113 Las Vegas Blvd North (B) | 24,408 | 50.0% | 80.8% | 9,376 | 0 | | | 0 | 24,408 | 50.0% | 80.8% | 9,376 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (A) | 50,516 | 36.4% | 67.8% | 12,182 | 55,355 | 34.6% | 65.6% | 13,163 | 50,516 | 36.4% | 67.8% | 12,182 | 55,355 | 34.6% | 65.6% | 13,163 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (B) | 56,087 | 34.5% | 65.3% | 6,764 | 48,720 | 36.8% | 68.7% | 6,764 | 56,087 | 34.5% | 65.3% | 6,764 | 48,720 | 36.8% | 68.7% | 6,764 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (C) | 34,405 | 43.1% | 74.0% | 787 | 34,758 | 43.0% | 74.1% | 787 | 34,405 | 43.1% | 74.0% | 787 | 34,758 | 43.0% | 74.1% | 787 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (D) | 38,664 | 42.6% | 74.4% | 308 | 38,694 | 42.5% | 74.3% | 365 | 38,664 | 42.6% | 74.4% | 308 | 38,694 | 42.5% | 74.3% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 115 Nellis / Stephanie (E) | 55,342 | 34.8% | 65.6% | 559 | 0 | | | 0 | 55,342 | 34.8% | 65.6% | 559 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 117 Las Vegas Bl. South / Silverado Ranch (A) | 21,079 | 22.0% | 52.9% | 14,851 | 26,979 | 23.6% | 54.3% | 14,121 | 21,135 | 22.0% | 52.9% | 14,851 | 26,979 | 23.6% | 54.3% | 14,121 | 831,656 | 148,345 | 445,530 | 17.8% | 53.6% |
| 117 Las Vegas Bl. South / Silverado Ranch (B) | 0 | | | 0 | 27,046 | 23.5% | 54.2% | 787 | 0 | | | 0 | 27,046 | 23.5% | 54.2% | 787 | 0 | 0 | 0 | 0.0% | 0.0% |
| 119 Simmons / Koval (A) | 30,249 | 26.8% | 71.4% | 11,407 | 30,226 | 26.9% | 71.1% | 7,506 | 31,647 | 28.0% | 71.1% | 11,977 | 31,180 | 27.6% | 70.7% | 8,042 | 57,858,980 | 21,952,112 | 39,221,640 | 37.9% | 67.8% |
| 119 Simmons / Koval (B) | 0 | | | 0 | 30,222 | 26.9% | 71.1% | 3,171 | 0 | | | 0 | 31,176 | 27.6% | 70.7% | 3,513 | 13,687,326 | 4,500,206 | 9,307,875 | 32.9% | 68.0% |
| 119 Simmons / Koval (C) | 0 | | | 0 | 13,053 | 16.1% | 61.3% | 365 | 0 | | | 0 | 30,439 | 28.1% | 71.3% | 673 | 15,721,102 | 4,995,988 | 11,690,271 | 31.8% | 74.4% |
| 119 Simmons / Koval (D) | 0 | | | 0 | 29,486 | 27.4% | 71.7% | 365 | 0 | | | 0 | 12,300 | 16.5% | 62.3% | 365 | -6,272,890 | -2,207,956 | -4,920,565 | 35.2% | 78.4% |
| 119 Simmons / Koval (E) | 0 | | | 0 | 29,482 | 27.4% | 71.7% | 251 | 0 | | | 0 | 30,435 | 28.1% | 71.3% | 57 | -5,665,187 | -1,538,381 | -4,070,267 | 27.2% | 71.8% |

| | Before (Inbound) | | | | Before (Outbound) | | | | After (Inbound) | | | | After (Outbound) | | | | Difference | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Route | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | Population (within 1/4 mi) | Low Income | Minority | Trips (Annually) | People-Trips (Population * Trips) | Low Income People-Trips | Minority People-Trips | Change Borne By Low Income | Change Borne by Minorities |
| 120 Fort Apache / Rampart (A) | 35,604 | 18.0% | 50.0% | 11,304 | 42,896 | 18.8% | 50.3% | 11,863 | 36,550 | 17.5% | 50.3% | 10,996 | 43,290 | 18.6% | 50.4% | 11,920 | 6,577,736 | -1,612,802 | 4,838,448 | -24.5% | 73.6% |
| 120 Fort Apache / Rampart (B) | 35,808 | 18.2% | 50.3% | 730 | 0 | | | 0 | 36,754 | 17.8% | 50.5% | 1,597 | 0 | | | 0 | 32,556,298 | 5,670,189 | 16,490,738 | 17.4% | 50.7% |
| 121 Durango / Buffalo (A) | 34,587 | 21.6% | 54.4% | 10,563 | 34,204 | 21.4% | 54.8% | 9,947 | 37,852 | 21.3% | 54.8% | 10,563 | 37,206 | 21.1% | 55.2% | 10,255 | 75,808,537 | 14,109,897 | 44,863,630 | 18.6% | 59.2% |
| 121 Durango / Buffalo (B) | 0 | | | 0 | 33,972 | 21.4% | 54.8% | 981 | 36,410 | 21.4% | 55.3% | 365 | 36,975 | 21.1% | 55.3% | 1,232 | 25,516,318 | 5,318,052 | 14,249,462 | 20.8% | 55.8% |
| 121 Durango / Buffalo (C) | 33,146 | 21.6% | 54.8% | 616 | 34,009 | 21.5% | 54.7% | 559 | 34,587 | 21.6% | 54.4% | 251 | 0 | | | 0 | -30,747,630 | -6,626,200 | -16,877,058 | 21.6% | 54.9% |
| 122 S. Maryland Pkwy / Horizon Ridge (A) | 34,636 | 19.4% | 48.3% | 8,053 | 30,370 | 20.1% | 50.5% | 7,688 | 0 | | | 0 | 0 | | | 0 | -512,408,268 | -101,106,687 | -252,658,420 | 19.7% | 49.3% |
| 122 S. Maryland Pkwy / Horizon Ridge (B) | 0 | | | 0 | 33,080 | 19.3% | 48.1% | 730 | 0 | | | 0 | 0 | | | 0 | -24,148,400 | -4,649,746 | -11,623,790 | 19.3% | 48.1% |
| 122 S. Maryland Pkwy / W. Henderson (A) | 0 | | | 0 | 0 | | | 0 | 30,797 | 21.4% | 54.1% | 7,688 | 25,634 | 21.4% | 53.1% | 8,053 | 443,197,938 | 94,862,439 | 237,718,177 | 21.4% | 53.6% |
| 122 S. Maryland Pkwy / W. Henderson (B) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 30,041 | 21.2% | 53.4% | 365 | 10,964,965 | 2,325,924 | 5,857,520 | 21.2% | 53.4% |
| 122 S. Maryland Pkwy / W. Henderson (C) | 0 | | | 0 | 0 | | | 0 | 18,691 | 22.7% | 57.5% | 365 | 0 | | | 0 | 6,822,215 | 1,547,548 | 3,921,195 | 22.7% | 57.5% |
| 122 S. Maryland Pkwy / W. Henderson (D) | 0 | | | 0 | 0 | | | 0 | 30,178 | 21.5% | 54.2% | 365 | 0 | | | 0 | 11,014,970 | 2,366,279 | 5,974,320 | 21.5% | 54.2% |
| 201 Tropicana (A) | 52,798 | 28.6% | 63.9% | 13,243 | 41,986 | 31.9% | 64.6% | 12,262 | 52,798 | 28.6% | 63.9% | 13,243 | 41,986 | 31.9% | 64.6% | 12,262 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (B) | 42,991 | 31.6% | 65.1% | 11,840 | 48,191 | 29.0% | 64.0% | 12,878 | 42,991 | 31.6% | 65.1% | 11,840 | 48,191 | 29.0% | 64.0% | 12,878 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (C) | 42,533 | 31.7% | 65.2% | 2,133 | 41,844 | 31.8% | 64.6% | 1,711 | 42,533 | 31.7% | 65.2% | 2,133 | 41,844 | 31.8% | 64.6% | 1,711 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (D) | 38,389 | 33.3% | 65.7% | 730 | 34,312 | 34.3% | 65.7% | 730 | 38,389 | 33.3% | 65.7% | 730 | 34,312 | 34.3% | 65.7% | 730 | 0 | 0 | 0 | 0.0% | 0.0% |
| 201 Tropicana (E) | 0 | | | 0 | 34,394 | 34.4% | 65.9% | 365 | 0 | | | 0 | 34,394 | 34.4% | 65.9% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (A) | 49,862 | 31.9% | 67.8% | 24,033 | 53,001 | 32.1% | 67.7% | 29,280 | 49,862 | 31.9% | 67.8% | 24,033 | 53,001 | 32.1% | 67.7% | 29,280 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (B) | 52,174 | 31.4% | 67.7% | 3,171 | 0 | | | 0 | 52,174 | 31.4% | 67.7% | 3,171 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (C) | 50,012 | 31.9% | 67.9% | 1,768 | 0 | | | 0 | 50,012 | 31.9% | 67.9% | 1,768 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 202 Flamingo (D) | 37,440 | 35.1% | 70.3% | 365 | 0 | | | 0 | 37,440 | 35.1% | 70.3% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 203 Spring Mtn./Desert Inn / Lamb (A) | 77,157 | 34.7% | 70.6% | 15,228 | 77,285 | 34.6% | 70.7% | 16,996 | 77,157 | 34.7% | 70.6% | 14,988 | 77,285 | 34.6% | 70.7% | 16,779 | -35,288,525 | -12,222,269 | -24,933,122 | 34.6% | 70.7% |
| 203 Spring Mtn./Desert Inn / Lamb (B) | 77,234 | 34.7% | 70.7% | 787 | 77,145 | 34.6% | 70.7% | 1,095 | 77,280 | 34.7% | 70.7% | 2,270 | 77,145 | 34.6% | 70.7% | 1,825 | 170,958,292 | 59,196,227 | 120,819,351 | 34.6% | 70.7% |
| 203 Spring Mtn./Desert Inn / Lamb (C) | 71,549 | 36.6% | 72.6% | 981 | 71,647 | 36.7% | 72.7% | 673 | 71,549 | 36.6% | 72.6% | 1,152 | 71,647 | 36.7% | 72.7% | 901 | 28,570,395 | 10,473,970 | 20,753,814 | 36.7% | 72.6% |
| 203 Spring Mtn./Desert Inn / Lamb (D) | 77,280 | 34.7% | 70.7% | 1,597 | 0 | | | 0 | 77,234 | 34.7% | 70.7% | 787 | 0 | | | 0 | -62,633,002 | -21,691,413 | -44,242,504 | 34.6% | 70.6% |
| 203 Spring Mtn./Desert Inn / Lamb (E) | 78,215 | 34.8% | 70.9% | 365 | 0 | | | 0 | 71,672 | 36.6% | 72.6% | 365 | 71,657 | 36.6% | 72.8% | 422 | 27,851,059 | 10,726,228 | 20,755,054 | 38.5% | 74.5% |
| 203 Spring Mtn./Desert Inn / Lamb (F) | 72,607 | 36.7% | 72.9% | 57 | 0 | | | 0 | 78,215 | 34.8% | 70.9% | 559 | 0 | | | 0 | 39,583,586 | 13,684,250 | 27,987,103 | 34.6% | 70.7% |
| 203 Spring Mtn./Desert Inn / Lamb (G) | 71,626 | 36.7% | 72.6% | 57 | 0 | | | 0 | 72,607 | 36.7% | 72.9% | 365 | 0 | | | 0 | 22,418,873 | 8,235,047 | 16,348,265 | 36.7% | 72.9% |
| 203 Spring Mtn./Desert Inn / Lamb (H) | 0 | | | 0 | 0 | | | 0 | 71,626 | 36.7% | 72.6% | 57 | 0 | | | 0 | 4,082,682 | 1,496,399 | 2,965,710 | 36.7% | 72.6% |
| 206 Charleston (A) | 51,986 | 34.9% | 64.6% | 23,178 | 65,709 | 34.5% | 68.3% | 25,870 | 51,212 | 34.7% | 64.6% | 12,499 | 64,139 | 34.6% | 68.5% | 14,301 | -1,347,472,711 | -466,547,175 | -897,515,507 | 34.6% | 66.6% |
| 206 Charleston (B) | 63,035 | 34.5% | 67.1% | 3,228 | 0 | | | 0 | 36,350 | 31.8% | 60.2% | 9,036 | 50,086 | 32.5% | 66.8% | 9,036 | 577,558,716 | 181,355,539 | 363,288,372 | 31.4% | 62.9% |
| 206 Charleston (C) | 47,486 | 36.9% | 67.3% | 251 | 0 | | | 0 | 35,756 | 40.1% | 70.6% | 8,283 | 0 | | | 0 | 284,247,962 | 114,436,208 | 201,086,893 | 40.3% | 70.7% |
| 206 Charleston (D) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 35,221 | 41.0% | 71.2% | 8,032 | 282,895,072 | 116,095,351 | 201,498,784 | 41.0% | 71.2% |
| 206 Charleston (E) | 0 | | | 0 | 0 | | | 0 | 61,998 | 34.4% | 67.2% | 2,475 | 0 | | | 0 | 153,445,050 | 52,842,306 | 103,073,850 | 34.4% | 67.2% |
| 206 Charleston (F) | 0 | | | 0 | 0 | | | 0 | 34,426 | 40.7% | 71.1% | 1,004 | 34,347 | 41.0% | 71.1% | 1,255 | 77,669,189 | 31,741,376 | 55,229,789 | 40.9% | 71.1% |
| 207 Alta / Stewart (A) | 47,808 | 39.5% | 70.9% | 3,263 | 41,503 | 38.5% | 69.9% | 3,514 | 47,808 | 39.5% | 70.9% | 4,631 | 41,503 | 38.5% | 69.9% | 4,996 | 126,908,790 | 49,468,840 | 89,354,226 | 39.0% | 70.4% |
| 207 Alta / Stewart (B) | 40,106 | 44.0% | 74.2% | 251 | 33,993 | 43.5% | 73.5% | 251 | 40,106 | 44.0% | 74.2% | 251 | 33,993 | 43.5% | 73.5% | 365 | 3,875,202 | 1,687,034 | 2,849,658 | 43.5% | 73.5% |
| 208 Washington (A) | 60,381 | 38.6% | 75.2% | 11,498 | 54,615 | 40.4% | 75.3% | 11,019 | 60,381 | 38.6% | 75.2% | 11,498 | 54,615 | 40.4% | 75.3% | 11,019 | 0 | 0 | 0 | 0.0% | 0.0% |
| 208 Washington (B) | 0 | | | 0 | 52,875 | 40.6% | 75.0% | 365 | 0 | | | 0 | 52,875 | 40.6% | 75.0% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 208 Washington (C) | 17,243 | 35.9% | 79.5% | 308 | 0 | | | 0 | 17,243 | 35.9% | 79.5% | 308 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 208 Washington (D) | 8,801 | 26.4% | 76.3% | 251 | 0 | | | 0 | 8,801 | 26.4% | 76.3% | 251 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 209 Vegas / Owens (A) | 52,788 | 38.2% | 78.6% | 3,514 | 52,831 | 38.0% | 78.4% | 3,514 | 52,751 | 38.2% | 78.6% | 4,996 | 52,749 | 38.1% | 78.4% | 4,996 | 155,932,834 | 59,488,979 | 122,511,426 | 38.2% | 78.6% |
| 209 Vegas / Owens (B) | 42,998 | 41.4% | 84.2% | 251 | 42,723 | 41.3% | 84.2% | 251 | 42,998 | 41.4% | 84.2% | 365 | 42,723 | 41.3% | 84.2% | 365 | 9,772,194 | 4,041,249 | 8,224,644 | 41.4% | 84.2% |
| 209 Vegas / Owens (C) | 52,642 | 38.2% | 78.7% | 251 | 52,632 | 38.0% | 78.4% | 251 | 52,605 | 38.2% | 78.7% | 365 | 52,550 | 38.0% | 78.4% | 365 | 11,957,801 | 4,559,551 | 9,397,849 | 38.1% | 78.6% |
| 210 Lake Mead Blvd. (A) | 61,385 | 36.2% | 74.8% | 17,167 | 59,325 | 35.3% | 73.4% | 15,650 | 61,385 | 36.2% | 74.8% | 17,794 | 59,325 | 35.3% | 73.4% | 16,220 | 72,303,645 | 25,884,499 | 53,629,704 | 35.8% | 74.2% |
| 210 Lake Mead Blvd. (B) | 58,668 | 37.5% | 76.4% | 1,460 | 55,391 | 37.1% | 76.3% | 730 | 58,668 | 37.5% | 76.4% | 1,460 | 55,391 | 37.1% | 76.3% | 730 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (C) | 0 | | | 0 | 62,638 | 35.7% | 73.6% | 1,460 | 56,933 | 38.3% | 77.5% | 1,175 | 53,497 | 38.0% | 77.3% | 981 | 27,925,352 | 12,910,219 | 25,159,576 | 46.2% | 90.1% |
| 210 Lake Mead Blvd. (D) | 56,933 | 38.3% | 77.5% | 1,004 | 53,497 | 38.0% | 77.3% | 867 | 0 | | | 0 | 62,638 | 35.7% | 73.6% | 1,460 | -12,091,151 | -6,860,775 | -12,898,876 | 56.7% | 106.7% |
| 210 Lake Mead Blvd. (E) | 0 | | | 0 | 58,703 | 37.4% | 76.2% | 616 | 0 | | | 0 | 58,703 | 37.4% | 76.2% | 616 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (F) | 0 | | | 0 | 31,541 | 43.2% | 85.2% | 365 | 0 | | | 0 | 31,541 | 43.2% | 85.2% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 210 Lake Mead Blvd. (G) | 0 | | | 0 | 25,039 | 30.0% | 65.8% | 365 | 0 | | | 0 | 25,039 | 30.0% | 65.8% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 212 Sunset (A) | 30,661 | 20.1% | 55.9% | 7,540 | 21,924 | 20.7% | 55.6% | 5,772 | 30,845 | 20.1% | 55.9% | 7,540 | 21,916 | 20.7% | 55.6% | 5,772 | 1,341,184 | 197,107 | 672,360 | 14.7% | 50.1% |
| 212 Sunset (B) | 24,550 | 20.9% | 55.5% | 4,688 | 27,588 | 20.0% | 56.0% | 6,456 | 24,734 | 20.9% | 55.5% | 4,688 | 27,580 | 20.0% | 56.0% | 6,456 | 810,944 | 120,886 | 410,160 | 14.9% | 50.6% |
| 212 Sunset (C) | 21,738 | 20.6% | 56.0% | 365 | 24,319 | 21.0% | 55.2% | 616 | 21,902 | 20.5% | 56.0% | 365 | 24,338 | 21.0% | 55.1% | 616 | 71,564 | 10,127 | 35,702 | 14.2% | 49.9% |
| 212 Sunset (D) | 13,368 | 25.0% | 51.3% | 365 | 0 | | | 0 | 13,382 | 25.0% | 51.3% | 365 | 0 | | | 0 | 5,110 | 999 | 4,015 | 19.6% | 78.6% |
| 212 Sunset (E) | 0 | | | 0 | 21,601 | 20.8% | 55.8% | 57 | 0 | | | 0 | 21,592 | 20.8% | 55.8% | 57 | -513 | -56 | -285 | 11.0% | 55.6% |

| | Before (Inbound) | | | | Before (Outbound) | | | | After (Inbound) | | | | After (Outbound) | | | | Difference | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Route** | **Population (within 1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **Population (within 1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **Population (within 1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **Population (within 1/4 mi)** | **Low Income** | **Minority** | **Trips (Annually)** | **People-Trips (Population * Trips)** | **Low Income People-Trips** | **Minority People-Trips** | **Change Borne By Low Income** | **Change Borne by Minorities** |
| 214 H Street / D Street (A) | 17,965 | 49.8% | 85.6% | 7,665 | 17,058 | 41.0% | 86.2% | 4,745 | 17,965 | 49.8% | 85.6% | 7,665 | 17,058 | 41.0% | 86.2% | 4,745 | 0 | 0 | 0 | 0.0% | 0.0% |
| 214 H Street / D Street (B) | 0 | | | 0 | 10,009 | 41.3% | 82.3% | 365 | 0 | | | 0 | 10,009 | 41.3% | 82.3% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 214 H Street / D Street (C) | 0 | | | 0 | 16,867 | 41.0% | 86.4% | 365 | 0 | | | 0 | 16,867 | 41.0% | 86.4% | 365 | 0 | 0 | 0 | 0.0% | 0.0% |
| 215 Bonanza (A) | 24,976 | 45.0% | 85.0% | 16,460 | 23,363 | 45.8% | 85.4% | 17,076 | 24,976 | 45.0% | 85.0% | 16,460 | 23,363 | 45.8% | 85.4% | 17,076 | 0 | 0 | 0 | 0.0% | 0.0% |
| 215 Bonanza (B) | 23,943 | 45.4% | 85.0% | 1,403 | 22,667 | 46.1% | 85.4% | 616 | 23,943 | 45.4% | 85.0% | 1,403 | 22,667 | 46.1% | 85.4% | 616 | 0 | 0 | 0 | 0.0% | 0.0% |
| 217 Warm Springs / Lake Mead Pkwy. (A) | 37,078 | 22.6% | 41.9% | 10,757 | 33,780 | 21.8% | 43.1% | 10,563 | 37,078 | 22.6% | 41.9% | 10,757 | 33,787 | 21.8% | 43.1% | 10,563 | 73,941 | 34,243 | 42,252 | 46.3% | 57.1% |
| 217 Warm Springs / Lake Mead Pkwy. (B) | 0 | | | 0 | 31,829 | 22.6% | 42.5% | 251 | 0 | | | 0 | 31,814 | 22.6% | 42.5% | 251 | -3,765 | -1,515 | -2,008 | 40.3% | 53.3% |
| 218 Cheyenne (A) | 38,703 | 30.7% | 65.7% | 12,593 | 33,879 | 31.4% | 67.7% | 11,612 | 38,703 | 30.7% | 65.7% | 12,593 | 33,879 | 31.4% | 67.7% | 11,612 | 0 | 0 | 0 | 0.0% | 0.0% |
| 218 Cheyenne (B) | 0 | | | 0 | 43,089 | 28.9% | 63.1% | 730 | 0 | | | 0 | 43,089 | 28.9% | 63.1% | 730 | 0 | 0 | 0 | 0.0% | 0.0% |
| 218 Cheyenne (C) | 14,775 | 40.1% | 85.4% | 422 | 0 | | | 0 | 14,775 | 40.1% | 85.4% | 422 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 218 Cheyenne (D) | 0 | | | 0 | 19,348 | 24.6% | 54.8% | 422 | 0 | | | 0 | 19,348 | 24.6% | 54.8% | 422 | 0 | 0 | 0 | 0.0% | 0.0% |
| 219 Craig Rd (A) | 23,644 | 25.5% | 69.2% | 14,030 | 25,933 | 26.2% | 68.6% | 2,942 | 23,644 | 25.5% | 69.2% | 14,030 | 25,933 | 26.2% | 68.6% | 2,942 | 0 | 0 | 0 | 0.0% | 0.0% |
| 219 Craig Rd (B) | 0 | | | 0 | 24,372 | 26.3% | 69.1% | 10,780 | 0 | | | 0 | 24,372 | 26.3% | 69.1% | 10,780 | 0 | 0 | 0 | 0.0% | 0.0% |
| 219 Craig Rd (C) | 18,629 | 28.1% | 75.1% | 308 | 0 | | | 0 | 18,629 | 28.1% | 75.1% | 308 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 220 Ann / Tropical (A) | 0 | | | 0 | 0 | | | 0 | 44,558 | 16.1% | 58.1% | 6,935 | 45,093 | 15.7% | 57.7% | 6,821 | 616,589,083 | 98,248,876 | 356,974,660 | 15.9% | 57.9% |
| 220 Ann / Tropical (B) | 0 | | | 0 | 0 | | | 0 | 43,685 | 16.1% | 57.9% | 730 | 43,989 | 15.6% | 57.4% | 479 | 52,960,781 | 8,417,175 | 30,562,175 | 15.9% | 57.7% |
| 220 Ann / Tropical (C) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 45,086 | 15.7% | 57.7% | 365 | 16,456,390 | 2,589,960 | 9,494,015 | 15.7% | 57.7% |
| 220 Ann / Tropical (D) | 0 | | | 0 | 0 | | | 0 | 23,418 | 18.6% | 68.0% | 251 | 0 | | | 0 | 5,877,918 | 1,093,648 | 3,997,175 | 18.6% | 68.0% |
| 221 Cactus / Horizon Ridge / Boulder City (A) | 0 | | | 0 | 0 | | | 0 | 56,317 | 15.4% | 41.7% | 1,825 | 63,101 | 15.2% | 43.7% | 3,650 | 333,097,175 | 50,758,924 | 143,465,075 | 15.2% | 43.1% |
| 221 Cactus / Horizon Ridge / Boulder City (B) | 0 | | | 0 | 0 | | | 0 | 63,739 | 15.0% | 43.2% | 3,000 | 55,892 | 15.7% | 42.3% | 1,597 | 280,476,524 | 42,592,508 | 120,354,453 | 15.2% | 42.9% |
| 221 Cactus / Horizon Ridge / Boulder City (C) | 0 | | | 0 | 0 | | | 0 | 65,605 | 15.1% | 42.6% | 1,323 | 58,183 | 15.6% | 41.2% | 1,631 | 181,691,888 | 27,882,922 | 76,057,751 | 15.3% | 41.9% |
| 221 Cactus / Horizon Ridge / Boulder City (D) | 0 | | | 0 | 0 | | | 0 | 58,183 | 15.6% | 41.1% | 730 | 65,392 | 15.1% | 42.6% | 365 | 66,341,670 | 10,215,615 | 27,626,120 | 15.4% | 41.6% |
| 221 Cactus / Horizon Ridge / Boulder City (E) | 0 | | | 0 | 0 | | | 0 | 49,794 | 15.3% | 44.3% | 365 | 49,916 | 15.2% | 44.3% | 365 | 36,394,150 | 5,556,124 | 16,127,160 | 15.3% | 44.3% |
| 221 Cactus / Horizon Ridge / Boulder City (F) | 0 | | | 0 | 0 | | | 0 | 7,502 | 16.5% | 23.2% | 422 | 0 | | | 0 | 3,165,844 | 522,464 | 734,702 | 16.5% | 23.2% |
| 221 Cactus / Horizon Ridge / Boulder City (G) | 0 | | | 0 | 0 | | | 0 | 32,724 | 15.5% | 50.2% | 365 | 0 | | | 0 | 11,944,260 | 1,848,712 | 5,991,110 | 15.5% | 50.2% |
| 221 Cactus / Horizon Ridge / Boulder City (H) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 21,587 | 13.5% | 55.1% | 308 | 6,648,796 | 898,678 | 3,661,504 | 13.5% | 55.1% |
| 221 Cactus / Horizon Ridge / Boulder City (I) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 14,378 | 14.6% | 55.5% | 57 | 819,546 | 119,925 | 454,746 | 14.6% | 55.5% |
| 401 N. Outlets / Symphony Park (A) | 4,598 | 42.7% | 62.5% | 11,030 | 0 | | | 0 | 4,598 | 42.7% | 62.5% | 11,030 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 401 N. Outlets / Symphony Park (B) | 4,315 | 43.9% | 63.8% | 730 | 0 | | | 0 | 4,315 | 43.9% | 63.8% | 730 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 401 N. Outlets / Symphony Park (C) | 4,504 | 40.2% | 62.8% | 365 | 0 | | | 0 | 4,504 | 40.2% | 62.8% | 365 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| 402 Henderson / Boulder City (A) | 13,270 | 21.3% | 30.4% | 6,456 | 14,020 | 20.8% | 32.1% | 6,205 | 0 | | | 0 | 0 | | | 0 | -172,665,220 | -36,336,673 | -53,921,063 | 21.0% | 31.2% |
| 402 Henderson / Boulder City (B) | 12,059 | 21.5% | 27.6% | 479 | 11,048 | 21.3% | 28.1% | 365 | 0 | | | 0 | 0 | | | 0 | -9,808,781 | -2,101,207 | -2,724,654 | 21.4% | 27.8% |
| 402 Henderson / Boulder City (C) | 0 | | | 0 | 5,188 | 18.2% | 23.1% | 365 | 0 | | | 0 | 0 | | | 0 | -1,893,620 | -344,462 | -438,365 | 18.2% | 23.1% |
| 402 Henderson / Boulder City (D) | 0 | | | 0 | 16,311 | 19.7% | 29.5% | 251 | 0 | | | 0 | 0 | | | 0 | -4,094,061 | -806,433 | -1,209,569 | 19.7% | 29.5% |
| BHX Boulder Highway Express (A) | 39,847 | 38.7% | 61.3% | 14,817 | 37,798 | 40.0% | 62.7% | 5,611 | 39,847 | 38.7% | 61.3% | 14,817 | 37,642 | 40.0% | 62.6% | 5,611 | -875,316 | -377,301 | -757,485 | 43.1% | 86.5% |
| BHX Boulder Highway Express (B) | 41,170 | 36.9% | 59.6% | 3,900 | 41,677 | 37.0% | 59.3% | 4,938 | 41,170 | 36.9% | 59.6% | 3,900 | 41,521 | 37.0% | 59.2% | 4,938 | -770,328 | -332,815 | -661,692 | 43.2% | 85.9% |
| BHX Boulder Highway Express (C) | 42,015 | 36.6% | 59.1% | 7,940 | 41,075 | 37.2% | 59.7% | 6,902 | 42,015 | 36.6% | 59.1% | 7,940 | 40,919 | 37.2% | 59.6% | 6,902 | -1,076,712 | -460,605 | -931,770 | 42.8% | 86.5% |
| BHX Boulder Highway Express (D) | 0 | | | 0 | 40,637 | 38.2% | 60.4% | 8,054 | 0 | | | 0 | 40,481 | 38.2% | 60.3% | 8,054 | -1,256,424 | -545,742 | -1,087,290 | 43.4% | 86.5% |
| BHX Boulder Highway Express (E) | 0 | | | 0 | 37,544 | 40.0% | 62.9% | 1,574 | 0 | | | 0 | 37,388 | 39.9% | 62.8% | 1,574 | -245,544 | -106,507 | -212,490 | 43.4% | 86.5% |
| BHX Boulder Highway Express (F) | 0 | | | 0 | 40,641 | 38.2% | 60.4% | 502 | 0 | | | 0 | 40,485 | 38.1% | 60.3% | 502 | -78,312 | -34,017 | -67,770 | 43.4% | 86.5% |
| CX Centennial Express (A) | 8,481 | 40.2% | 67.4% | 7,209 | 9,677 | 41.0% | 69.7% | 7,574 | 17,191 | 24.5% | 59.7% | 6,091 | 19,223 | 24.5% | 60.1% | 7,688 | 118,063,678 | 7,317,289 | 59,149,108 | 6.2% | 50.1% |
| CX Centennial Express (B) | 0 | | | 0 | 4,230 | 31.4% | 60.7% | 365 | 17,183 | 24.5% | 59.7% | 1,232 | 0 | | | 0 | 19,625,506 | 4,708,208 | 11,710,027 | 24.0% | 59.7% |
| CX Centennial Express (C) | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 13,776 | 15.7% | 53.6% | 365 | 5,028,240 | 789,433 | 2,695,160 | 15.7% | 53.6% |
| DEUCE The Deuce / Strip | 8,741 | 41.2% | 61.0% | 33,215 | 8,397 | 39.6% | 59.4% | 33,272 | 8,741 | 41.2% | 61.0% | 47,245 | 8,397 | 39.6% | 59.4% | 47,188 | 239,488,882 | 96,700,523 | 144,178,764 | 40.4% | 60.2% |
| DVX Downtown & Vets. Med. Ctr. Express (A) | 9,949 | 22.7% | 70.6% | 11,430 | 10,831 | 20.4% | 70.2% | 11,179 | 10,514 | 21.7% | 70.1% | 11,430 | 10,831 | 20.4% | 70.2% | 11,179 | 6,457,950 | 251,149 | 3,989,070 | 3.9% | 61.8% |
| DVX Downtown & Vets. Med. Ctr. Express (B) | 6,872 | 18.4% | 74.4% | 365 | 7,232 | 17.5% | 73.1% | 616 | 7,437 | 17.5% | 73.5% | 365 | 7,232 | 17.5% | 73.1% | 616 | 206,225 | 13,877 | 127,385 | 6.7% | 61.8% |
| SX Sahara Express (A) | 50,839 | 35.1% | 66.5% | 11,612 | 48,829 | 34.8% | 66.5% | 12,342 | 50,839 | 35.1% | 66.5% | 11,612 | 48,829 | 34.8% | 66.5% | 12,342 | 0 | 0 | 0 | 0.0% | 0.0% |
| SX Sahara Express (B) | 49,265 | 34.0% | 63.3% | 11,361 | 44,778 | 33.8% | 64.5% | 11,110 | 49,265 | 34.0% | 63.3% | 11,361 | 44,778 | 33.8% | 64.5% | 11,110 | 0 | 0 | 0 | 0.0% | 0.0% |
| SX Sahara Express (C) | 46,292 | 34.1% | 64.6% | 1,095 | 39,748 | 33.6% | 63.2% | 1,095 | 46,292 | 34.1% | 64.6% | 1,095 | 39,748 | 33.6% | 63.2% | 1,095 | 0 | 0 | 0 | 0.0% | 0.0% |
| SX Sahara Express (D) | 49,319 | 34.0% | 63.1% | 924 | 0 | | | 0 | 49,319 | 34.0% | 63.1% | 924 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| SX Sahara Express (E) | 0 | | | 0 | 47,931 | 33.7% | 63.5% | 867 | 0 | | | 0 | 47,931 | 33.7% | 63.5% | 867 | 0 | 0 | 0 | 0.0% | 0.0% |
| SX Sahara Express (F) | 48,067 | 34.0% | 64.8% | 479 | 0 | | | 0 | 48,067 | 34.0% | 64.8% | 479 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| SX Sahara Express (G) | 42,436 | 37.0% | 66.8% | 251 | 0 | | | 0 | 42,436 | 37.0% | 66.8% | 251 | 0 | | | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| All Changes (both directions) | 1,119,882 | 29.6% | 64.6% | 1,229,971 | | | | | 1,218,632 | 28.3% | 63.6% | 1,304,326 | | | | | 3,055,070,685 | 683,180,459 | 1,811,007,468 | 22.4% | 59.3% |

| | Low Income | Minority |
|---|---|---|
| Change Borne By | 22.4% | 59.3% |
| Area Average | 23.1% | 57.2% |
| Delta | -0.8% | 2.1% |

# Appendix E

# Public Participation Plan

2019

# Engaging the Community

RTC

## Public Participation Plan

Regional Transportation Commission of Southern Nevada
Metropolitan Planning Organization & Transit

# Executive Summary

**The Public Participation Plan (PPP) establishes policies, processes and methods for engaging citizens, stakeholder groups, and other interested parties in transportation and transit planning. As required by federal regulations for Metropolitan Planning Organizations (MPOs), the plan also establishes the public participation and amendment process for the Regional Transportation Plan and Transportation Improvement Program.**

## RTC Policies for Public Involvement

- ✓ Engage stakeholders early.
- ✓ Engage traditionally underserved populations.
- ✓ Provide timely notice and information.
- ✓ Use visuals and online tools.
- ✓ Share information electronically.
- ✓ Make meetings convenient.
- ✓ Consider and respond to public input.
- ✓ Coordinate with statewide plans.
- ✓ Evaluate plan implementation.
- ✓ Continue to develop and update the public participation plan.

## Transportation and Transit Plans

The PPP establishes public comment periods, public meetings, and Board and Committee reviews required for transportation and transit plans, including:

- **Regional Transportation Plan**: Twenty-year plan for the region's transportation needs and investment, completed in conjunction with the **Transportation Improvement Program**, a list of funded roadway and transit projects.
- **Unified Planning Work Program**: Planning studies and activities for the MPO such as the Boulder Highway Investment Strategy and the Regional Bicycle and Pedestrian Plan.
- **Major Transit Service Changes**: Annual review of potential bus route and schedule changes.
- **Community Mobility Program**: Funding for non-profit transportation providers serving seniors, people with disabilities, and low-income residents.

## RTC Committee Quick Reference Guide

Regional transportation and transit decisions are made by the **RTC Board of Commissioners**, who receive recommendations from the committees summarized below. Committees meetings are open to the public and occur on ongoing basis. Go to **rtcsnv.com** for upcoming meeting dates and agendas, and to sign-up to receive e-mail notifications.

| Committee | Key Topics |
|---|---|
| **Executive Advisory Committee** | Transportation planning, transit, streets and highways funding, roadway design |
| **Metropolitan Planning Subcommittee*** | Transportation planning and programming |
| **Operations Subcommittee*** | Traffic management and roadway operations |
| **Specifications Subcommittee*** | Roadway design |
| **Regional Project Coordination Committee** | Infrastructure project coordination including planning, design, and construction |
| **Southern Nevada Strong Steering Committee** | Southern Nevada Strong regional plan implementation |
| **Transportation Resource Advisory Committee** | Transportation infrastructure funding and resources |
| **Arts in Transit Advisory Committee** | Artwork in public transit facilities |
| **Bus Shelter and Bench Advisory Committee** | Bus shelters and benches |
| **Transportation Access Advisory Committee** | Paratransit and mobility for seniors and people with disabilities |
| **Freeway & Arterial System of Transportation (FAST) Operations Management Committee** | Traffic management operations |
| **Finance Committee** | Budget and finances |

** Subcommittee of the Executive Advisory Committee*

## Community Engagement Planning

The PPP includes a list of key stakeholders, tools, tactics, best practices, and resources for use in outreach planning, including the **Southern Nevada Strong Community Engagement Toolkit**. Additionally, the RTC measures outreach success through the following metrics: 1) number of events, 2) number of surveys completed, and 3) total number of people reached.

## Learn More

To learn more about the Public Participation Plan, contact the RTC of Southern Nevada at 702-676-1500.

# Acknowledgements

### Regional Transportation Commission

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Angela Castro, Chief Strategy, Policy & Marketing Officer
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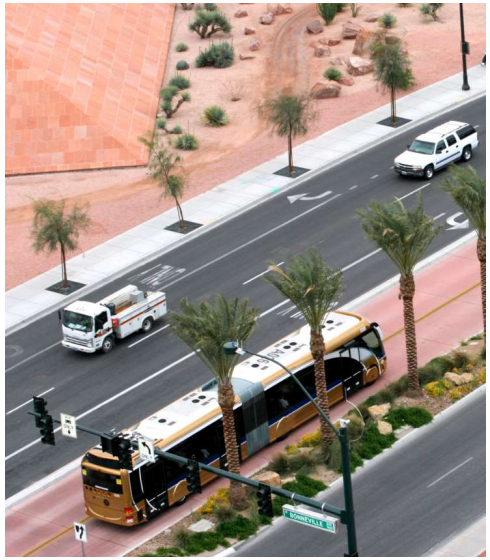
## About the Regional Transportation Commission

**The Regional Transportation Commission of Southern Nevada (RTC) is the regional entity that oversees public transportation, traffic management, roadway planning & funding, and implementation of the Southern Nevada Strong Regional Plan. In short, the RTC is the transit agency, metropolitan planning organization (MPO), and traffic manager for the entire region – all under one roof.**

The MPO oversees federally mandated transportation planning processes for Southern Nevada, plans the valley's roadways and transit infrastructure to accommodate a growing and diverse population, and administers the Southern Nevada Strong Regional Plan. Additionally, the Streets and Highways Department manages the distribution of funding generated from various local sources including the Motor Vehicle Fuel Tax, Fuel Revenue Indexing, and county sales tax designated for transportation.

The RTC also provides mass transit that connects neighborhoods, businesses, and destinations throughout Southern Nevada, including:

- **Fixed route transit service** along 39 routes, including two routes that serve the Las Vegas Strip, four commuter express style routes, and four limited stop routes with enhanced amenities;
- **Transit centers** at six locations for offering various amenities, such as bike repair, and easier bus transfers;
- **Park and ride** facilities at five locations, with additional park and rides at private businesses and casinos;
- **Paratransit** within the RTC transit service area, and specialized transportation services provided to veterans, people with disabilities, low-income individuals, and seniors;
- **Flexible Demand Response** that provides door-to-door transit service near Sun City Anthem, Sun City Summerlin, and Centennial Hills; and
- **Silver Star**, which connect senior living communities to shopping centers through loop routes.



*The RTC completes plans, studies, and projects that promote sustainability, improve air quality, enhance mobility, and increase quality of life for Southern Nevadans.*

*The Reimagine Boulder Highway Plan engaged over 3,000 people through meetings of a Technical Advisory Committee, two online surveys, intercept surveys at bus stops and community destinations, one-on-one meetings with key landowners, and pop-up meetings at community events.*

## Background

**The Public Participation Plan (PPP) is intended to promote the continuing, cooperative and comprehensive "3-C" transportation planning process. The plan establishes methods for engaging citizens, stakeholder groups, and other interested parties by offering opportunities to provide meaningful input, especially at key decision points.**

The metropolitan transportation planning process is a proactive public involvement process that provides the public access to important information that can be utilized to make decisions about investments that will impact transportation infrastructure in Southern Nevada. Public involvement provides an opportunity for the community to provide perspective and help guide transportation issues that matter to them – from congestion during commutes to investment in neighborhood sidewalks. Furthermore, outreach improves decision-making and builds ownership of the resulting plans and recommendations.

### Why should the community engage in transportation planning?

The RTC values public participation to help inform transportation decisions. The following are some of the reasons to get involved and help shape the transportation system in Southern Nevada:

**Transportation is important to everyone.** Every household and business depends on safe transportation infrastructure to move both people and goods. Consider all the modes of transportation you and your family take each day - walking, biking, driving a vehicle, or taking the bus. The RTC is involved in the planning and funding of facilities to improve transportation in Southern Nevada. Improved infrastructure and transit service means more mobility and transportation options for you and your family.

**Transportation supports the region's economy.** Southern Nevada's mobility, quality of life, economic growth and competitiveness rely on the multi-modal transportation network. The movement of goods and connecting people to places to work, shop, learn, and recreate is dependent on transportation.

**Transportation infrastructure is funded by the region.** The funding to build and maintain our transportation system comes from several sources, including your tax dollars.

## RTC Policy for Public Involvement

Public involvement is critical to the successful development and implementation of any transportation plan. The following principal objectives are consistent with the requirements outlined in Code of Federal Regulations Title 23, Section 450.316.

✓ **Reach out during plans & projects.**
Utilize public involvement in the development of transportation plans, programs, and projects, which represent identified local, regional, and state priorities and needs pertaining to multiple modes of transportation.

✓ **Engage stakeholders early.**
Offer early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions.

✓ **Engage traditionally underserved populations.**
Seek out and consider the viewpoints of seniors, minorities, low-income individuals, limited English proficiency groups, and people with disabilities during public outreach activities.

✓ **Provide timely notice & information.**
Provide timely notice and access to information about transportation issues and processes to all interested parties.

✓ **Use visuals and online tools.**
Employ visualization and online tools (e.g. online surveys, graphics) to describe transportation plans, including the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

✓ **Share information electronically.**
Provide technical information and meeting notices online.

✓ **Make meetings convenient.**
Hold public meetings at convenient locations and times, and go to where people are.

✓ **Consider and respond to public input.**
Summarize community input received through surveys, in-person and online outreach, and social media platforms, and share how feedback informs planning decisions or a course of action. Individual public comments, including comments submitted via social media, and RTC responses are included in the appendices of federally required documents (RTP, TIP, UPWP, Public Participation Plan, and Coordinated Plan).

✓ **Coordinate with statewide plans.**
Coordinate the MPO's PPP with statewide public participation plans to enhance public consideration and understanding of the area's transportation issues, plans, and programs.

✓ **Evaluate plan implementation.**
Evaluate, on a periodic basis, the RTC's PPP to verify that: 1) the process is open to all interested individuals, 2) the procedures of the policy are being implemented and followed in accordance with federal regulation, and 3) the objectives set forth herein are administered by the RTC.

*The Southern Nevada Strong Regional Plan received the American Planning Association's 2016 National Planning Excellence Award for Public Outreach.*

## Southern Nevada Strong Implementation

The RTC is committed to implementing community engagement goals and strategies identified in the Southern Nevada Strong (SNS) Regional Plan, which have been incorporated into the Policy for Public Involvement and Tools and Tactics. SNS encourages getting residents involved in public decisions, which increases community ownership and civic pride. The RTC also actively implements strategies that support the SNS Regional Plan, working to provide Southern Nevada residents with "opportunities to continue public participation in decision-making processes throughout the region", including:

### ✓ Equity in Engagement

Ensure that all populations and demographic segments are involved in outreach activities. Engage people from diverse backgrounds, those who represent populations with varying degrees of mobility and independence, and potential future stakeholders. Support and connect existing communities, and minority and disadvantaged populations, and conduct outreach and gather input on the needs of these target audiences.

### ✓ Convenient Outreach Methods

Utilize a variety of outreach methods that bring engagement opportunities to residents, rather than requiring residents to attend large events. Employ go-to-them public engagement methods to reach a diverse range of residents. Use online methods or interactive tools to facilitate convenient, time-efficient participation.

### ✓ Partnerships

Develop and maintain partnerships with communities through formal and informal contact, including community leaders, established business groups, non-profits and social service agencies.

### ✓ Tailored Methods & Languages

Tailor outreach and engagement methods based on what has worked well in the past, respecting the cultural, linguistic, temporal, and geographic preferences of a community, and the question, action or decision at hand. Leverage bilingual community partners, volunteers, and staff to provide information in target languages, and to convey a genuine celebration of a multi-cultural and socially equitable future.

## Public Participation Plan Update Process

The Public Participation Plan (PPP) is typically updated every four years. Since the Plan establishes the Regional Transportation Plan (RTP) outreach process, the update occurs just before the RTP update, which also occurs every four years. The PPP is a living document, which may be updated more frequently if needed. The 2019 plan update process is shown below:

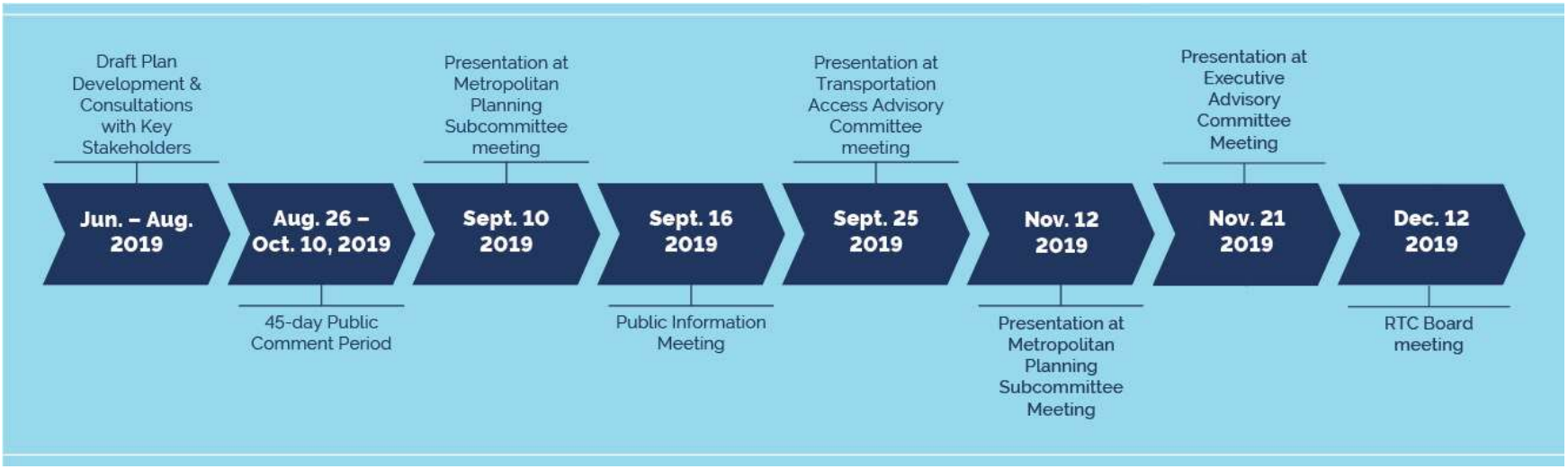



*Figure 1: Public Participation Plan Timeline*

## Coordination with Statewide Public Participation Plan

The RTC's PPP has been developed in consultation with the Nevada Department of Transportation (NDOT). The plan was also informed by the NDOT Public Involvement Plan, which identifies committees and outreach techniques, including stakeholder focus groups, public information meetings, public hearings, open houses, and public speaking engagements. NDOT communication tools include FAQs, project websites, and social media.

## Regulations and Requirements

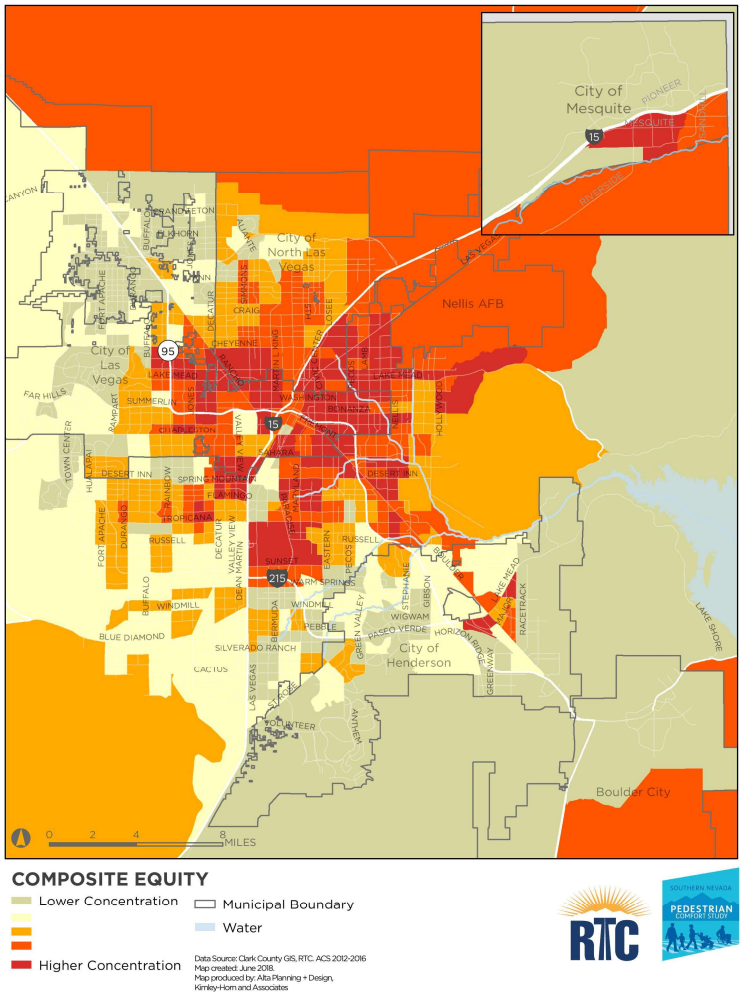
The RTC developed this PPP in consultation with key stakeholders and the public. The RTC PPP identifies the federal and state regulations that the agency is required to follow. Also included in the PPP are the RTC's policies and procedures for conducting public outreach, scheduling public meetings, and incorporating public input into the transportation planning process. The PPP is consistent with the following regulations and laws:

### Federal Regulations (23 USC §134, 23 CFR 450.316, 49 USC §5310)

The following federal regulations related to Metropolitan Transportation Planning establish requirements for public participation: U.S. Code Title 23, Section 134 (*Participation by Interested Parties*), 23 CFR 450.316 (*Interested parties, participation, and consultation*), and U.S. Code Title 49, Section 5310 *(Certification Requirements)*. As shown in *Table 1*, a 45 day public comment period is required for the Public Participation Plan. However, federal regulations do not provide specific public comment and meeting requirements for other transportation planning documents; therefore, requirements are locally developed and determined.

| Document | Federal Requirements: Public Comment Periods & Meetings |
|---|---|
| **Regional Transportation Plan** | "All interested parties have reasonable opportunities to comment on the contents of the transportation plan…" (23 USC §134) |
| **Regional Transportation Plan & Transportation Improvement Program** | "Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP" (23 CFR 450.316)<br>"Provide an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment…" (23 CFR 450.316) |
| **Public Participation Plan** | "A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO" (23 CFR 450.316) |
| **Coordinated Public Transit-Human Services Transportation Plan** | "The plan was developed through a process that included seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers and other members of the public" (49 USC §5310) |

*Table 1: Federal Comment Period and Meeting Requirements*




*Map 1: Composite equity map shows locations with the highest potential needs for active transportation and transit facilities in red. The map is based on the following indicators: population under 18 and over 65, non-white population, and households below 200% poverty level. Source: RTC Pedestrian Comfort Study (2019)*

***Title VI***

*Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and natural origin in programs and activities that receive federal financial assistance.*

*During public participation for transportation plans and studies, the RTC proactively engages Title VI populations including seniors, minorities, low-income individuals, limited English proficiency groups, and people with disabilities. The RTC evaluates the region's demographics and changing transportation needs on an ongoing basis. Additional information about Title VI policies, procedures, and reports are available at the RTC Legal Notices webpage.*

## Executive Order #122898 (Environmental Justice)

In February 1994, President Bill Clinton signed Executive Order #12898 on Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The order is intended to focus federal attention on the environmental and human health conditions in minority and low-income communities with the goal of achieving environmental justice. Environmental justice is achieved through promoting nondiscrimination in federal programs substantially affecting human health and the environment, and providing minority and low-income communities' access to public information, and an opportunity for public participation in matters relating to human health and the environment.

## Open Meeting Law

The Nevada Open Meeting Law (OML), found in the Nevada Revised Statutes (NRS Chapter 241), was enacted in 1960. The OML applies to most RTC actions of the Board and committees, though closed meetings are permitted under certain circumstances. Where OML applies, the RTC keeps minutes and public records; recent meeting minutes are available at the RTC Meetings & Agendas webpage. Staff may keep additional records from meetings that are also public records. For additional information of the OML, please refer to the Nevada Open Meeting Law Manual, Twelfth Edition.

## Public Records Law

The Nevada Public Records Law is found in NRS Chapter 239. Nevada's Public Records Law was enacted to ensure that government documents are available to the public and applies to most RTC actions. There are exceptions to Nevada's Public Records law, as described in NRS Chapter 239. RTC public records are available by completing the RTC Public Records Request Form, which is available at rtcsnv.com/request-public-records.

## Americans with Disabilities Act

The RTC schedules public input meetings at convenient times and accessible locations that are compliant with the Americans with Disabilities Act (ADA). The RTC sends notices to English, Spanish and Chinese publications and the RTC website is translatable into 8 languages. Assistance such as oral language translation, sign language services, and document translation is provided upon request for all public meetings. Additionally, the RTC considers universal design principles when preparing transportation plan executive summaries and other key documents.

## Key Stakeholders

The RTC engages key stakeholders based on the transportation project goals and target audiences, and regional goals defined by the Southern Nevada Strong (SNS) Regional Plan. The following list includes groups identified in federal regulations, combined with locally identified stakeholder groups. Additionally, comprehensive **stakeholder analysis** is completed for plans, studies, and projects, resulting in customized stakeholder contact lists.

| CFR Title 23, Section 450.316 | U.S. Code Title 23, Section 134 | U.S. Code Title 49, Section 5310 | Additional Stakeholder Groups |
|---|---|---|---|
| Affected public agencies<br>Bicyclists<br>Citizens<br>Employers<br>Freight shippers<br>Low-income job services<br>Pedestrians<br>People with disabilities<br>Private and non-profit transportation providers<br>Private providers of transportation, including intercity bus operators and employer-based commuting programs<br>Public ports<br>Public transportation customers<br>Public transportation employers<br>Transportation management organizations | Airport operations<br>Economic development<br>Environmental protection<br>Natural disaster risk reduction<br>Tourism<br>Tribal governments | Department of Health and Human Services<br>People with disabilities<br>Public, private and non-profit transportation and human services providers<br>Seniors<br>Transportation providers supported by Federal departments and agencies | Arts and culture<br>Banking and finance<br>Bicycle and pedestrian<br>Businesses<br>Civil rights<br>Construction<br>Economic development<br>Education<br>Engineering and design<br>Environment and sustainability<br>Faith-based organizations<br>Health<br>Health and nutrition<br>Housing<br>Labor unions<br>Neighborhood associations<br>Non-profit and philanthropy<br>Parks and recreation<br>Public safety<br>Resorts and tourism<br>Social service organizations<br>Transportation network companies<br>Underrepresented groups<br>Utilities<br>Workforce development |

*Figure 2: List of Potential Stakeholder Groups for Transportation and Transit Plans*

## RTC Committees

RTC Committees develop and make recommendations related to transportation projects, plans, programs, funding, transit amenities, and other agency-related matters to the RTC Board. Three additional subcommittees (Metropolitan Subcommittee, Operations Subcommittee, and Specifications Subcommittee) make recommendations to the Executive Advisory Committee, who advises on administrative, planning, transit, streets and highways funding, operational, and technical matters.

RTC Board and Committee meetings are open to the public and agendas are publically noticed and posted. Meeting dates and locations are subject to change if circumstances warrant; final dates and locations are also publicly noticed.

The public may raise issues during citizen participation periods. Issues raised in this manner may be placed on a future meeting agenda.

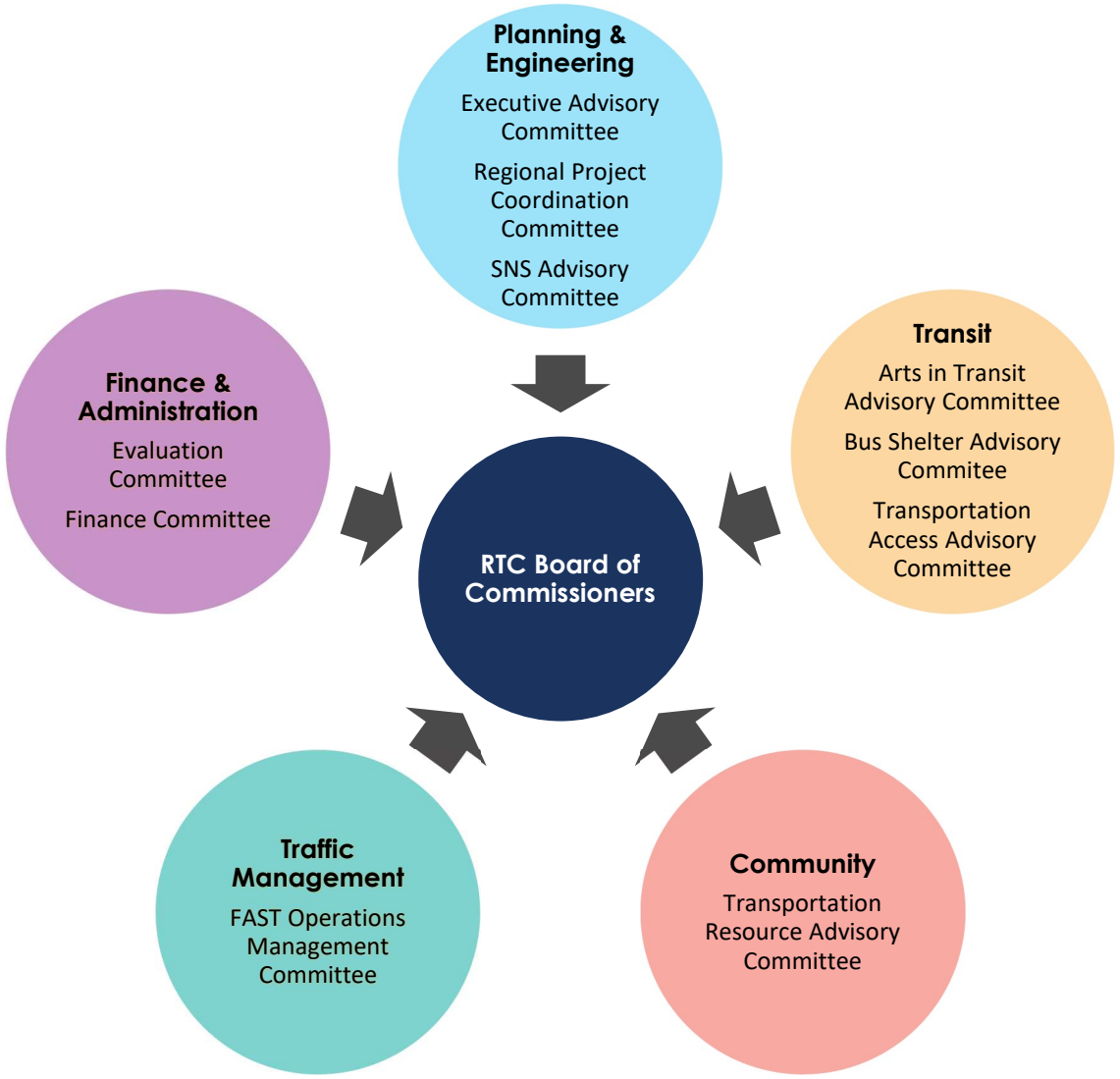



*Figure 3: RTC Committees develop and make recommendations to the RTC Board of Commissioners; see pages 11-14 for more information.*

# RTC BOARD & COMMITTEES

## RTC OF SOUTHERN NEVADA BOARD OF COMMISSIONERS

*Meets on the second Thursday of each month at 8:45 a.m. in the Clark County Government Center Commission Chambers*

| | |
|---|---|
| **PURPOSE** | Regional entity that oversees public transportation, traffic management, roadway design and construction funding, transportation planning, and implementation of the Southern Nevada Strong Regional Plan. |
| **REPRESENTATIVES** | Elected officials from Clark County (2), City of Las Vegas (2), City of Henderson (1), City of North Las Vegas (1), City of Boulder City (1), City of Mesquite (1); Director of the Nevada Department of Transportation serves as a non-voting member |

## EXECUTIVE ADVISORY COMMITTEE (EAC)

*Meets on the last Thursday of each month at 9:15 a.m. in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Makes recommendations related to non-personnel related administrative, planning, technical, transit, streets and highways funding, operational matters, and other items requested by the RTC Board. Receives recommendations from the Metropolitan Planning, Operations, and Specifications Subcommittees. |
| **REPRESENTATIVES** | RTC member entity planning and public works departments (director, manager, or senior-level staff) |

## METROPOLITAN PLANNING SUBCOMMITTEE (MPS)

*Meets on the second Tuesday of odd-numbered months at 9:00 a.m. in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Considers transportation planning and programming issues. |
| **REPRESENTATIVES** | Senior staff representatives overseeing land use planning from each of the RTC member agencies, Nevada Department of Transportation, Clark County Department of Air Quality, Clark County Department of Aviation, Clark County School District, Bureau of Land Management, Southern Nevada Water Authority, and representatives from RTC mass transit contractors, urban goods/freight transportation, and taxicabs or private motor carriers |

# RTC COMMITTEES

## OPERATIONS SUBCOMMITTEE

*Meets on the Tuesday of the week prior to the last Thursday of odd-numbered months at 1:30 p.m. in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Makes recommendations to the EAC related to traffic management and roadway operations, such as standardized traffic control features, and RTC transit operations. |
| **REPRESENTATIVES** | Traffic engineers from each RTC member entity and the Nevada Department of Transportation; staff from law enforcement agencies serve as non-voting members |

## SPECIFICATIONS SUBCOMMITTEE

*Meets on the second Wednesday of even-numbered months at 1:30 p.m. in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Makes recommendations to the EAC related to roadway design updates, completed through the following RTC documents: Uniform Standard Specifications for Public Works Construction Off-Site Improvements and the Uniform Standard Drawings. |
| **REPRESENTATIVES** | RTC member entity public works department staff; the Clark County Regional Flood Control District and NDOT serve as non-voting members |

## REGIONAL PROJECT COORDINATION COMMITTEE

*Meets on the third Wednesday of the month at 9:00 a.m. in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Coordinates the planning, design, and construction of infrastructure projects in order to reduce inconvenience and delays to the public. |
| **REPRESENTATIVES** | Government Entities: City of Henderson, City of Las Vegas, Clark County, City of North Las Vegas, Clark County Regional Flood Control District, Nevada Department of Transportation, Freeway and Arterial system of Transportation (FAST), Bureau of Land Management<br><br>Utilities: Southwest Gas Corporation, Las Vegas Valley Water District, CenturyLink Corporation, Cox Communications, Kern River Gas Transmission Company, Southern Nevada Water Authority, Kinder Morgan, NV Energy, Clark County Water Reclamation District, tw telecom, Nevada Public Utilities Commission<br><br>Industry: Southern Nevada Home Builders Association, NAIOP Commercial Real Estate Development Association, Nevada Contractors Association |

# RTC COMMITTEES

## SOUTHERN NEVADA STRONG (SNS) STEERING COMMITTEE

*Meets on the last Thursday of the first month of the quarter, or as needed in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Coordinates and supports plan implementation within individual organizations. Engages, educates and empowers member organization's constituencies in Regional Plan implementation. The SNS Steering Committee assists RTC staff by providing insight and guidance on: 1) how Southern Nevada Strong can support his or her organization, and 2) region-wide activities and strategies Southern Nevada Strong can take to support implementation. |
| **REPRESENTATIVES** | Senior management representatives from each of the 13 regional partners and representatives from other community and special interests |

## TRANSPORTATION RESOURCE ADVISORY COMMITTEE (TRAC)

*Meets as needed at the Southern Nevada Water Authority, Colorado River Room in the Molasky Corporate Center*

| | |
|---|---|
| **PURPOSE** | Works to ensure transportation infrastructure and resources are in place to accommodate current and future growth, in order to move our community forward by enhancing connectivity and improving mobility throughout the valley. |
| **REPRESENTATIVES** | Representatives from large groups of citizens impacted by transportation-related issues, including: home builders, resort and tourism industry, labor unions, engineering, real estate, medical, government, businesses, education, transit riders, cyclists, seniors, and non-profits |

## ARTS IN TRANSIT ADVISORY COMMITTEE

*Meets as needed.*

| | |
|---|---|
| **PURPOSE** | Provides recommendations on the selection of placement of artwork for public transit facilities. |
| **REPRESENTATIVES** | Members from art-related stakeholder groups appointed by the RTC Board |

# RTC COMMITTEES

## BUS SHELTER & BENCH ADVISORY COMMITTEE

*Meets on the third Thursday of even-numbered months at 3:00 p.m. in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Provides input and makes recommendations on issues related to bus shelters and benches, as required by NRS Chapter 373. |
| **REPRESENTATIVES** | Two members of the general public appointed by each city within the county, and six members of the general public appointed by the RTC Board |

## TRANSPORTATION ACCESS ADVISORY COMMITTEE (TAAC)

*Meets on the Wednesday before the last Thursday every other month at 1:30 p.m. in the RTC Administration Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Provides input on transportation concerns and needs of seniors and people with disabilities, and serves as the RTC's Paratransit Consumer Advisory Committee as required by the American Disabilities Act of 1990. |
| **REPRESENTATIVES** | Members appointed by the RTC Board and currently represent seniors, people with disabilities, paratransit customers, and transportation providers |

## FREEWAY & ARTERIAL SYSTEM OF TRANSPORTATION (FAST) OPERATIONS MANAGEMENT COMMITTEE

*Meets on the first Thursday of each month at 9:30 a.m. at the RTC Transportation Management Center, Room A105*

| | |
|---|---|
| **PURPOSE** | Establishes operational procedures and principles, and monitors the day-to-day operations of FAST, which includes intelligent transportation system field devices and traffic signals, central system software and hardware, operator workstations, video wall, and communications systems. |
| **REPRESENTATIVES** | RTC Chief Executive Officer, public works directors, and senior-level transportation and traffic engineers |

## FINANCE COMMITTEE

*Meets as needed in RTC Administrative Building, Room 108*

| | |
|---|---|
| **PURPOSE** | Provides recommendations regarding the agency's budgetary and financial issues. |
| **REPRESENTATIVES** | Four members of the RTC Board of Commissioners |

## Working Groups & Ad Hoc Committees

Working groups and ad hoc committees are established on a project specific basis. Such groups meet for a limited time to address specific issues of a particular project or plan. These groups may be managed by the RTC or by other participating agencies. The number of meetings, group composition, and extent of public involvement is situational and depends on the magnitude of the issue. The following key working groups contribute to the MPO's Regional Transportation Plan:

### Conformity Working Group (CWG)

The RTC serves as the Conformity Working Group (CWG) lead agency, convening meetings quarterly or as needed to discuss and review drafts of conformity analysis and determination for the development or amendment of the RTP, TIP, Air Quality Implementation Plans (Federal, Tribal, and State), and documents relating to Transportation Control Measures for potential inclusion into the State Implementation Plan (SIP). The Clark County Department of Air Quality (DAQ) is the lead agency that develops the SIP and provide notification of SIP findings. The CWG also helps coordinate related air quality model activities required under 40 CFR §93.105 and determines conformity of federal actions to state or federal air quality implementation plans, including determining exempt projects (40 CFR §93.126 and §93.127).

*The Conformity Working Group coordinates transportation air quality modeling.*

The CWG is comprised of local and state air quality agencies, RTC, NDOT, Environmental Protection Agency (EPA), Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and local and tribal governments. RTC staff sends meeting notices to all agencies involved.

The RTC follows all respective roles and responsibilities for air quality related transportation planning activities specified in the Clark County Transportation Conformity Plan, which applies to all EPA designated nonattainment and maintenance areas for transportation related criteria pollutants within Clark County, now or in the future.

The interagency consultation process requires agency procedures that detail how an agency makes conformity determinations and develops the RTP, TIP, and SIP. Through interagency consultations and meetings with other government agencies, the RTC requests the member cities and all other Clark County agencies to submit candidate projects and programs for inclusion in the draft. The RTC then sends information of the proposed projects that need to be included in the determination process, the conformity analysis assumptions, and proposed analysis methods to the CWG for consultation through discussions. The CWG also provides consultation on the RTC's conformity analysis results and the draft of environmental technical reports for plans and plan amendments.

*The Regional Transportation Plan (RTP) is the region's 20 year blueprint for transportation investments. Nearly 7,000 people participated in the 2016 RTP vision survey.*

### Land Use Working Group (LUWG)

The Land Use Working Group (LUWG) consists of land use planners and professionals from multiple local entities, who work collaboratively to develop consistent land use, population and employment forecasts for use in the Regional Transportation Plan (RTP). The LUWG group meets quarterly at the time of RTP development and is also convened for RTP amendments requiring conformity analysis and other planning studies as needed. The land use and air quality results and process developed by the LUWG are documented in the RTP and TIP documents. The following steps are used to develop, approve and use the forecasts:

1. **Land use, population and employment forecasts are developed** by the Land Use Working Group.
2. **Forecasts are approved** by the Southern Nevada Regional Planning Coalition and RTC Board.
3. **Forecasts are added to the Travel Demand Model**, which estimates future growth and traffic, by RTC staff.
4. **Travel demand model is used to develop the draft RTP**, which is subject to public review and comment.

## Metropolitan Planning Organization (MPO) Plans

The RTC's Metropolitan Planning Organization is responsible for overseeing the following transportation plans:

- ✓ **Regional Transportation Plan (RTP)** is a 20-year plan that describes the projected transportation needs in the region and outlines the strategic investments in transportation that are planned within the expected resources available. The RTP includes the **Public Participation Plan (PPP)**, which outlines the procedures for ensuring public involvement in the development of the transportation planning documents produced by the MPO and Transit.

- ✓ **Transportation Improvement Program (TIP)** is a detailed listing of roadway and transit projects that are taken from the RTP and are expected to receive federal funding over the next four years. The TIP for Southern Nevada is usually updated every two years and amended or modified more frequently as needed.

- ✓ **Unified Planning Work Program (UPWP)** lists MPO transportation planning studies and activities in Southern Nevada with updates every two years. The following process is used to develop the UPWP:

  1. **Planning study proposals are requested** through an email sent to RTC member entities and agenda items at EAC, TAAC and MPS meetings.
  2. **Proposals are submitted** followed by staff review.
  3. **UPWP is prepared**, including the development of project descriptions and budget estimates.
  4. **Recommendations are made** by the EAC, TAAC and MPS.
  5. **Approval is granted** by the RTC Board.
  6. **NDOT makes an approval recommendation** to the Federal Highway Administration.
  7. **Final approval is granted** by the Federal Highway Administration.

- ✓ **Planning Studies** identified in the UPWP often involve a degree of public involvement. While the details may vary from study to study, all such involvement is undertaken in accordance with the broad procedures outlined in the Public Participation Plan.

- ✓ **Master Plan of Streets & Highways and Capital Improvement Program** is maintained by the Streets & Highways Department. Regionally significant and federally funded projects are also included in the RTC's RTP and TIP, which includes required public participation. Policies and procedures related to the Master Plan of Streets and Highways and the Capital Improvement Program, which include additional public participation through Committee meetings, are available at the Streets and Highways webpage.

### Plan Update Schedule

The following schedule was developed during June 2019 and is subject to change:

| Transportation Plan | Update Frequency | Last Update | Next Update |
|---|---|---|---|
| **Unified Planning Work Program** | 2 years | May 2019 | May 2021 |
| **Title VI Report** | 3 years | June 2019 | June 2022 |
| **Regional Transportation Plan & Transportation Improvement Program** | 4 years | February 2017 | February 2021 |
| **Coordinated Public Transit – Human Services Transportation Plan** | 4+ years | March 2015 | June 2020 |
| **Public Participation Plan** | 4 years | December 2019 | December 2023 |

*Table 2: Update schedule for federally required transportation and transit plans.*

### 2020 Regional Transportation Plan Timeline

The RTC will follow the adopted Public Participation Plan process for public and stakeholder involvement and coordination in the development of the RTP. Public notices will be published in multiple languages and widely circulated in local newspapers, through social media, and online. Public meetings will be conducted throughout Southern Nevada and include multiple locations within the metropolitan planning area. Public comments received with RTC responses will be documented and attached as an RTP appendix.

The preliminary draft timeline for development of the RTP update follows:

| RTP Activity | Timeline |
|---|---|
| **Inform agencies and initiate call for projects** | January 2020 |
| **RTP project list complete** | May 2020 |
| **Air quality modeling** | May 2020 - October 2020 |
| **RTP draft document development with performance measures** | May 2020 - October 2020 |
| **RTP public meetings and comment period** | October 2020 |
| **Review and incorporate public and stakeholder comments** | November 2020 |
| **Finalize RTP and submit for approval** | December 2020 - January 2021 |

*Table 3: 2021 Regional Transportation Plan update schedule.*

## Table 4: MPO Public Involvement Process[1]

| Document | Action | Public Comment Period | Public Information Meeting(s)[2] | Board & Committee Public Meetings | Social Media & Technology | Outreach Lead Department(s) |
|---|---|---|---|---|---|---|
| **Regional Transportation Plan** | **Four-Year Update** | 30 day public comment period is required. An additional seven days may be required if the 30 day period resulted in substantial changes. | Three public information meetings are required. An additional meeting in an outlying area may also be held. | Executive Advisory Committee<br>RTC Board | RTC website<br>Social media | MPO Planning leads and coordinates with Government Affairs, Media & Marketing (GAMM) |
| **Regional Transportation Plan** | **Amendment** | 21 day public comment period is required. An additional seven days may be required if the 21 day period resulted in substantial changes. | At least one public information meeting is required. | Executive Advisory Committee<br>RTC Board | RTC website | MPO Planning leads and coordinates with GAMM |
| **Transportation Improvement Program (TIP)/High Priority Investment Program (HPIP)** | **Four-Year Update** | 30 day public comment period is required. An additional seven days may be required if the 21 day period resulted in substantial changes. | At least one public information meeting is required. | Executive Advisory Committee<br>RTC Board | RTC website<br>Social media | MPO Planning leads and coordinates with GAMM |
| **Transportation Improvement Program (TIP)/High Priority Investment Program (HPIP)** | **Amendment**<br>*See TIP Revision Process.* | 21 day public comment period is required, with the following exceptions: 1) added exempt project with a total cost of $400k or less, which is not subject to a public comment period, and 2) project with an air quality conformity determination, which requires a 30 day public comment period. | Public information meeting is not required except for projects with air quality determinations, which require one public information meeting. | Executive Advisory Committee<br>RTC Board | RTC website | MPO Planning leads and coordinates with GAMM |

*[1] Public involvement requirements are consistent with federal regulations shown in Table 1. Additional public outreach, comment periods, public meetings, and/or public hearings may be completed at the discretion of the RTC and/or agency lead(s).*

*[2] Public information meetings may be held in person and/or online. Comments are recorded by staff, through comment cards, or tablet computers; a court reporter is not required, but may be provided as determined by the RTC.*

## Table 4: MPO Public Involvement Process[1]

| Document | Action | Public Comment Period | Public Information Meeting(s)[2] | Board & Committee Public Meetings | Social Media & Technology | Outreach Lead Department(s) |
|---|---|---|---|---|---|---|
| **Transportation Improvement Program** | **Administrative Modification**<br>*See TIP Revision Process.* | Public comment period is not required. | Public information meeting is not required. | Executive Advisory Committee<br>RTC Board | RTC website | MPO Planning leads and coordinates with GAMM |
| **Unified Planning Work Program** | **Development and Amendment** | Public comment period is not required. | Public information meeting is not required. | Executive Advisory Committee<br>RTC Board | RTC website | MPO Planning |
| **Public Participation Plan** | **Development and Amendment** | 45 day comment period is required. | One public information meeting is required. | Executive Advisory Committee<br>RTC Board | RTC website<br>Social media | MPO Planning leads and coordinates with GAMM |
| **Planning Studies** | **Development** | Public comment period is not required. | Public information meeting is not required. | Executive Advisory Committee<br>RTC Board | RTC website<br>Social media | MPO Planning leads and coordinates with GAMM |
| **Capital Projects** | **Development and Amendment** | Public comment period is not required. | Public information meeting is not required. | Executive Advisory Committee<br>RTC Board | RTC website | MPO Streets and Highways |
| **National Environmental Policy Act Document** | **Development** | Refer to NEPA process (40 CFR §§ 1500-1508) for public participation requirements. | | | | Project sponsor |

*[1] Public involvement requirements are consistent with federal regulations shown in Table 1. Additional public outreach, comment periods, public meetings, and/or public hearings may be completed at the discretion of the RTC and/or agency lead(s).*

*[2] Public information meetings may be held in person and/or online. Comments are recorded by staff, through comment cards, or tablet computers; a court reporter is not required, but may be provided as determined by the RTC.*

# Transportation Improvement Program (TIP) Revisions

The Las Vegas Metropolitan Area Transportation Improvement Program (TIP), a list of upcoming transportation projects also known as the High Priority Investment Program, is updated at least every four years in cooperation with area agencies. The TIP is also incorporated into the Nevada's Statewide Transportation Improvement Program (STIP). As projects move towards implementation, changes to the TIP (i.e. project budget increases, added or deleted projects) may be needed. Federal regulations and the RTC MPO's procedures to modify and amend the TIP are provided in this section.

### Federal Regulations

An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. The MPO shall use public participation procedures consistent with §450.316(a) in revising the TIP, except that these procedures are not required for administrative modifications. Definitions from 23 CFR §450.104 follow:

**Administrative Modification** means a **minor revision** to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) 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. An administrative modification is a revision that **does not require public review and comment**, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

**Amendment** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a **major change** to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that **requires public review and comment** and a redemonstration of fiscal constraint. If an amendment involves "non-exempt" projects in nonattainment and maintenance areas, a conformity determination is required.

### NDOT eSTIP Portal

The Nevada Department of Transportation in 2015 introduced the Electronic Statewide Transportation Improvement Program (eSTIP) portal to manage Statewide TIP. The RTC and MPOs statewide utilize eSTIP to print TIP project lists and manage TIP amendments and modifications. The entire TIP revision process from project submittal to Federal Highway Administration approval is processed in the eSTIP portal.

To initiate a proposed TIP revision, agencies (i.e. NDOT, RTC Transit, Las Vegas, North Las Vegas, Henderson, Clark County, Clark County Department of Air Quality, Clark County School District, Clark County Aviation, Las Vegas Monorail Company) contact the RTC MPO by email or phone. RTC staff reviews the proposed change, opens an eSTIP action, and assigns the proper TIP revision category. Agencies then add project details through the eSTIP portal.

### RTC TIP Revisions

TIP revisions are needed for projects that utilize federal or state funding and/or are regionally significant. There are two categories of revisions: A) administrative modifications and B) amendments. The RTC MPO is responsible for coordinating TIP revisions and facilitating the review, approval and public participation process, as outlined below.

**A. Administrative Modifications**

**1. Revisions Acceptable through Administrative Modifications**

**a.** **Minor Changes to Project Costs:** Project funding increase is less than 25% of the total project cost and no more than $2 million.

**b.** **Minor Changes in Un-programmed Balances**

**i.** A positive change in the un-programmed balance forward is received for an existing project in the TIP, and the positive change is less than 25% of the total project cost and no more than $2 million.

**ii.** A negative change in the un-programmed balance forward is received for an existing project in the TIP for any dollar amount.

**c.** **Minor Changes to Project Dates:** The project fiscal year is revised without impact on air quality horizon years, as follows:

**i.** Project is moved within the STIP/TIP as follows: 1) third or fourth year to first or second year, or 2) second year to the first year. Project to be completed sooner/moved forward does not affect the air quality horizon years and/or the project is exempt.

**ii.** Project is moved within the STIP/TIP as follows: 1) first year to the second, third or fourth year, or 2) second or third year to the fourth year. Project to be completed later/moved back and this change does not affect air quality horizon years and or the project is exempt.

**d.** **Minor Changes to Project Description and Limits:** A minor change to the project description, scope, or limits is proposed; the proposal is not a major change as described in Section B.1.b.

**2. Review and Approval Process for Administrative Modifications**

**a.** **Agency Request**: Agency staff submits the request to RTC staff, allowing two weeks for staff and management review.

**b.** **RTC Staff Review**: RTC staff reviews the request for completeness, and determines if it falls under administrative modifications. RTC staff consults with management staff (Planning Manager and/or Director) regarding the requested change. Following management concurrence, RTC staff approves the administrative modification in eSTIP portal.

**c.** **NDOT Review**: NDOT reviews and approves the administrative modification in eSTIP portal.

**d.** **Executive Advisory Committee (EAC) Informed:** EAC is notified of staff-approved administrative modification(s) through the consent agenda.

**e.** **RTC Board Informed**: RTC Board is informed of staff-approved administrative modification through the consent agenda; RTC Board and FHWA approval are not required.

**3. Timelines**

**a.** Requests for administrative modifications are accepted on an ongoing basis. The review and approval process is approximately 2 months.

**B. Amendments**

**1. Revisions Acceptable through Amendments**

**a.** **Project Added or Deleted:** A federally or state funded exempt project or activity defined under 40 CFR Part 93.126 or a regionally significant project is added or deleted. A regionally significant project serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and is included in the MPO's transportation network modeling. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

**b.** **Major Change in Project Cost or Public Funding Source:** The existing project funding increase is more than 25% of the total project budget or over $2 million. Or, project funds change from private to public funding, or there is a change in the public funding category.

**c.** **Major Change to Project/Project Phase Initiation Dates:** The horizon year completion date changes for regionally significant projects.

**d.** **Major Change to Project Description and Limits:** A major change is proposed, such as 1) reducing or increasing the project limits/lengths, 2) significant addition or deletion of pedestrian paths, bike lanes, landscaping elements, bus turnouts, stops, and stations, or 3) significant change in number of equipment, buses, technology change, or site relocation.

e. **Major Design Concept or Design Scope Change:** Major changes to the project scope, such as extending project termini, adding traffic lanes, changes to system capacity, changes to resulting system access. For regionally significant projects included in the modeled conformity analysis, a change in the design concept or scope is proposed. Or, a change to the implementation of Transportation Control Measures identified in the SIPs is requested.

2. **Review and Approval Process**

   a. **Agency Approved Request**: NDOT, RTC or a sponsoring agency requests an amendment to the TIP through eSTIP portal. Amendments proposed by NDOT must be signed by the Assistant Director of Planning. Amendments proposed by local agencies must be signed by the Director of Public Works.

   b. **RTC Staff Review**: RTC staff consults management staff (Planning Manager and/or Director) of the requested change. Following the management concurrence, RTC staff begins the planning, public participation, and approval process.

   c. **Air Quality Conformity Process**

      i. **Exempt Project:** Roadway and transit projects listed in 40 CFR 93.126 (i.e. pavement resurfacing, adding medians) are typically exempt from the requirement to determine air quality conformity unless the MPO, in consultation with other agencies, identifies potentially adverse emissions impacts.

      ii. **Conformity Statement**: This applies to actions that affect the design concept, scope, or alignment of regionally significant projects that are outside of the area included in the travel demand forecast model network, but are within an air quality nonattainment area.

      To expedite program delivery, RTC will in certain cases approve a TIP amendment based on a conformity statement that the proposed amendment will have such minimal effect on emissions that a full conformity analysis is not warranted. RTC staff will determine on a case-by-case basis if the proposed amendment requires a conformity statement or a new conformity analysis. RTC will consult with NDOT and FHWA together or separately as appropriate in making this determination.

      If a conformity statement is appropriate, RTC staff prepares a conformity statement justifying why the existing conformity finding is not affected by the proposed amendment. In the case of projects that are outside of the model network, estimates of VMT and emissions will be developed by the FHWA for the RTP conformity finding.

      iii. **Conformity Analysis:** Added or major changes to regionally significant projects and changes to the implementation of Transportation Control Measures require conformity analysis. RTC staff initiates the Air Quality Working Group consultation process to determine the air quality modeling methodology, and prepares a conformity analysis and conformity determination after consulting with other agencies.

d. **Public Participation:** A 21 day comment period is conducted for amendments, except for: 1) added exempt projects with a total cost of $400k or less, which are not subject to a public comment period, and 2) projects with air quality conformity determinations, which require a 30 day public comment period and a public information meeting.

e. **Executive Advisory Committee (EAC) Recommends Adoption**: EAC recommends approval through the non-consent agenda.

f. **RTC Board Adoption**: RTC Board adoption required though consent agenda.

g. **eSTIP**: RTC staff submits the project(s) in eSTIP portal.

h. **NDOT, FHWA, and/or FTA Approval:** NDOT, FHWA and/or FTA review and approve the amendment through eSTIP.

i. **eSTIP Approval Notification:** The amendment requestor, RTC, and NDOT receive the final amendment approval through eSTIP.

3. **Timelines**

a. **Quarterly and Annual Amendment Requests**

Amendments to the TIP that are exempt from air quality conformity determinations, and require a 21 day public comment period will be considered and processed on a quarterly basis within a calendar year. The RTC Board of Commissioners convenes the second Thursday of every month, requiring receipt of Amendment information from project sponsors by RTC staff 12 weeks prior to RTC Board meetings in March, June, September, and December.

TIP Amendments requiring air quality conformity determinations will be processed once in a calendar year, if necessary. RTC staff should receive all project information required to run the Travel Demand Model and determine air quality conformity 24 weeks prior to the RTC Board meeting in that calendar year. February is the target month for the RTC Board to consider air quality conformity determinations, but may be adjusted at the discretion of RTC staff while considering the varying needs of project sponsors.

b. **Review and Approval**

Amendments for new projects exempt from the requirement to determine air quality conformity are typically reviewed and approved in 3 months. Amendments for projects requiring an air quality conformity analysis typically require approximately 6 months for modeling, review, public involvement, and approval.

*The Coordinated Plan preserves and enhances mobility for seniors and people with disabilities.*

## Transit Plans

The RTC Transit Department is responsible for operating, maintaining, and planning RTC transit services in Southern Nevada including fixed route bus service, paratransit, and specialized transportation services. The RTC Finance Department manages the budget for transit services and keeps the transit department informed of the revenues and funds for seamless transit operations. The Transit Department continually monitors transit routes, and collects, and analyzes ridership data to enhance transit service.

Furthermore, the Transit Department coordinates with the Metropolitan Planning Organization to monitor the population growth, land-use patterns, and demand within the service area, which may result in a need to change transit services. Changes in the schedule(s) and route(s) follow the Federal Transit Administration (FTA), Title VI, and Environmental Justice requirements, which are documented in the Transit Title VI report.

The following planning and programming documents are maintained by RTC Transit:

- ✓ **Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)** covers the regulations, services, needs, and programs associated with meeting the needs of the seniors and people with disabilities. The plan is derived through a locally developed process that included members of the public, private and non-profit transportation providers, and human service agencies. The Coordinated Plan guides the development of the Transit Program of Projects funded by Seniors and Individuals with Disabilities (Section 5310) and Urbanized Area Formula Programs (Section 5307), which currently funds RTC vehicles, and the **Community Mobility Program**, which directs local funds to non-profit specialized transportation services.

- ✓ **Transit Program of Projects (POP)** is a list of projects to be funded in a grant application submitted to FTA by a state or designated recipient. The RTC is the recipient of FTA funds, which are currently used to purchase buses and paratransit vehicles. The POP includes a brief description of the projects, total project cost, and federal share for each project, and the amount of funds used for program administration from the 10 percent allowed.

- ✓ **Short Range Transit Plan (SRTP)** identifies and analyzes the transit capital and operational needs of the Las Vegas metropolitan region for the next five to ten years. The SRTP is presented to the RTC Board for review and approval. Additionally, the SRTP is included in the travel demand model in the adopted RTP.

| Table 5: Transit Public Involvement Process[3] | | | | | | |
|---|---|---|---|---|---|---|
| **Document/ Service** | **Action(s)** | **Public Comment Period** | **Public Information Meeting(s)** | **Board & Committee Public Meeting(s)** | **Social Media & Technology** | **Outreach Lead Departments(s)** |
| **Transportation Program of Projects (POP)** | **Development, Amendment, Administrative Modification** | Coordinated with the MPO TIP process (see Table 4). | Coordinated with the MPO TIP process (see Table 4). | Transportation Access Advisory Committee<br>Executive Advisory Committee<br>RTC Board | RTC website<br>Facebook | Finance/Transit leads and informs MPO Planning, who prepares the TIP project list<br><br>MPO Planning coordinates with GAMM |
| **Community Mobility Program Projects**<br>*Previously known as FTA Section 5310 & 5307 Grant Program* | **Development, Update** | Public comment period is not required. | Public information meeting is not required. | Transportation Access Advisory Committee<br>RTC Board | RTC website | Paratransit leads and coordinates with GAMM |
| **Coordinated Public Transit-Human Services Transportation Plan** | **Development, Update** | 21 day public comment period is required. | At least one public information meeting is required. | Transportation Access Advisory Committee<br>Executive Advisory Committee<br>RTC Board | RTC website | Transit leads and coordinates with MPO and GAMM |

[3] *Additional public outreach, comment periods, public meetings, and/or public hearings may be completed at the discretion of the RTC.*

## Table 5: Transit Public Involvement Process[3]

| Document | Action | Public Comment Period | Public Information Meeting(s) | Board & Committee Public Meeting(s) | Social Media & Technology | Outreach Lead Department(s) |
|---|---|---|---|---|---|---|
| **Bus Schedule** | **Changes, Updates** | 21 day public comment period is required. | At least one public information meeting is required. | Transportation Access Advisory Committee<br>Executive Advisory Committee<br>RTC Board | RTC website<br>Social media<br>Route subscription services | Finance/Transit leads and coordinates with GAMM |
| **Major Transit Route Changes** | **Route Removal, Route Alteration, New Route** | 30 day public comment period is required. | At least three public information meetings are required. | Transportation Access Advisory Committee<br>Executive Advisory Committee<br>RTC Board | RTC website<br>Social media<br>Route subscription services | Finance/Transit leads and coordinates with GAMM |
| **Fixed Route, Flexible Demand Response, Paratransit** | **Fare Change** | 60 day public comment period is required. | At least three public information meetings are required. | Transportation Access Advisory Committee<br>Executive Advisory Committee<br>RTC Board | RTC website<br>Social media | Finance/Transit leads and coordinates with GAMM |
| **Short Range Transit Plan** | **Development, Amendment, Modification** | Public comment period is not required. | Public information meeting is not required. | Transportation Access Advisory Committee<br>Executive Advisory Committee<br>RTC Board | RTC website<br>Social media | Finance/Transit leads and coordinates with GAMM |

*[3]Additional public outreach, comment periods, public meetings, and/or public hearings may be completed at the discretion of the RTC.*

## Community Engagement Plan Development

The RTC Government Affairs, Media & Marketing Department (GAMM), in collaboration with the MPO and other RTC departments, and RTC member entities (if applicable), reviews the service, plan, or study that requires public involvement and develops a customized outreach plan. The Southern Nevada Strong Community Engagement Toolkit, which is based on methods and resources used during the SNS plan development, provides a detailed framework for developing and executing a community engagement plan.

### Community Engagement Planning Steps

- ✓ Clarify the **project goal**, decision-making process, and outreach purposes.
- ✓ Identify the **target audiences**, levels of engagement, and key contacts through use of the following tools:
  - Use the Community Engagement Spectrum to clarify the level(s) of participation for key stakeholders.
  - Use the Community Data Map to gather socioeconomic and demographic data and identify locations of historically underrepresented groups.
  - Use the Community Engagement Contact Request Form to obtain a list of potential stakeholders and partners.
- ✓ Use the Community Engagement Worksheet to develop the **engagement plan**, which includes roles, outreach tactics, translation and interpretation needs, budget, and evaluation measures.
- ✓ Evaluate the outcome (see Evaluation Guide), prepare **report**, and share with decision makers.

## Additional Resources

The following additional resources may be used when developing and implementing community engagement plans:

- RTC Title VI Reports and Language Assistance Plan (June 2019)
- Environmental Justice Analysis in Transportation and Programming: State of the Practice, FHWA (March 2019)
- Practices for Online Public Involvement, National Cooperative Highway Research Program (2019)

## Tools & Tactics

Public outreach tools and tactics are based on: 1) required public comment periods and meetings identified in the MPO Required Public Involvement Process (Table 4) and Transit Required Public Involvement Process (Table 5), 2) methods identified in the Community Engagement Spectrum, and 3) additional outreach channels and methods identified by RTC GAMM. Since audiences seek information in different ways, a dynamic approach blending traditional, digital, and innovative methods is used.

**Public Participation Tools & Tactics Menu**

**Public Meetings**
- Community conversations
- Neighborhood meeting
- Open houses
- Pop-up meeting
- Public comment
- Public hearings at RTC committee meetings
- Public information meeting
- Telephone town hall meeting
- Town hall meeting

**Committees**
- Advisory boards (technical or other)
- Stakeholder groups
- Working groups

**Small Group Input**
- Elected briefings
- Focus groups
- Neighborhood association meetings
- One-on-one interviews
- Stakeholder briefings

**Local Media**
- Newspaper advertisement
- Press/media release
- Public service announcements

**Neighborhood & Special Events**
- Community or civic event
- Conversation café
- Door to Door contact
- Design charrettes
- Local issues forum
- Meet-ups
- Neighborhood block parties
- On Board Bus event
- Outreach events
- Pop-up events
- Presentations at local partner meetings
- Workshops

**Surveys**
- Intercept surveys
- Online survey
- Mail survey
- Social media polls
- Telephone surveys

**Online**
- Applications and gamification
- E-communications
- Facebook Live public meetings
- Feedback kiosk
- Interactive websites and maps (Story Maps)
- Newsletters
- Online public meeting
- Online survey
- Project webpage
- Social media (Facebook, Twitter, Instagram, YouTube), social listening and monitoring, geo-targeted ads and social boosts
- Social media incentives/rewards
- Video animation (Stop Motion, White Board, 3-D/2-D, kinetic typography, documentary, choose your video)

**Printed Materials***
- Bilingual, accessible executive summaries
- Brochures and fact sheets
- Door hangers
- Mailers & flyers

**Documents may be designed using the RTC Brand Design Guide and universal design principles.*

**Visualization**
- 3D rendering (streetscape or architectural drawing)
- Aerial maps
- Augmented reality
- Before and after photos
- Infographics
- Interactive maps
- Photo simulations
- Streetmix.net roadway design
- Video production
- Virtual reality

*Figure 4: Menu of potential tools and tactics that are incorporated into project-specific outreach plans.*

## Best Practices

### Surveys

- ✓ **Determine level of accuracy.** Surveys may or may not be statistically valid depending on the nature and scale of the project, community impact, and resources available.
- ✓ **Clarify planning decision first.** Determine what decisions need to be made with the data first; responses gathered through the survey should be measurable and answer specific transportation planning questions.
- ✓ **Gather contact info.** Request zip code and email at the beginning of the survey to improve the rate of people answering. Also, request demographic data in order to determine if all populations have been reached.
- ✓ **Keep it simple and easy to understand.** Keep surveys to no more than 10-12 questions, without sub-questions. Make all questions optional for ease of taking the survey. Simplify language to third-grade level and provide clear instructions. Also, avoid leading pictures.
- ✓ **Include Spanish version.** Locate the "Take in Spanish" button in the top right of the page and have it stand out from the rest of the design.
- ✓ **Capture transportation mode data.** Combine or separate transportation modes or ideas (i.e. biking and walking) consistently throughout the survey.
- ✓ **Avoid common question pitfalls.** Avoid drag-and-drop options and ranking questions – use **radio buttons** instead. Provide a limited number of answers/responses for **multiple choice**, and use the "other" option with a "write-in" text box. For **rating scales**, use understandable, extreme positives (best ever) and negatives (terrible).
- ✓ **Track survey responses.** Include Google Analytics on the survey to easily track where people are coming from. Create different survey links to track Wi-Fi, iPad, online, organizations, etc. Use a digital ad survey platform (i.e. Qualtrics).
- ✓ **Provide promotions and incentives.** Provide appropriate incentives for gathering needed demographic data (e.g. bus passes, tickets to local sporting events, gift cards).
- ✓ **Develop hard copy version.** Provide both a simple paper and electronic version of the survey.

*Over 12,000 people participated in On Board online survey.*

## Best Practices

### Email Marketing (E-Blasts)

- ✓ **Develop customized email list(s).** After determining the target audience, develop a project specific email list.
- ✓ **Schedule smart.** Tuesdays at 10 a.m. is consistently the best time. The second best day is Thursday, followed by Wednesday. Timing should also consider 24-hour work schedules, holidays, major events, school and childcare hours, and other local factors to maximize open rates.
- ✓ **Focus on the subject line.** Set the email up for success with a clever subject with 30-50 characters (maximum). Include action verbs and create a clear and irresistible value proposition that matches the content of the email. For consistency, use the same subject for newsletters, which helps the reader know what to expect.
- ✓ **Encourage sharing.** Ask people to share and include social media share buttons. Always include social buttons that link to RTC social media channels.
- ✓ **Optimize for mobile.** Ensure that the email is tested and viewable via mobile phone. Limit the width of email body to 650 pixels and ensure call-to-action buttons are 45-57 pixels tall to match the size of adult fingertips.
- ✓ **Test, test, and test again.** If time permits, compare two versions of campaign creative, known as an "A/B test". Test subject lines, new creative, and layout concepts. Test internally with team members and with others removed from the project for a set of fresh eyes.
- ✓ **Track, analyze and review.** Compare email results with previous campaigns. Track the number of open rates, click rates, unsubscribes, and popular content. Compare at 48 hour mark and a week after launch, and to industry benchmarks (i.e. MailChimp benchmarks).
- ✓ **Reward subscribers (if possible).** Invite subscribers to take a feedback survey on the newsletter and provide rewards.

## Best Practices (continued)

### Special Events

- ✓ **Go where the people are.** Attend existing events where people are already going. Work the crowd – look for lines of people.
- ✓ **Know your audience and prepare accordingly.** Customize the event based on the target audience (i.e. families, children, seniors, veterans, etc.).
- ✓ **Coordinate bus stop outreach with RTC Transit.** Avoid evenings – stops are busy, but people want to go home. Work with RTC Transit Planning to determine busiest times and locations.
- ✓ **Have a hook and stand out!** Provide a benefit or solution. Include a unique experience or service, interactive component, or game.
- ✓ **Publicize and provide incentives.** If you create your own event, go big on publicizing and provide an incentive for attending and/or gathering demographic data (i.e. bus passes, game tickets, gift cards).

*The RTC received the Nevada Chapter of the American Planning Association's 2018 Outstanding Public Outreach Award for On Board: Your Future Transit Plan.*

## Notification Methods

All RTC public notices are currently published in major English and Spanish, and Chinese newspapers, which have high viewership and circulation in the Las Vegas Valley. The following additional notification methods may be utilized to share public notices:

- Newsletters
- Mailing lists
- Direct mail
- Local media
- Social media
- Paid advertisements
- Flyer distribution at locations such as community based organizations, bus stations, government offices
- E-mail and online distribution by government agencies and partners

*The RTC completes outreach at community events using interactive tools.*

## General Outreach

In addition to techniques customized for specific projects, the RTC uses the following tools for ongoing outreach and information sharing:

### Website

The RTC website, www.rtcsnv.com, is another outlet for citizens to give and receive information. Plans, programs, studies, and public notices are posted and available on the website for review and download.

The website is updated on a constant basis with the most current and relevant information related to the RTC. Bus passes may be purchased online, transit trips may be planned, and the user can sign up for services, download plans or agendas, or contact the agency via several online forms and portals. Public notices are posted on the main web page under the news and information tab to bring immediate attention to publically relevant topics or meetings.

### Social Media

The RTC utilizes social media technology, such as Facebook, Twitter, Instagram, and YouTube to bring attention to transportation issues and upcoming RTC events instantaneously.

### Local Media

The RTC maintains communication with local and national media through various means, including media advisories, press releases, reporter and editorial briefings, and informal communication. Commission meetings are also broadcast on Clark County Television (CCTV) Channel 4.

### Special Events

The RTC also participates and sponsors several community events each year to assist in promoting and educating the community regarding all forms of transportation.

### Partnering

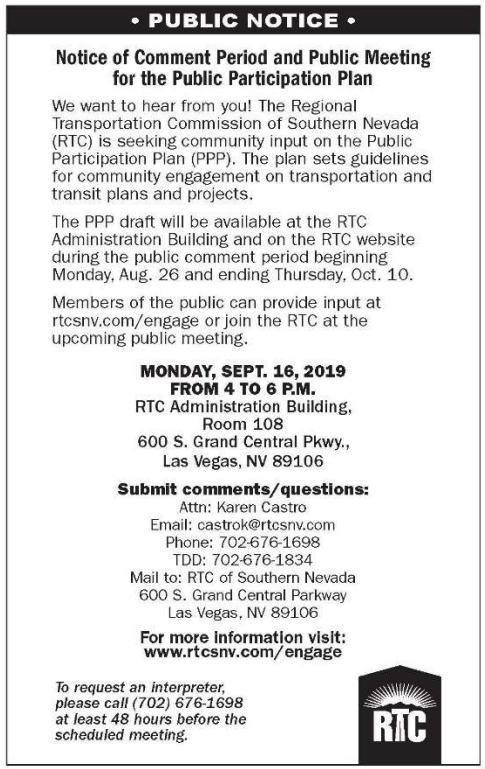
The RTC also participates and sponsors several community events each year to assist in promoting and educating the community regarding all forms of transportation.

## Evaluation Measures

The following metrics, based on the *On Board Engagement Report (December 2019)*, may be used to measure the success of project-specific community engagement plans, and the **number of people engaged** in MPO and transit plans overall:

- ✓ Total surveys
- ✓ Total events
- ✓ Total community reach

Additional evaluation measures may be identified to meet the needs of individual plans and studies. Demographic and/or zip code data captured through online surveys should be analyzed throughout the process to ensure that survey respondents are representative of the community and are from the targeted geographic area. The Southern Nevada Strong Community Engagement Evaluation Guide may also be used throughout the project to assess the qualitative level of project success and impact, and identify any needed process changes.



• PUBLIC NOTICE •

**Notice of Comment Period and Public Meeting for the Public Participation Plan**

We want to hear from you! The Regional Transportation Commission of Southern Nevada (RTC) is seeking community input on the Public Participation Plan (PPP). The plan sets guidelines for community engagement on transportation and transit plans and projects.

The PPP draft will be available at the RTC Administration Building and on the RTC website during the public comment period beginning Monday, Aug. 26 and ending Thursday, Oct. 10.

Members of the public can provide input at rtcsnv.com/engage or join the RTC at the upcoming public meeting.

**MONDAY, SEPT. 16, 2019**
**FROM 4 TO 6 P.M.**
RTC Administration Building,
Room 108
600 S. Grand Central Pkwy.,
Las Vegas, NV 89106

**Submit comments/questions:**
Attn: Karen Castro
Email: castrok@rtcsnv.com
Phone: 702-676-1698
TDD: 702-676-1834
Mail to: RTC of Southern Nevada
600 S. Grand Central Parkway
Las Vegas, NV 89106

**For more information visit:**
**www.rtcsnv.com/engage**

*To request an interpreter, please call (702) 676-1698 at least 48 hours before the scheduled meeting.*

RTC

*The Notice of Comment Period and Public Meeting for the Public Participation Plan was advertised in local newspapers in three languages: English, Spanish, and Chinese.*

# Appendix A: Community Engagement Summary

Public Participation Plan outreach reached **over 2,200 people** through the following efforts:

- ✓ Peer review by key stakeholders and communications experts;
- ✓ 45-day public comment period held from August 26, 2019 to October 10, 2019;
- ✓ Plan webpage with a 90-second video and online poll;
- ✓ Public meeting held on September 16, 2019; and
- ✓ Presentations at meetings of the RTC Metropolitan Planning Subcommittee, Transportation Access Advisory Committee, and Executive Advisory Committee.

Additionally, Facebook posts, including a 30-second video, reached 18,259 people and resulted in 894 engagements.

## Online Poll

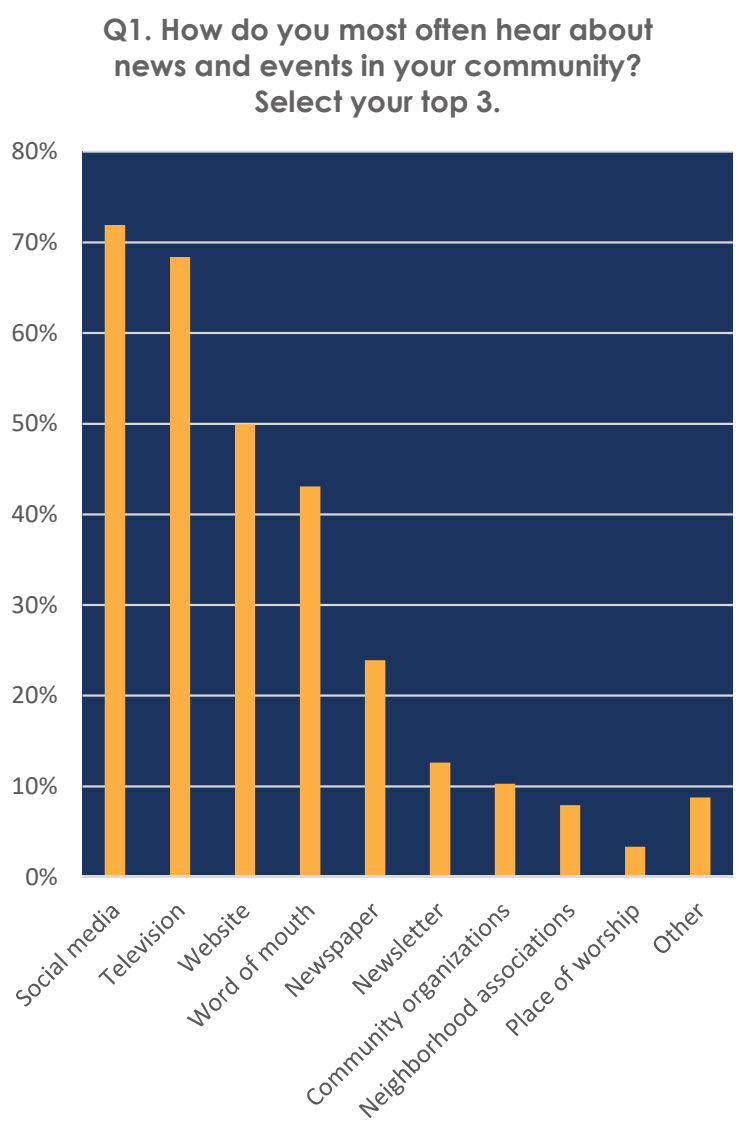
Online poll participants shared communication and outreach preferences by selecting their top three choices. As shown in the results summary (see page A-2), people polled prefer to receive information through the following channels: social media (72%), television (68%), websites (50%), and word of mouth (43%). Additionally, poll respondents prefer to share input to the RTC through email (78%), online polls (71%), social media (45%), and text message (32%).

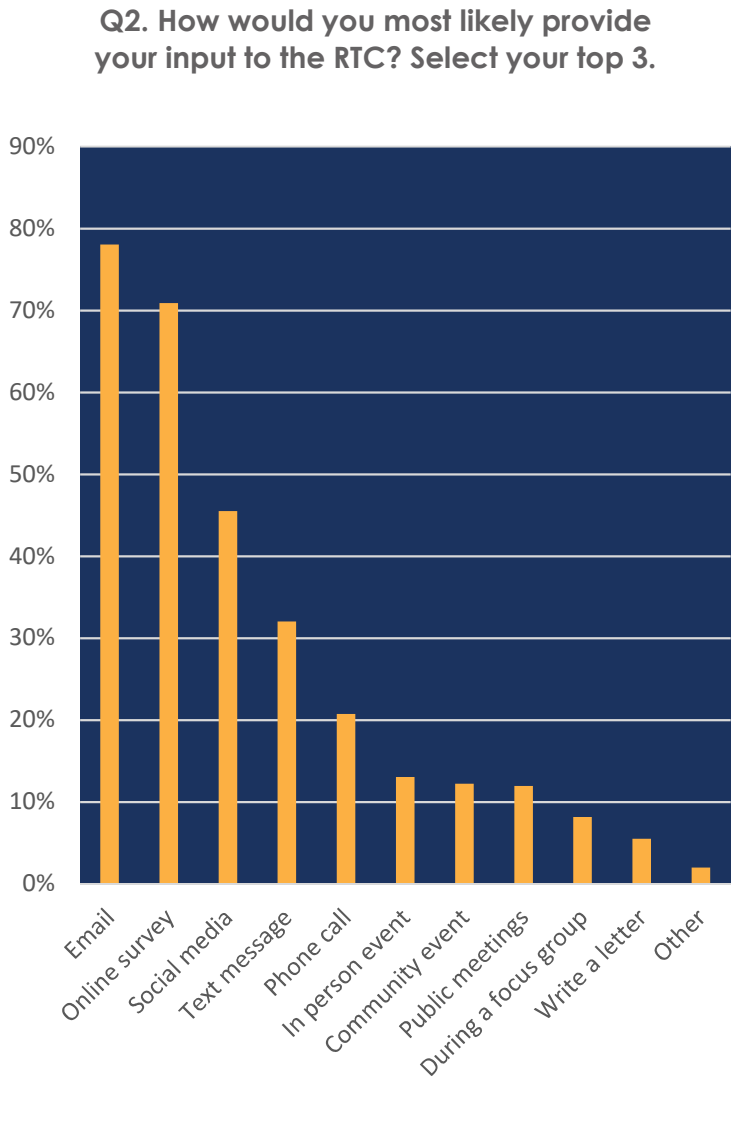
When comparing demographics of poll respondents and the Clark County general population, there is an underrepresentation of people 17 years old and younger and Hispanic and Latino populations. Additionally, poll respondents have slightly lower incomes than the Clark County general population, and not all geographic areas are equally represented. Since most poll responses came from e-mail and social media marketing, there is also a potential bias towards electronic communications.

## Public Comments

Public comments included feedback related to transit and public meetings. See page A-9 for comments from all sources (email, phone, social media, public meeting, and online poll) and RTC responses.

## Online Poll Results



## Question 1: How do you most often hear about news and events in your community? Select your top 3.

| Options | Number | Percent of People Polled |
|---|---|---|
| **Social media** | **1546** | **72%** |
| **Television** | **1470** | **68%** |
| **Website** | **1073** | **50%** |
| **Word of mouth** | **926** | **43%** |
| Newspaper | 514 | 24% |
| Newsletter | 271 | 13% |
| Community organizations | 221 | 10% |
| Neighborhood associations | 170 | 8% |
| Place of worship | 71 | 3% |
| Other (write-in responses) | 188 | 9% |
| **Write-in Responses** | **Number** | **Percent** |
| **Online/Electronic** | **72** | 3.35% |
| App | 1 | |
| App - Fox 5 | 2 | |
| App - local news | 2 | |
| App - News (Apple, news feed, other) | 5 | |
| App - Next Door | 6 | |
| Blogs | 1 | |
| Email | 32 | |
| Email and social media | 1 | |
| Facebook | 1 | |
| Facebook, Google | 1 | |
| Google | 1 | |
| Google News | 2 | |
| Internet | 3 | |
| Internet news | 2 | |
| NextDoor.com | 2 | |

## Question 1: How do you most often hear about news and events in your community? Select your top 3.

| Write-in Responses | Number | Percent |
|---|---|---|
| Online | 1 | |
| Online news | 1 | |
| Online search engine | 1 | |
| Reddit | 1 | |
| Text | 1 | |
| Text, e-mail and widders.com | 1 | |
| Web searches | 1 | |
| widders.com | 1 | |
| YouTube | 2 | |
| **Radio** | **40** | 1.86% |
| Radio | 23 | |
| Radio - KNPR | 14 | |
| Radio - public | 3 | |
| **Community Destinations** | **19** | 0.88% |
| Bus | 3 | |
| Hospital | 1 | |
| School | 4 | |
| University Campus | 1 | |
| Walk in | 1 | |
| Watching life | 1 | |
| Work | 6 | |
| Work Bulletin Boards | 1 | |
| Work Meetings | 1 | |
| **Publications** | **13** | 0.60% |
| Local magazines | 2 | |
| Magazines | 2 | |
| Mail | 1 | |
| Phone | 2 | |

## Question 1: How do you most often hear about news and events in your community? Select your top 3.

| Write-in Responses | Number | Percent |
|---|---|---|
| Weekly magazine | 5 | |
| Weekly, Seven | 1 | |
| **Interaction with People** | **11** | 0.51% |
| Family and friends | 6 | |
| Interaction of people | 1 | |
| Relationships with public officials and stakeholders | 1 | |
| Son is a driver | 1 | |
| UNLV friend | 1 | |
| Word of mouth | 1 | |
| **Multiple Sources** | **7** | 0.33% |
| Email, board meetings, UNLV interaction | 1 | |
| Emails and community outreach initiatives | 1 | |
| Library, radio | 1 | |
| Next door, Henderson posts signs on lampposts, yelp, Henderson happenings, parks and rec websites | 1 | |
| Radio and physical signage | 1 | |
| Radio, email | 1 | |
| Print publication, radio | 1 | |
| **Public Meetings & Postings** | **7** | 0.33% |
| Enterprise TAB | 1 | |
| Job posting | 1 | |
| Press releases | 1 | |
| Public postings | 1 | |
| RTC Agendas; I have the agenda sent to me. But the three times i have asked about Agenda Items i have NEVER received an answer. | 1 | |
| Transportation Committee Service, RTC Monthly Mtgs. in person | 1 | |
| UNLV meetings | 1 | |
| **Other/not applicable** | **9** | |

## Question 2: How would you most likely provide input to the RTC? Select your top 3.

| Options | Number | Percent of People Polled |
|---|---|---|
| **Email** | **1678** | **78%** |
| **Online survey** | **1524** | **71%** |
| **Social media** | **978** | **45%** |
| **Text message** | **688** | **32%** |
| Phone call | 446 | 21% |
| In person event | 280 | 13% |
| Community event | 263 | 12% |
| Public meetings | 257 | 12% |
| During a focus group | 175 | 8% |
| Write a letter | 118 | 5% |
| Other (write-in responses) | 43 | 2% |
| **Write-in Responses** | **Number** | **Percent** |
| **Online/Electronic** | **19** | **0.88%** |
| App | 5 | |
| App - mobile | 1 | |
| App - Next Door | 1 | |
| Google maps | 1 | |
| Online | 1 | |
| On-line poll | 1 | |
| RTC app | 3 | |
| Online survey - I would actually only use an online survey, but I was required to select 3 options. | 1 | |
| their website | 1 | |
| Transit watch | 1 | |
| Twitter - I tweet my dissatisfaction with the bus system now and then | 1 | |
| Website - contact through website, contact form | 2 | |

## Question 2: How would you most likely provide input to the RTC? Select your top 3.

| Write-in Responses | Number | Percent |
|---|---|---|
| **Share with Staff and Board** | **4** | **0.19%** |
| At BTC | 2 | |
| Conversation with staff | 1 | |
| Directly to the Board of Directors | 1 | |
| **Convenient Public Meetings** | **3** | **0.14%** |
| please accept the FACT that e-mail is the most likley form of communication. If you have a live or recorded video, a link would be good. if your meetings are held during the work day, as they are, only public officials and your contractors will be present. | 1 | |
| Public meetings are timed during work!!!! | 1 | |
| i don't know I am disabled and in a wheel so i cannot go to your meetings, you turned me down so i am confirmed to my apartment property. | 1 | |
| **In Person Outreach** | **3** | **0.05%** |
| Knocking my door | 1 | |
| Groups | 1 | |
| Stakeholder Meeting | 1 | |
| **Publications** | **1** | **0.05%** |
| Local magazine | 1 | |
| **Other** | **11** | **0.51%** |
| Any way you want | 1 | |
| Don’t use it | 1 | |
| No other/nothing else | 5 | |
| Would likely not request continued contact | 1 | |
| On maps | 1 | |
| Phone | 1 | |
| through other governmental bodies | 1 | |

## Q3. What is your age?

| Age | People Polled | | Clark County General Population | Poll Gap |
|---|---|---|---|---|
| | Number | Percent | | |
| 17 or younger | 30 | 1.40% | 23.66% | -22.26% |
| 18-29 | 408 | 18.98% | 16.17% | 2.81% |
| 30-39 | 444 | 20.65% | 14.38% | 6.27% |
| 40-49 | 435 | 20.23% | 13.91% | 6.32% |
| 50-59 | 374 | 17.40% | 12.68% | 4.71% |
| 60 or older | 421 | 19.58% | 19.20% | 0.38% |
| Prefer not to answer | 38 | 1.77% | | |
| **Total** | **2150** | | | |

## Q4. What is your gender?

| Gender | People Polled | | Clark County General Population |
|---|---|---|---|
| | Number | Percent | |
| Male | 1024 | 47.63% | 50.00% |
| Female | 1074 | 49.95% | 50.00% |
| Other | 9 | 0.42% | |
| Prefer not to answer | 43 | 2.00% | |
| **Total** | **2150** | | |

## Q5. What is your race/ethnicity?

| Race/Ethnicity | People Polled | | Clark County General Population | Poll Gap |
|---|---|---|---|---|
| | Number | Percent | | |
| White | 983 | 46.30% | 44.10% | 2.20% |
| Black/African American | 346 | 16.30% | 10.80% | 5.50% |
| Hispanic or Latino | 369 | 17.38% | 30.70% | -13.32% |
| Asian | 119 | 5.61% | 9.50% | -3.89% |
| American Indian or Native American | 21 | 0.99% | 0.04% | 0.95% |
| Native Hawaiian or Pacific Islander | 27 | 1.26% | 0.74% | 0.52% |
| Two or more races | 151 | 7.11% | 5.00% | 2.11% |
| Prefer not to answer | 128 | 6.03% | | |
| Other | 6 | 0.28% | | |
| **Total** | **2150** | | | |

## Q6. What is your income?

| Income | People Polled | | Clark County General Population | Poll Gap |
|---|---|---|---|---|
| | Number | Percent | | |
| Less than $20,000 | 390 | 18.14% | 31.00% | 5.56% |
| $20,000-$34,999 | 396 | 18.42% | | |
| $35,000-$49,999 | 312 | 14.51% | 14.60% | -0.09% |
| $50,000-$74,999 | 265 | 12.33% | 19.70% | -7.37% |
| $75,000-$99,999 | 169 | 7.86% | 12.90% | -5.04% |
| $100,000-$149,999 | 187 | 8.70% | 13.10% | -4.40% |
| $150,000-$199,999 | 68 | 3.16% | 4.60% | -1.44% |
| $200,000 or more | 56 | 2.60% | 4.00% | -1.40% |
| Prefer not to answer | 307 | 14.28% | | |
| **Total** | **2150** | | | |

*Clark County General Population Source: U.S. Census, American Community Survey (ACS) 2013-2017 Five Year Estimates, Tables B01001 (Sex By Age), S1901 (Income in the Past 12 Months), and B03002 (Hispanic or Latino Origin by Race).*

## Public Comments

| # | Name | Source | Date | Comment | RTC Response |
|---|---|---|---|---|---|
| **Public Participation Plan Survey** | | | | | |
| 1 | Dora Wooten | Facebook post | 9/10/2019 | I completed my survey. It was easy :) | No action. Surveys are identified as an outreach tool. |
| **Public Needs to Choose** | | | | | |
| 2 | Berry Johnston | Facebook post | 10/9/2019 | Information provided by the Ministry of Truth to ensure you choose what they were told the public needs to choose so RTC executives and our politicians can achieve their retirement goals. | No action. The Public Participation Plan includes a policy to "engage stakeholders early", and establishes methods for outreach. |
| **Public Meeting Access** | | | | | |
| 3 | Not provided | Online poll | 10/4/19 | please accept the FACT that e-mail is the most likely form of communication. If you have a live or recorded video, a link would be good. if your meetings are held during the work day, as they are, only public officials and your contractors will be present. | The Public Participation Plan identifies a range of tools that may be used to engage the community. Public meetings for MPO plans and studies are scheduled during the evening. For major plans projects, the RTC broadcasts public meetings through Facebook Live when possible.<br><br>The RTC Board meeting live stream occurs thorough the YouTube ClarkCountyNV channel. Recorded versions of RTC Board meetings are provided on the RTC website and YouTube RTC of Southern Nevada channel (Board Meeting playlist). Audio files for Committee meetings are also available upon request. |
| 4 | Not provided | Online poll | 10/3/19 | Public meetings are timed during work!!!! | See comment #3 response above. |
| **Transit/Paratransit Access** | | | | | |
| 5 | Not provided | Online poll | 8/27/19 | i don't know I am disabled and in a wheel so i cannot go to your meetings, you turned me down so i am confirmed to my apartment property. | Comment forwarded to RTC Transit and Paratransit. |

## Public Comments

| # | Name | Source | Date | Comment | RTC Response |
|---|---|---|---|---|---|
| **Transit Routes & Technology** | | | | | |
| 6 | Vegas Bob | Facebook video | 9/27/2019 | When r u going to build the Tram down Mrylnd Pkwy, we need it now!!! | The Maryland Parkway transit project construction is expected to begin in 2022. Comment forwarded to RTC Transit, Capital Projects, and the On Board Mobility Plan project team. |
| 7 | Christi Lee Lazaroff | Facebook video | 9/27/2019 | Please have an Ann road bus going East/West from Rainbow to Pecos you have no East/West bus further than Craig road thank you. | Comment forwarded to RTC Transit and the On Board Mobility Plan project team. |
| 8 | Leo Cardoza | Facebook video | 9/27/2019 | Need a nonstop from Centennial to Henderson bus | Comment forwarded to RTC Transit and On Board team. |
| 9 | James C. Wright | Facebook video | 9/27/2019 | Let's have a light rail from Boulder City all the way to the speed one way and then another 1 going up towards the Northwest | Comment forwarded to RTC Transit and the On Board Mobility Plan project team. |
| 10 | Scot Reinking | Email to RTC MPO | 10/7/2019 | When I lived in Denver CO, on their bussiest bus routes, they incorporated what they called a limited. In essence, every third bus on these routes was a limited. What that means is it only stops at major intersections. Take for instance the Tropicana bus. Every third bus wood stop only at say Rainbow, Torrey Pines, Jones, Decatur etc. This could be incorporated on the 201, 202, Charleston, Sahara, BHX, among others. It would greatly reduce the travel time for riders taking the bus over long distances. Besides, there's nothing express about (Sahara express, bhx). Thank you. | Comment forwarded to RTC Transit and the On Board Mobility Plan project team. |

## Public Comments

| # | Name | Source | Date | Comment | RTC Response |
|---|---|---|---|---|---|
| 11 | Kaneika Bell-Brown | Facebook post | 10/9/2019 | Extend the freaking monorail make sure you add a stop near the new stadium. Monorail should go to the baseball stadiums too and the airport. Sorry taxi companies, there aren't horse and buggies anymore either sometimes you have to know when your obsolete | Comment forwarded to RTC Transit and the On Board project team. |
| **Transit Stop** | | | | | |
| 12 | Resident | Phone call to RTC GAMM | 9/10/2019 | Resident lives near E. Bonanza Road & Temple Way, right by the Mormon temple. About 4 years ago there use to be a bus stop near her but it's no longer there. She now has to walk to Bonanza and Sloan to catch the bus (possibly the 208). | Comment forwarded to RTC Transit. |
| **Transit Frequency** | | | | | |
| 13 | Carlos Sandhu-Gonzalez | Facebook video | 9/27/2019 | Public transport sucks in this city 😂😂😂😂 there goes your feed back. Busses shouldn't take an hour in between in areas where people utilize them to get to work. Public transit sadly caters to tourists instead of people that make this city run! On runs often near strip areas | Comment forwarded to RTC Transit and the On Board Mobility Plan project team. |
| **Transit Public Information** | | | | | |
| 14 | Carolyn Higgins, Amalgamated Transit Union | Public meeting | 9/16/2019 | Increase awareness of bus routes that end at night. Some passengers don't expect the route to end, and have to walk in the dark. | Comment forwarded to RTC Transit and the On Board Mobility Plan project team. |
| **Transit Drivers** | | | | | |
| 15 | C.L. White | Facebook video | 9/27/2019 | #1 priority is to give your drivers a psychological evaluation before you put them behind the wheel so they will be trained to know how to deal with the public.so many of them are very rude. | Comment forwarded to RTC Transit. |

## Public Comments

| # | Name | Source | Date | Comment | RTC Response |
|---|---|---|---|---|---|
| 16 | Alfred Ornelas | Facebook video | 9/27/2019 | In response to comment #15: Entitled | Comment forwarded to RTC Transit. |
| 17 | C.L. White | Facebook video | 9/27/2019 | Some of the drivers are miserable you can tell they hate their jobs. if you can't handle your job or if you really don't want to be there then get the hell out of that seat and go find a job you can handle. stop taking your frustrations out on us paying customers. | Comment forwarded to RTC Transit. |
| 18 | Ryan Young | Facebook video | 9/27/2019 | In response to comment #17: C.L. White White well yeah, from all the scumbags they have to deal with daily. | Comment forwarded to RTC Transit. |
| 19 | Alicia Solomon | Facebook video | 9/27/2019 | Maybe not leave people at bus stops because they're late and need to hurry. | Comment forwarded to RTC Transit. |
| **Transit Customer Behavior** | | | | | |
| 20 | Sergio Santos | Facebook video | 9/27/2019 | Maybe those that are being left should be more considerate for the people on time as well and already on the bus we all got to be somewhere dont blame the driver. Be there 5 min early wont hurt BHX and the Duece ride everyday and they are decent drivers. | Comment forwarded to RTC Transit. |
| 21 | Phillip Estrada | Facebook video | 9/27/2019 | homeless people major disruption on the bus | Comment forwarded to RTC Transit. |
| **Transit Employment** | | | | | |
| 22 | Jose Gonzalez | Facebook video | 9/27/2019 | What do i need to drive a bus. | No action; response provided in comment 23. |
| 23 | Ryan Young | Facebook video | 9/27/2019 | In response to comment #22: class b | No action. |

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# TITLE VI/NONDISCRIMINATION ASSURANCES

In accordance with Section 9 of US DOT Order 1050.2A, the Regional Transportation Commission of Southern Nevada (RTC) assures the Nevada Department of Transportation (NDOT) that it will promptly take any measures necessary to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity for which RTC receives Federal financial assistance as an NDOT subrecipient.

RTC further assures NDOT that RTC will conduct its programs and activities in compliance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d et seq. and applicable US DOT regulations regarding nondiscrimination, implement policies and procedures prohibiting discrimination in its programs and activities, and otherwise comply with applicable provisions of US DOT Order 1050.2A.

M.J. Maynard — DocuSigned by: 3CDC21B05FB8442... — 10/11/2022

**M.J. Maynard, Chief Executive Officer** — **Date**

Judy Lopez — DocuSigned by: 397EC9212BEE4F6... — 10/9/2022

**Judy Lopez, Title VI Coordinator** — **Date**