

Regional Transportation Commission of Southern Nevada

Southern Nevada 2024

Coordinated Transportation Plan



OCTOBER 2024

ACKNOWLEDGMENTS

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Executive Summary

BACKGROUND

Many older adults, people with low incomes, and people with different abilities have trouble getting around in regions where homes, jobs, and services are far from one another. Regions where roads were built with a focus on moving cars quickly instead of moving people safely also create mobility problems. Both are true in Southern Nevada. This means that members of our Community who don't have enough money or the specific physical and cognitive abilities needed to own and drive a car must work hard to overcome the transportation obstacles they face every day.

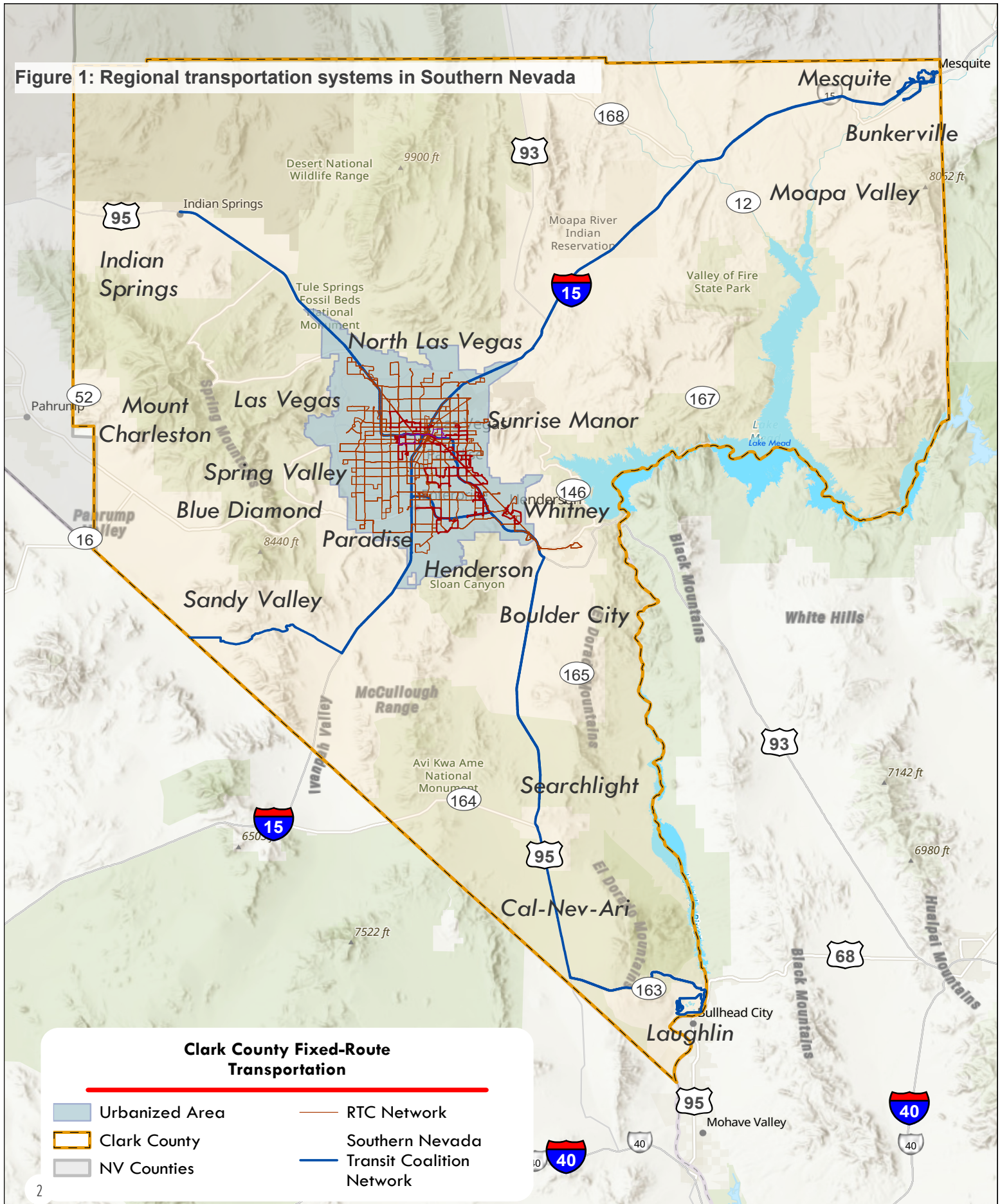
A Coordinated Public Transit-Human Services Plan (Coordinated Transportation Plan) hopes to help regions understand and solve the different problems by bringing together social service providers, transportation agencies, and other Community members who understand the obstacles.

The 2024 update of the Southern Nevada Coordinated Transportation Plan takes another look at the plan developed in 2020 to consider:

- 1 *How has our region changed and what does it mean for the people who are the focus of this plan?*
- 2 *Which ideas discussed in 2020 can be worked on over the next four years to give people solutions?*
- 3 *What transportation programs are available to help people get around more easily?*



Figure 1: Regional transportation systems in Southern Nevada





COMMUNITY PARTICIPATION

In 2020, the update of the Coordinated Transportation Plan formed a new group called the Stakeholder Advisory Committee to develop the plan’s goals and ideas. **This group includes 23 regional social service and transportation agencies under a new Stakeholder Advisory Committee.** Since then, the group has been meeting regularly to find ways to make those shared ideas happen.

The updated plan became part of the ongoing efforts of the Stakeholder Advisory Committee. They used their knowledge and expertise to talk about changes affecting our Community and to make sure they stay committed to the goals and ideas that brought them together.

When talking about what’s different since 2020, Committee members mostly said they’re concerned because

problems for the Community members who are the focus of this plan have gotten worse. Higher prices for things we need and the end of temporary programs to help with the COVID-19 pandemic means that our region has to get more money and use technology better to fix growing problems.

Housing is More Expensive

Since COVID-19, rents and home prices have risen a lot faster than people’s wages, and there aren’t enough homes being built to match how many people need them. What’s most important is that rents go up faster in places where not enough new homes are being built. This affects many people with lower incomes who live in older neighborhoods.

Figure 2: Comparisons of rents and mortgages in Southern Nevada from 2020 to 2024.

JANUARY 2020	\$1,321 <i>typical monthly rent in the Las Vegas Metropolitan Region</i>	\$296,738 <i>typical home value in the Las Vegas Metropolitan Region</i>
	\$25.41 per hour needed to afford a typical rent	\$31.42 per hour needed to afford a typical mortgage
JANUARY 2024	\$1,745 <i>typical monthly rent in the Las Vegas Metropolitan Region</i>	\$407,516 <i>typical home value in the Las Vegas Metropolitan Region</i>
	\$33.56 per hour needed to afford the typical rent	\$57.47 per hour needed to afford the typical mortgage

Source: Zillow Observed Rent Index (ZORI) and Home Value Index

In regions where rents are high and fewer apartments are available (meaning it's harder to find a place to rent), more people end up being unhoused. This makes it harder for social services and government agencies with limited resources to help everyone who needs it.

Seeing a Doctor is More Difficult

People who had Medicaid right before the COVID-19 pandemic were automatically signed up again until March 2023. According to the State of Nevada, the change put as many as 200,00 Nevadans at risk of losing medical care during a time when the number of people enrolled in Medicaid in Southern Nevada continued to grow.

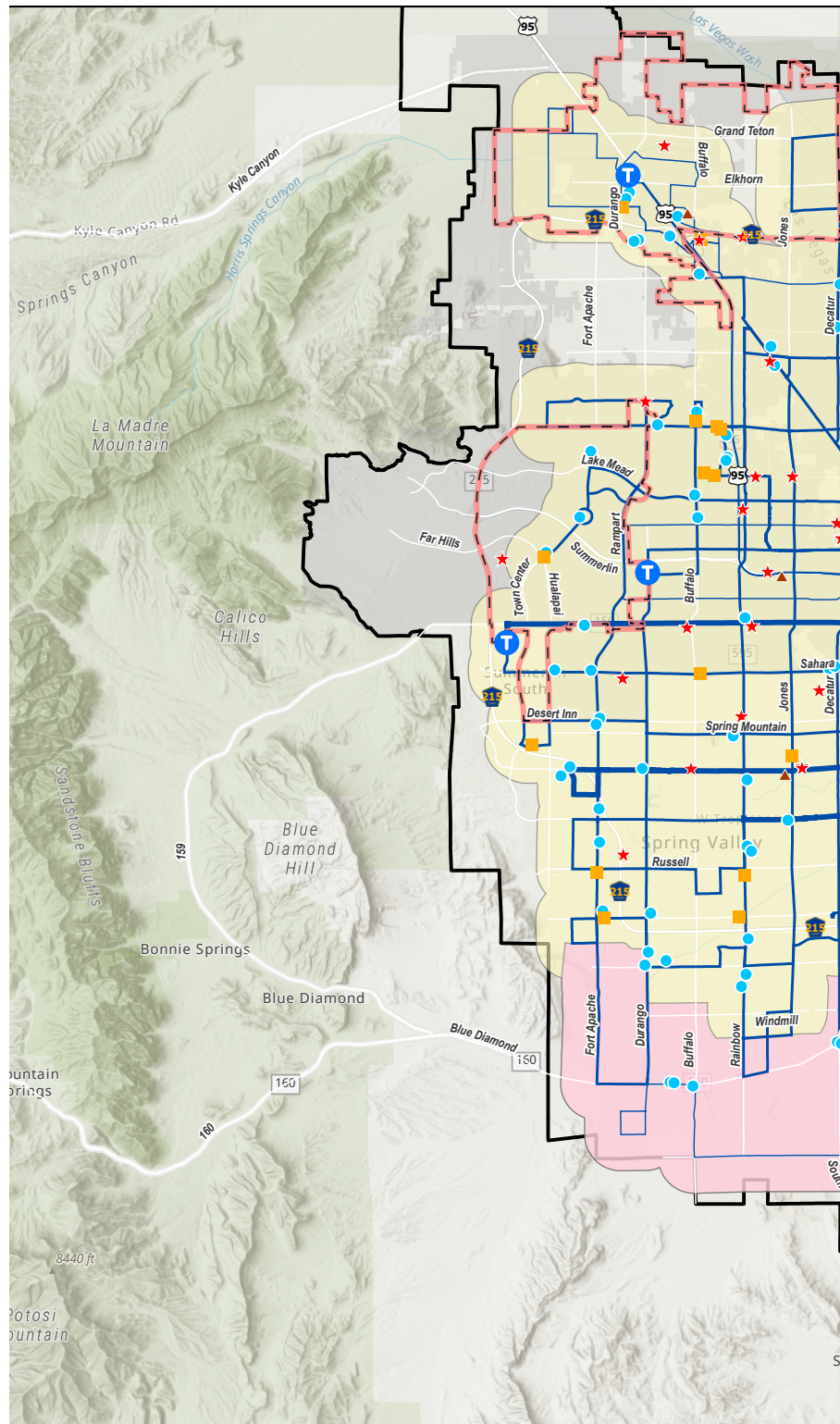
There is not Enough Child Care

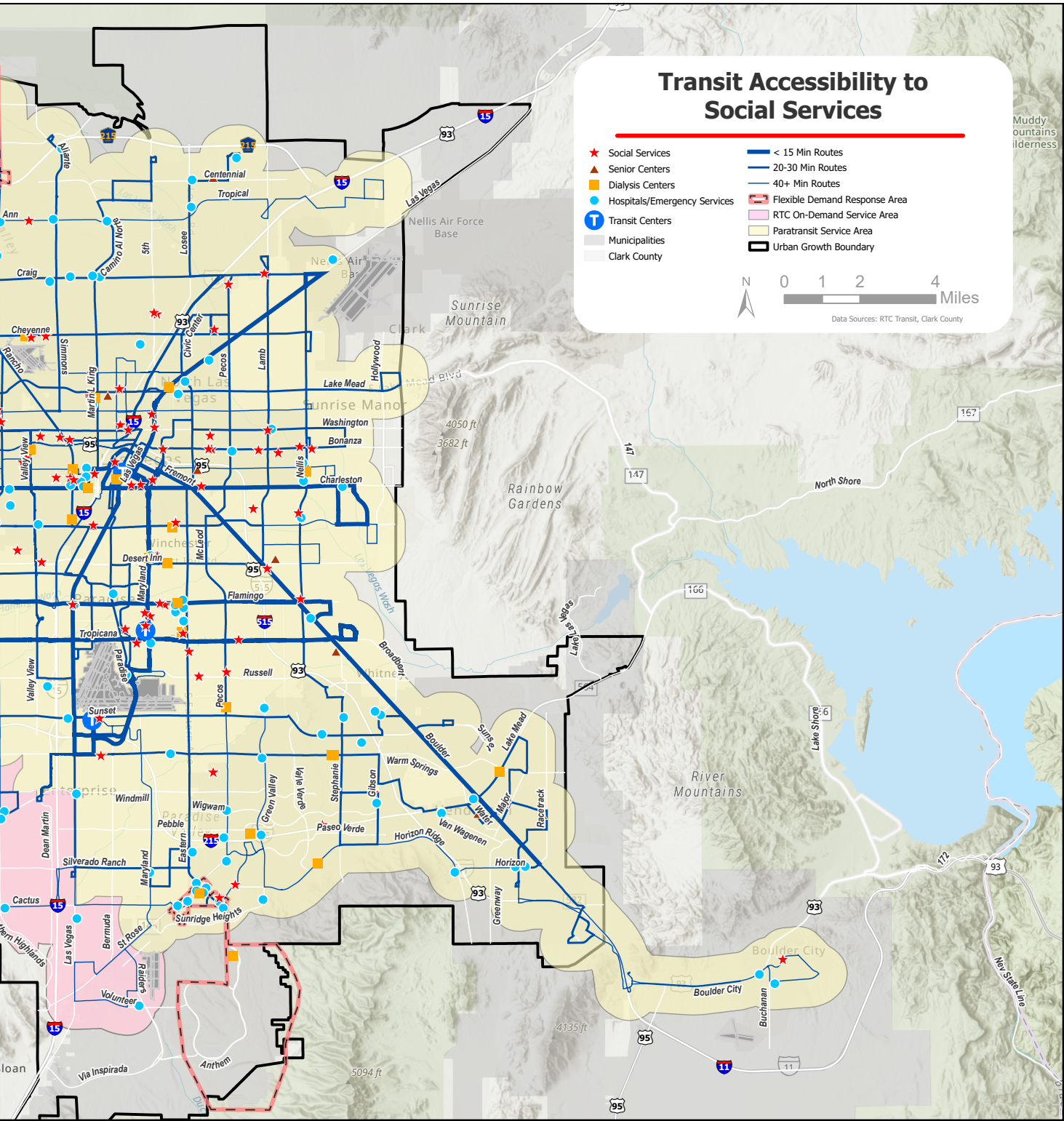
According to the Children's Cabinet, there are only 321 licensed child care centers in Clark County, which have a total capacity to care for only 1 in 4 children in our region. Single moms in Clark County spend \$330 of every \$1,000 they make on licensed child care.

More People May Be Hungry

According to Feeding America, from 2017 to 2022, the number of households where there may be hunger or malnutrition grew from 277,000 to 339,000 people in Clark County. The rising cost of food is not the only problem. When people don't have reliable or frequent transportation, it is much more difficult to get to the grocery store.

Figure 3: RTC Bus Routes and Social Service Locations





Muddy mountains wilderness



More People Are Back to Work

The COVID-19 pandemic and the restrictions put on travel hurt workers and employers in Southern Nevada. By April 2020, more than 3 out of 10 workers were out of their job. The job market has recovered since then, with only 5.4% of workers being unemployed by the end of 2023 (U.S. Bureau of Labor Statistics).

Our Region Keeps Growing Fast

Predictions about how many people will live in Southern Nevada in the future keep changing. Last year, UNLV thought there would be 3 million people by 2050. This year, they predict it'll be 3.174 million, which is about the same number of people who currently live in half of Henderson.

The change matters because RTC and other government agencies use these predictions to study the need for new housing and transportation investments.

Public Transportation Reaches More Places, but Driving is More Expensive

RTC Transit has added and improved several bus routes since 2021, making better transit connections for 21,000 people with low incomes, 18,000 older adults, and 13,000 people with different physical or cognitive abilities.

The improvements in transit access come at a time when Southern Nevada residents are spending about \$1,095 per month in driving costs.

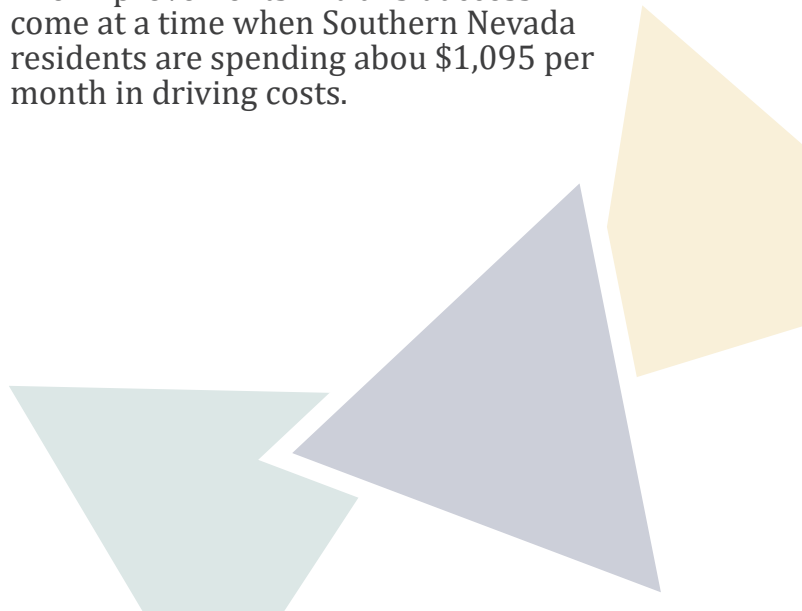




Figure 4: Clark County Growing Community Factors and Medicaid Enrollment

Factors	2019*	Percent of Total Population (2019)	2021**	Percent of Total Population (2021)	2022***	Percent of Total Population (2022)
Total Population	2,242,008	--	2,266,590	--	2,297,781	--
Older adults (65+)	339,883	15.16%	351,704	15.52%	363,747	15.83%
People with low incomes (less than \$25,000 per year and per household)	147,263	6.57%	158,898	7.01%	133,748	5.82%
People with different abilities	415,631	18.54%	452,394	19.96%	600,566	26.14%
People who have Medicaid	420,514	18.76%	502,015	22.15%	510,199	22.20%

* Based on 813,607 households in 2019.

** Based on 854,289 households in 2021.

*** Based on 857,362 households in 2022.

Sources: Nevada Department of Welfare and Supportive Services and U.S. Census Bureau. "Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)." American Community Survey, ACS 1-Year Estimates

MISSING IN OUR COMMUNITY

- 1** *Our Region was not built to make it easy to walk, bike, roll or use public transportation.*
- 2** *There are not enough spaces for social services or activities for the Community.*
- 3** *Transit riders and other people who may want to ride transit are put off by how long it can take, how often it comes, how safe it feels, and whether the service can be dependable.*
- 4** *Alternatives to public transit, such as on-demand services and rideshare, do not serve the entire region or may not easily serve people with different abilities.*
- 5** *Social service and transportation agencies do not have enough funds to serve the community.*
- 6** *Government and social service agencies lack coordination in pushing for new transportation investments.*
- 7** *It is often difficult for people to get to job interviews, trainings, and other opportunities for higher paying jobs using public transportation.*



GOALS OF THE PLAN



Grow the Number of Transportation Options and the Funding Needed to Support them



Give People More Education about the Transportation and Technology Options Available



Use Technology More Frequently to Help Make Improvements



Help People get to Bus Stops More Easily



Grow Opportunities for More Collaboration Across the Region

Several challenges have gotten worse for our Community since 2020 but the root causes are still the same. For this reason, the Stakeholder Advisory Committee decided to focus on moving forward with a few of the ideas discussed in the 2020 plan (See 1-13 below) and adding 1 new idea based on community engagement.

Here are the strategies that the Stakeholder Advisory Committee will work on for the next four years to help people get around more easily.

	IDEA
1	Create a Formal Group of Transportation Agencies from Across the State
2	Create Programs to Help People Use Rideshare More Easily
3	Share Information about the Community Mobility Project More Widely
4	Join Southern Nevada Strong in Pushing for Better Neighborhood Connections to Public Transportation
5	Host Pop-Ups and Fairs to Help Transit Riders and Clients Get Social Services More Often
6	Share Information about Available Transit Passes and Discounts More Widely
7	Look for Ways to Make it Easier for People to Get a Bus Pass
8	Support Recommendations of the HOPE Study to Bring More Microtransit Service
9	Work with Teachers, Parents, and Students to Better Understand Transportation Obstacles for Students
10	Study Types of Technology to Help People with Different Abilities Get Around More Easily
11	Set up New Ways to Report Unsafe or Inaccessible Sidewalks and Bus Stops
12	Keep and Grow Funds for Specialized Transportation Services
13	Bring More Staff to Bus Stops to Help Answer Questions from Riders
14	Make Public Transportation Better for Women





1 Background

ABOUT THIS PLAN

Many older adults, people with low incomes, and people with different abilities have trouble getting around in regions where homes, jobs, and services are far from one another or in regions where roads were built with a focus on moving cars quickly instead of moving people safely. Both are true in the Southern Nevada region, and most people in our Community rely on driving their own cars as a result. But owning and maintaining a car require large amounts of money while driving requires specific motor skills that many in our Community don't have.

A Coordinated Public Transit-Human Services Plan (Coordinated Transportation Plan) centers older adults, people with low incomes, and people with different abilities as key Community groups with ongoing transportation and mobility problems. The plan hopes to help regions understand and solve the different problems by bringing together social service providers, transportation agencies, and Community members. Importantly, regional Coordinated Transportation Plans are required by the Federal Transit Administration (FTA) to continue receiving money under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program, which allows us to work towards making transportation easier and safer for our Community.

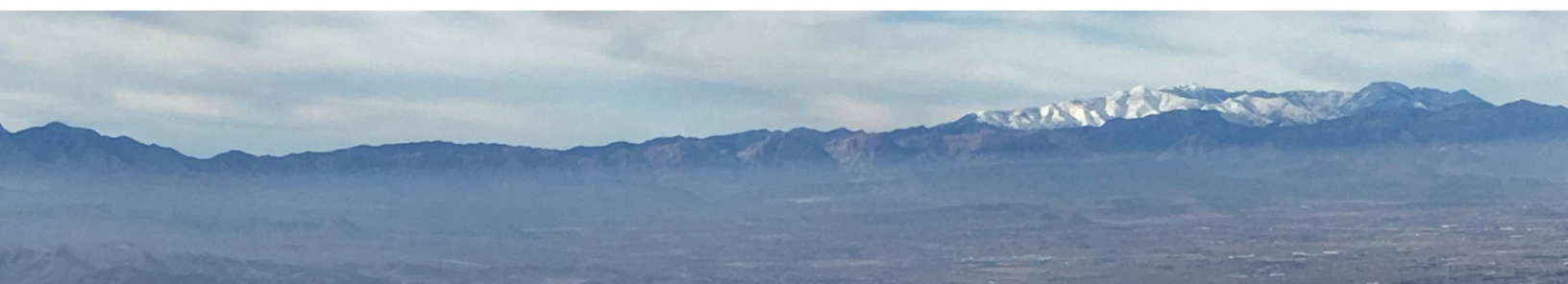
The 2020 update of the Coordinated Transportation Plan included 38 big ideas to improve mobility and transportation through collaboration. The 2024 update takes another look at the 2020 plan to focus on a few of those big ideas to affirm commitment to the goals discussed then.

ABOUT SECTION 5310

This programs gives states and regions additional money when transportation service is not available, not enough, or not able to respond to the needs of older adults and people with different abilities. The amount of money that a Community receives depends on the number of older adults and people with different abilities that live there.

The Regional Transportation Commission (RTC), as the Metropolitan Planning Organization of Southern Nevada, is the agency that receives Section 5310 money for Clark County. In our region, all federal money received under Section 5310 is used for operation and maintenance costs of RTC Paratransit, a specialized bus service for people who cannot use the regular RTC bus on their own and are eligible for the service.

Learn if you qualify for RTC Paratransit by calling the Certification Office at 702-676-1815.



ABOUT THE COMMUNITY MOBILITY PROJECT

Section 5310 and RTC Paratransit can't meet all the transportation and mobility needs of the Community members that are the focus of this plan. RTC started the Community Mobility Project as another way of helping people get around by teaming up with local nonprofits that serve the same Community members with focus on paratransit eligibility. Organizations that are selected to participate in the Community Mobility Project get reimbursed for their transportation costs, which allows Community partners to spend more on other programs and services beyond transportation.

The amount of funding given to each organization is ultimately decided by the RTC Board. The public can participate in Community Mobility Project decisions by attending RTC Board and RTC Committee meetings, which oversee the transportation planning process.

Funding rounds of the Community Mobility Project typically open to the public in January. Learn how your organization can apply by contacting RTC Finance at rtc purchasing@rtc snv.com.

ABOUT THE METROPOLITAN PLANNING ORGANIZATION

A Metropolitan Planning Organization (MPO) is a public forum created by the federal government to guide the

transportation planning process, from freeways to buses, bike lanes, and everything in between. MPOs bring different elected officials, local and state government staff, and other Community members together to plan the future of regional transportation in collaboration. MPOs have to balance important issues related to transportation, like creating high-paying jobs, protecting the environment, and making access better in older neighborhoods as well as in areas where new homes and services are becoming available.

RTC leads transportation planning in Southern Nevada as the MPO. It puts together a list of all the new regional transportation projects that will receive money and be built over the next 20 years. To ensure Community members can participate, RTC holds public meetings, sends out surveys, and works to ensure that everyone can understand the important transportation plans and decisions that affect our region.

Similar to how the Community Mobility Project works, the RTC Board decides how much money each future transportation project and study will receive. The RTC Board is made up of 8 elected officials from different parts of Clark County.

Learn more about the RTC Board and Committees by visiting rtc snv.com/about/meetings-agendas.

Learn more about other MPO studies and plans by visiting rtc snv.com/planning.

Figure 5: Section 5310 and Community Mobility Project Funds

Program	2020	2021	2022	2023
Section 5310 (Received by RTC Paratransit)	\$1,775,864	\$1,803,948	\$2,606,417	\$2,713,245
Community Mobility (Sent out by RTC)	\$765,200	\$426,462	\$710,748	\$765,000
Total	\$2,541,064	\$2,230,410	\$3,317,165	\$3,478,245

Source: Federal Transit Administration and RTC



Figure 6: Organizations and Trips Reimbursed by RTC Community Mobility Project

Nonprofit Organization	2020 Rides	2021 Rides	2022 Rides	2023 Rides	Rider Eligibility
Capability Health and Human Services (formerly Easter Seals)	4,129	461	407	702	Clients with different abilities
Dignity Health	15,449	11,731	12,516	11,117	Henderson residents 60 years of age and older with low to moderate incomes
Helping Hands of Vegas Valley	12,259	6,431	9,318	10,339	City of Las Vegas and North Las Vegas residents 60 years and older with low to moderate incomes
Jewish Family Services Agency	1,801	3,916	5,179	5,488	Las Vegas Valley older adult residents with low incomes
Lend a Hand Boulder City	3,672	3,110	3,466	3,486	Boulder City residents 60 years and older and other residents with different abilities
Nevada HAND	0	0	5,776	6,050	Older adults, people with low incomes, and residents in marginalized communities enrolled in Nevada HAND property programs
Opportunity Village	25,432	10,659	16,239	22,842	Clients with different abilities
Total Trips	62,742	36,412	52,901	60,024	212,079 (2020-2023)

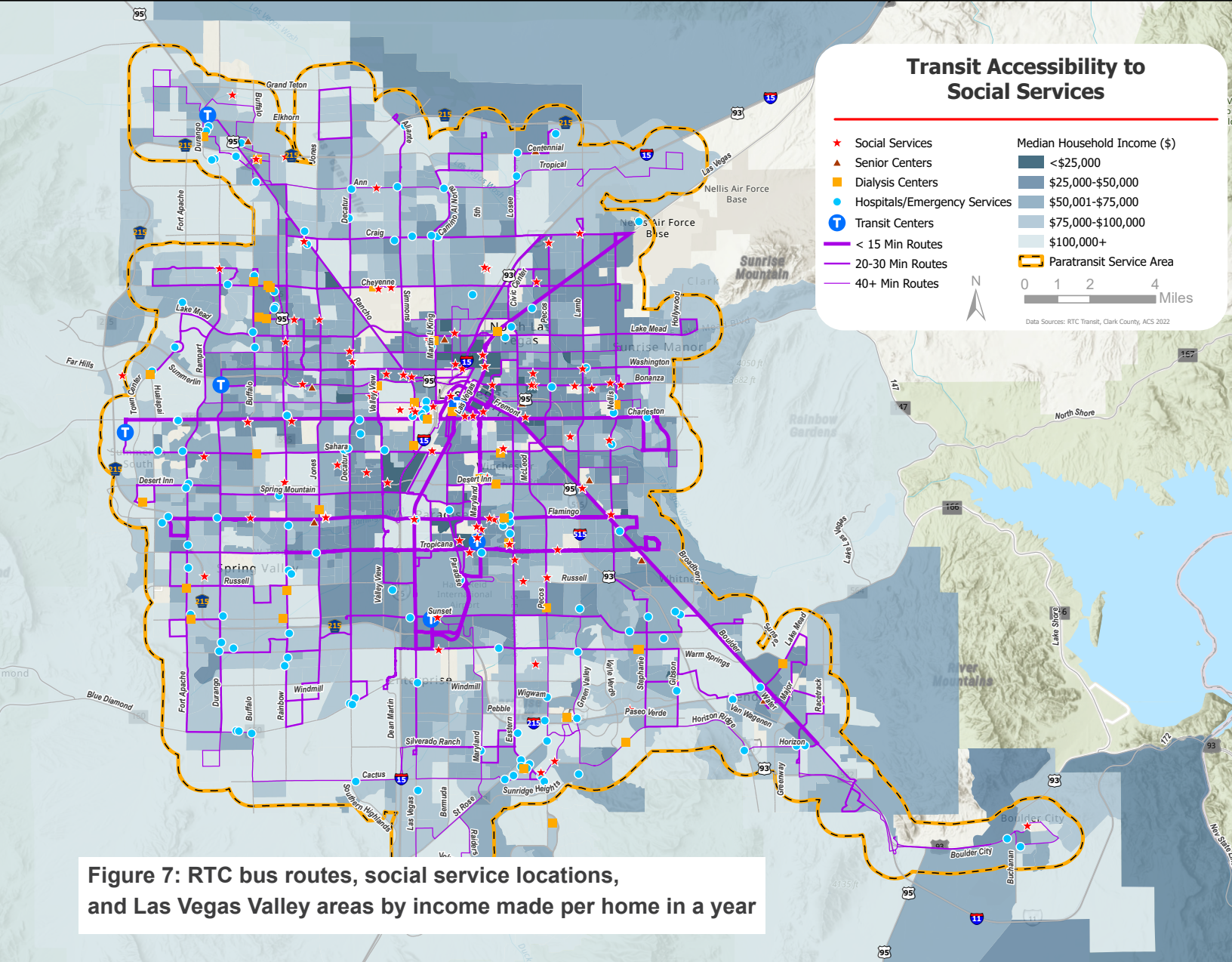


Figure 7: RTC bus routes, social service locations, and Las Vegas Valley areas by income made per home in a year

ABOUT PUBLIC TRANSPORTATION IN SOUTHERN NEVADA

There are only two transportation agencies that are open to the general public, which means everyone can use the service. RTC serves people in the City of Las Vegas, Henderson, North Las Vegas, urban areas of Clark County, and Boulder City. The second agency is the Southern Nevada Transit Coalition (SNTC), which mostly serve people in Mesquite, Laughlin, as well as Boulder City.

SNTC and RTC offer several different types of transportation outside of fixed route service, which is the type of bus that stops at the same bus stops

at specific times. Other services like RTC Paratransit, RTC On Demand, and SNTC Silver Rider Paratransit give riders the ability to choose pick-up and drop-off locations and schedule ahead of time. These additional services are limited to people who apply and are eligible, so most people who ride public transportation in Southern Nevada use the fixed route service.

RTC Fixed Route and SNTC Silver Rider Fixed Route tickets are \$2 one way. Learn more about transit service by visiting rctsnv.com and sntc.net.

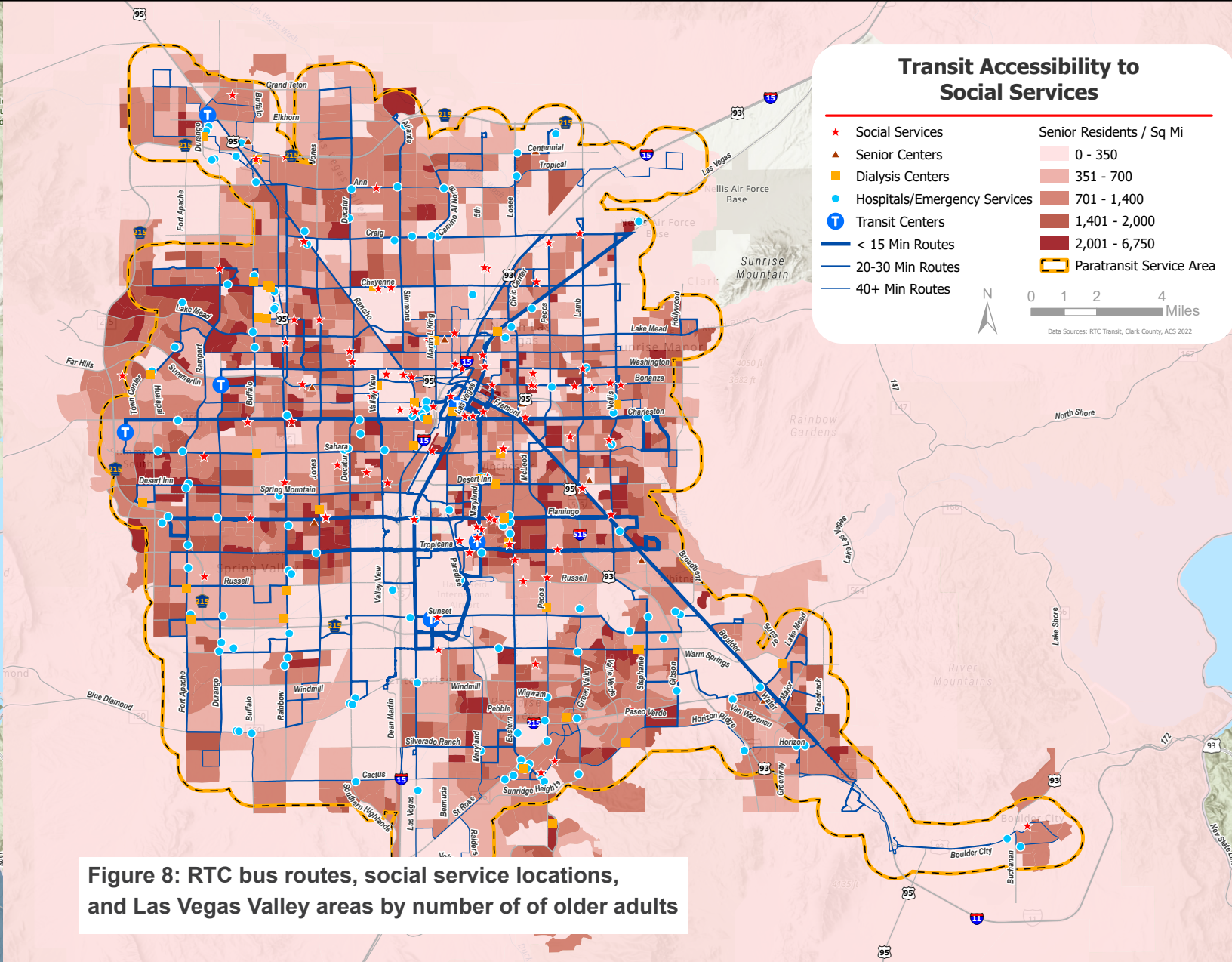


Figure 9: RTC Funding

	Category	2018	2019	2020	2021	2022
Operating	Fare Revenues	\$72,740,806	\$76,518,098	\$60,559,421	\$56,353,900	\$52,878,409
	Local Funds	\$147,464,150	\$150,926,739	\$109,544,256	\$22,153,150	\$70,875,230
	State Funds	\$8,285,858	\$9,127,154	\$9,063,845	\$7,442,420	\$7,804,363
	Federal Assistance	\$1,336,724	\$1,298,379	\$48,681,497	\$124,999,044	\$118,147,925
	Total	\$229,827,538	\$237,870,370	\$227,849,019	\$210,948,514	\$249,705,927
Capital	Local Funds	\$17,408,614	\$9,100,977	\$4,182,099	\$8,385,443	\$4,172,026
	State Funds	\$0	\$0	\$0	\$0	\$0
	Federal Assistance	\$70,897,997	\$59,469,624	\$13,640,220	\$40,269,354	\$18,263,965
	Total	\$88,306,611	\$68,570,601	\$17,822,319	\$48,654,797	\$22,435,991

Source: National Transit Database

Background

RTC

FOR NEXT ARRIVAL TIME
BY ROUTE

DOWNLOAD!
Scan QR code
to download app
on your mobile device

TEXT!
Text to 870

CALL!
Call 870

STOP ID!
Scan QR code

870

RTCSNV.COM

ROUTES
FLAS

110
EASTERN
SOUTHWEST





2 *Community Participation*

Federal regulation require that Coordinated Transportation Plans are developed with agencies that provide transportation and social services. Stakeholders of the Plan have gone above and beyond, meeting 5 times to develop the 2020 plan, 6 times for the 2024 update, and 7 more times in between. The result has been continued collaboration to take action on shared ideas. **See Figure 10 below for key successes made possible by ongoing Community participation.**

Stakeholder meetings

18

Organizations participating

26

BTC Pop-Up attendees

3,000+

Organizations funded

7

Strategies identified in the Plan

38

7 implemented



COMMUNITY PARTICIPATION IN THE PLAN

(Figure 11)

SUMMER 2019



Stakeholder Advisory Committee (SAC) is formed.



FALL 2020



2020 Coordinated Transportation Plan is adopted by RTC Board

Following 5 stakeholder advisory meetings and comments from hundreds of Community members and service providers.

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PLAN STRATEGY 3-14

Opportunity Village and the Nevada Homeless Alliance begin Pop-Up Project Homeless Connect events at the Bonneville Transit Center (BTC).

PLAN STRATEGY 3-21

RTC updates Paratransit RideCheck scheduling system, and gets positive comments from riders.

PLAN STRATEGY 3-17

Nevada law changed to allow Medicaid to reimburse medical trips made through Uber or Lyft.



SUMMER 2023



2024 Coordinated Transportation Plan Launch with (SAC)

Conversations begin with what's changed since 2020, and what is still missing in our Community.

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PLAN STRATEGY 3-36

RTC gives staff and local government agencies access to LiDAR data for faster identification of infrastructure problems on sidewalks and bike lanes.

PLAN STRATEGY 3-7 and 3-10

RTC hosts a public meeting regarding the Community Mobility Project

PLAN STRATEGY 3-06

RTC gets funding to roll out a mobility training vehicle to make it easier for people with different abilities to learn how to use transit by going to them.

SPRING 2024



Stakeholder workshops to decide which ideas to focus on for the next four years

SUMMER 2024



Community focus groups with women who ride public transportation



New housing in the fringes of the Las Vegas Valley

WHAT HAS CHANGED SINCE THE 2020 PLAN?

Housing is More Expensive

Families and individuals that pay more than a third of their pay on rent or their mortgage are burdened by high housing costs, leaving little money for other important things such as health care and food. Rents and home sale prices have gone up much faster than wages since the COVID-19 pandemic as the market struggles to build enough housing to keep up with the demand.

In Southern Nevada, rents go up the fastest in neighborhoods where people with lower incomes tend to live and do not go up as fast in areas where wealthier people live. This is because most new housing is being built on the edges instead of central parts of the Las Vegas Valley, making regional supply and demand challenges more difficult for the Community members who are the focus of this plan.

Seeing a Doctor is More Difficult

Medicaid gives people with very low incomes free health insurance. Under the Public Health Emergency declared

during the COVID-19 pandemic, people who were previously enrolled in Medicaid were re-enrolled in the program automatically. This was meant to make it easier for people to see a doctor and go to the hospital if they needed to. Automatic Medicaid renewals ended in March 2023, putting as many as 200,000 Nevadans at risk of losing medical care.

The Nevada Division of Welfare and Supportive Services (DWSS) worked to ensure that people were notified and given an opportunity to re-apply for Medicaid, but social service providers were worried that not everyone would be able to respond in time to maintain health care access. The change is important because the number of Southern Nevada residents who could be eligible to get Medicaid grew during the Public Health Emergency (See Figure 4).



Figure 2: Comparisons of rents and mortgages in Southern Nevada from 2020 to 2024.

JANUARY 2020	\$1,321 <i>typical monthly rent in the Las Vegas Metropolitan Region</i>	\$296,738 <i>typical home value in the Las Vegas Metropolitan Region</i>
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Source: Zillow Observed Rent Index (ZORI) and Home Value Index

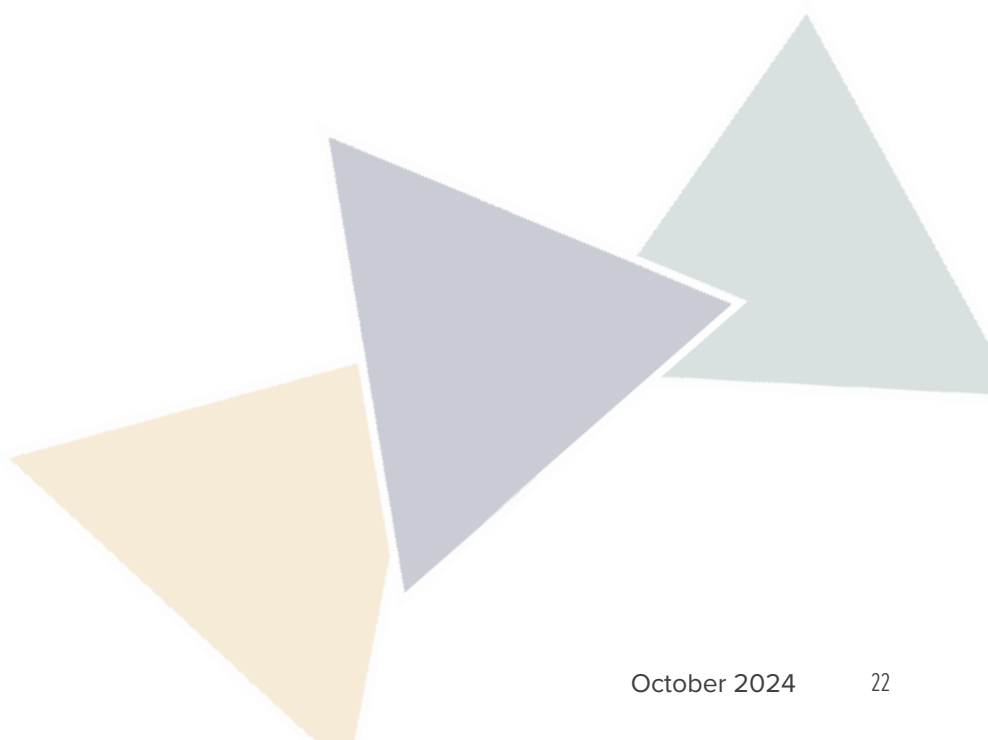




Figure 4: Clark County Community Factors and Medicaid Enrollment

Factors	2019*	Percent of Total Population (2019)	2021**	Percent of Total Population (2021)	2022***	Percent of Total Population (2022)
Total Population	2,242,008	--	2,266,590	--	2,297,781	--
Older adults (65+)	339,883	15.16%	351,704	15.52%	363,747	15.83%
People with low incomes (less than \$25,000 per year and per household)	147,263	6.57%	158,898	7.01%	133,748	5.82%
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* Based on 813,607 households in 2019.

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Sources: Nevada Department of Welfare and Supportive Services and U.S. Census Bureau. "Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)." American Community Survey, ACS 1-Year Estimates

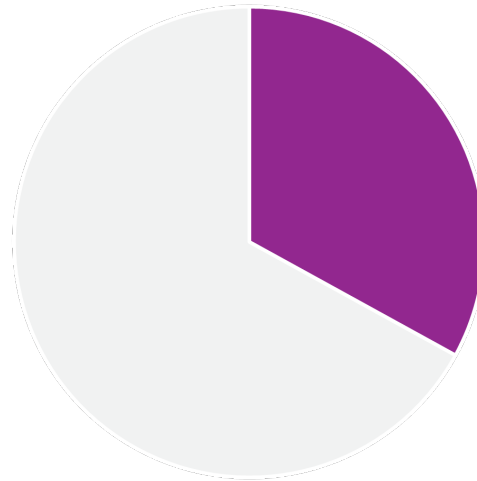


There Is Not Enough Child Care

Starting July 1, 2023, students must be 5 years old by August 1 in order to sign up for kindergarten. Before Assembly Bill 65 passed in the Nevada Legislature, students were allowed to enroll in school as long as they turned 5 by the first day of school. The change means that more parents would have to wait a full year before their children can start school.

There are very few options for parents who would otherwise be able to enroll their 4-year-olds. **There are only 321 licensed child care centers in Clark County, which have a total capacity to care for only 1 in 4 children below the age of 5 in our region.**

Single moms in Clark County spend \$330 dollars of every \$1,000 they make on licensed child care.

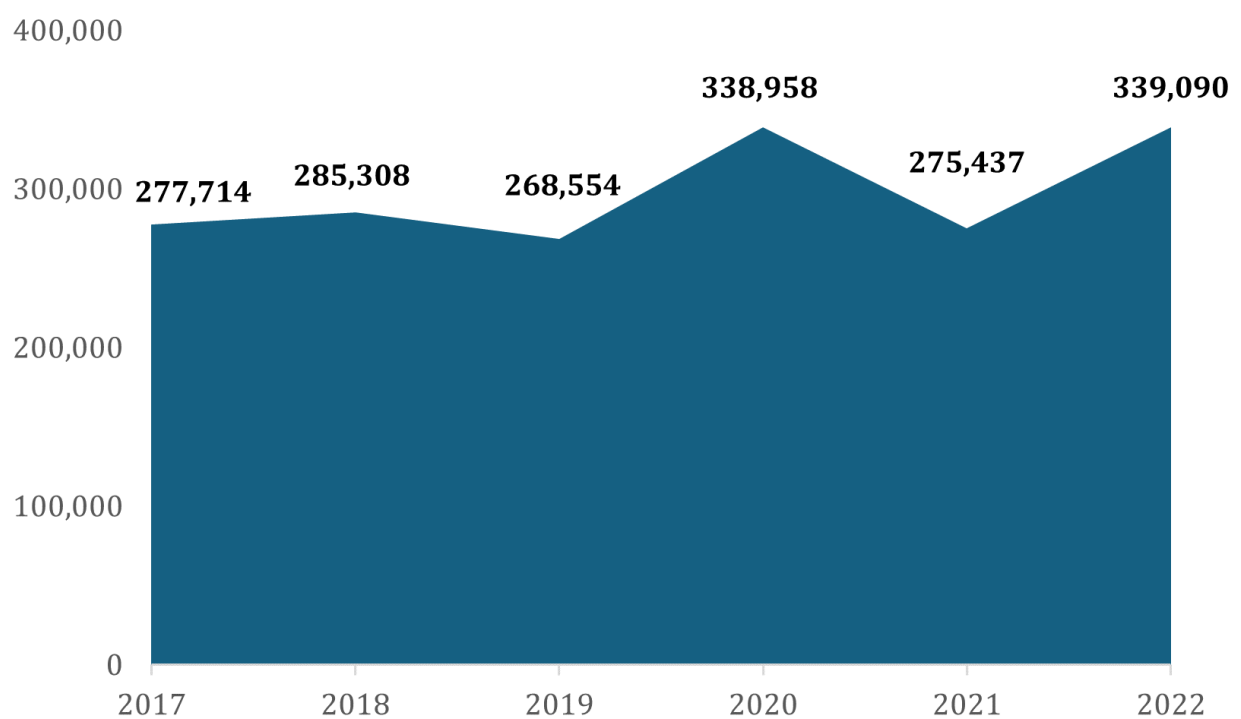


There are only 321 licensed child care centers in Clark County, which have a total capacity to care for only 1 in 4 children below the age of 5 in our region.





Figure 12: Number of People who are Food Insecure in Southern Nevada.



Source: Feeding America

More People May Be Hungry

Food insecurity happens when a household or family does not have the money or support needed to get enough food to live a healthy life. **From 2017 to 2022, the number of households where there may be hunger or malnutrition grew from 277,000 to 339,000 people in Clark County.** Food insecurity grew not only in the total number of people, but also as a percentage of the population from 12.6% to 14.6% in the same period.

The rising cost of food is not the only problem. Transportation is a really important part of food security as well. When people don't have reliable or frequent transportation, it is much more difficult to get to the grocery store. This is why older adults, people with low incomes, people with different abilities, and people who live in rural areas are particularly challenged by food insecurity.

More People Are Back to Work

The COVID-19 pandemic and the changes in travel patterns brought fewer people to Southern Nevada. Many families struggled to get by at this point because our economy has continued to depend so much on the number of visitors we get.

By April 2020, almost 3 out of every 10 workers had lost their job in the state. Fortunately, tourism in the region has bounced back since then, and so has the number of people who are working. **By the end of 2023, only 5.4% of workers were out of a job.**



Figure 13: Clark County Population and Employment

Year	Population	Employment (1000s)	Population Change	Population Change (%)	Employment Change (1000s)	Employment Change (%)
2018	2,228,970	1,007	45,697	2.09	10	1.00
2019	2,275,884	1,037	46,914	2.10	30	2.97
2020	2,274,887	914	-997	-0.04	-132	-11.86
2021	2,295,310	987	20,423	0.90	73	7.90
2022	2,322,535	1,083	27,225	1.19	96	9.70
2023	2,336,573	1,123	14,038	0.60	40	3.70

Source: U.S. Bureau of Labor Statistics

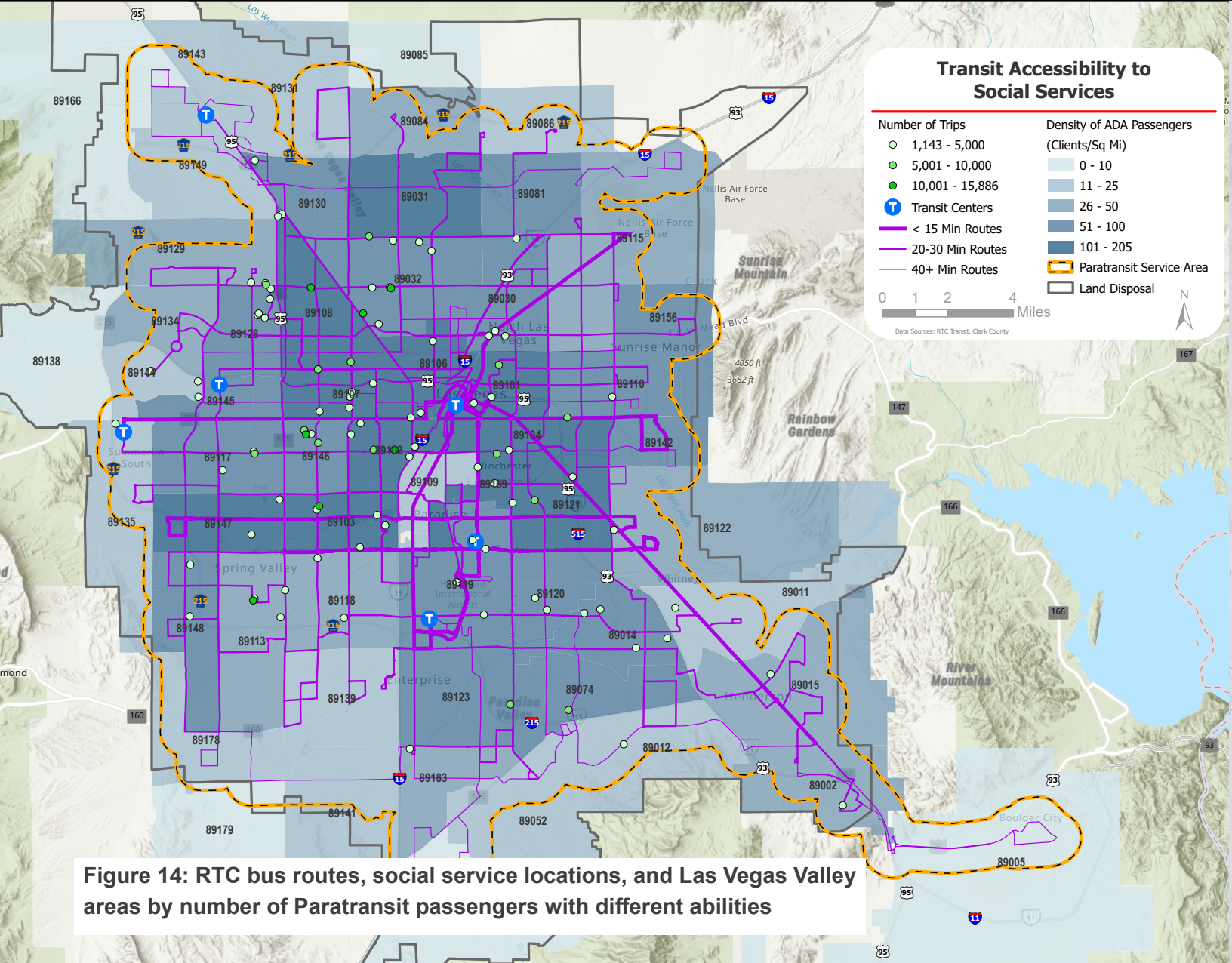


Figure 14: RTC bus routes, social service locations, and Las Vegas Valley areas by number of Paratransit passengers with different abilities

Our Region Keeps Growing Fast

Population forecasts are predictions about how many people will live in a Community in the future. The population forecasts for Southern Nevada continue to change because more people are moving to the region.

Last year, UNLV predicted there would be 3 million residents by 2050. This year, that prediction changed to 3.174 million, representing a 174,000 difference that is about half of the total number of people who currently live in Henderson.

Our region has historically benefitted from growth and it continues to do so today. Several of the positive changes discussed by stakeholders included

more federal funds to help growing challenges for clients (although funds are only available temporarily), more access to electric vehicle (EV) fleets and EV charging for local government, and more funding for public transportation projects.

Unfortunately, many Community members who are the focus of the plan have yet to see benefits of regional growth on their paychecks. Without important investments in transportation and housing, they may continue spending most of their income on those two things and leaving little left to lead healthy and secure lives.

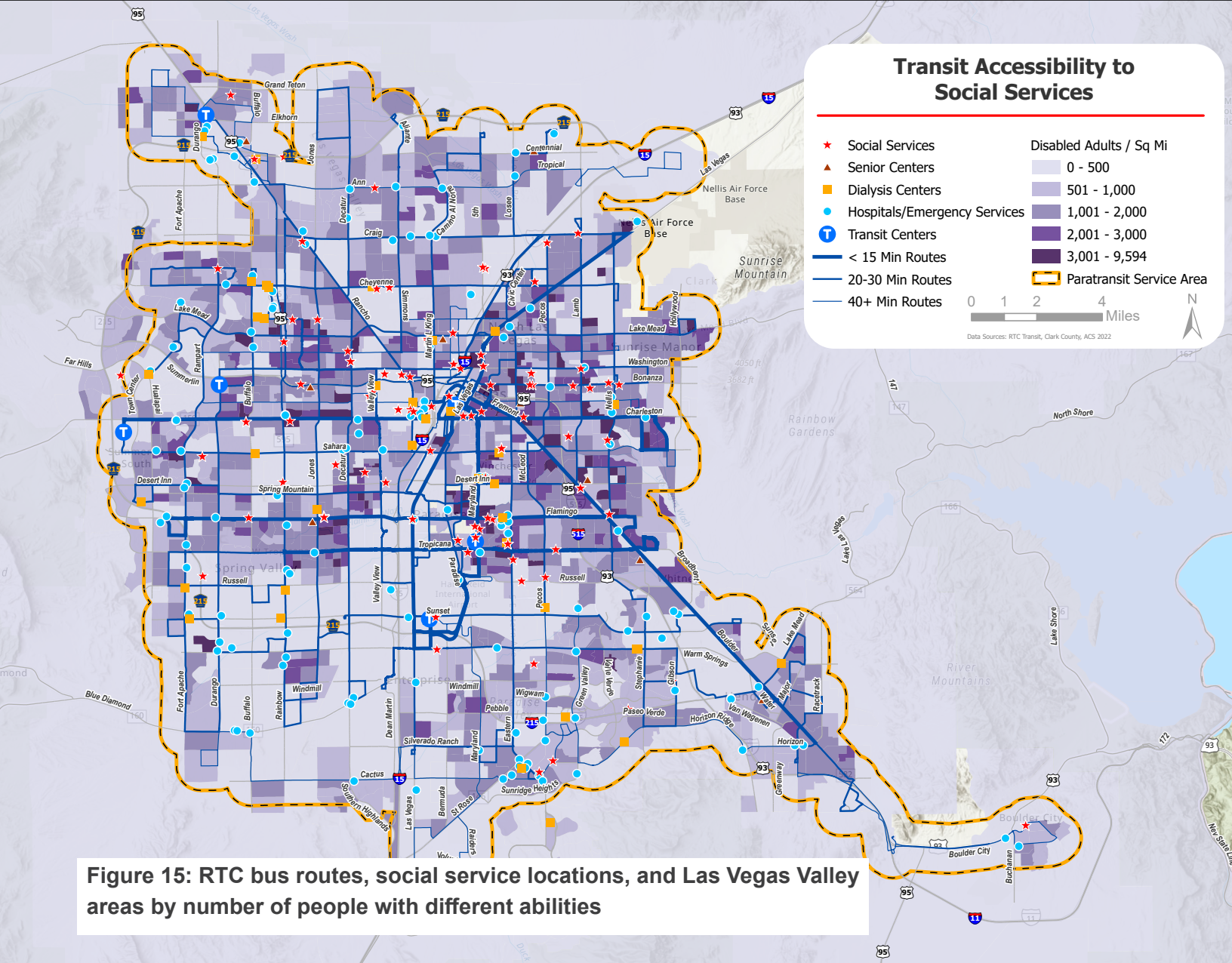


Figure 15: RTC bus routes, social service locations, and Las Vegas Valley areas by number of people with different abilities

Public Transportation Reaches More Places, but Driving is More Expensive

RTC received approximately \$330 million in federal funds for transit and paratransit services to cover funding problems from the COVID-19 pandemic in 2021. The funds also allowed RTC to make some transit routes go farther and make other ones more frequent. Impacted routes include 101 (Rainbow), 102 (Jones), 103 (Decatur), 105 (Martin Luther King), 119 (Simmons/Koval), 203 (Spring Mountain/Desert Inn/Lamb), 209 (Vegas/Owens), and 210 (Lake Mead).

Federal funds helped RTC make better transit connections for a 185,000 residents, including 21,000 people with

low incomes, 18,000 older adults, and 13,000 people with different physical or cognitive abilities.

The increase in public transportation service takes place at a time of growing costs to own a car for Southern Nevada residents. In 2020, the American Automobile Association (AAA) calculated the national median monthly costs of vehicle ownership at \$797 per month. In 2023, that number grew to \$1,015 per month. **Nevada drivers paid more than the national median in 2023, with monthly costs of \$1,095 or \$13,136 per year.**



MISSING IN OUR COMMUNITY

Most of the problems and barriers Community members are facing are structural. They are built within regions across the country after decades and decades of decisions made without centering the needs of people with low incomes, older adults, and people with different abilities. For this reason, the list below remains the same as the gaps and needs discussed in 2020. There are two exceptions, however. The growing Community challenges mixed in with historic barriers are encouraging stakeholders to work closer together, which can be seen in additions 6 and 7.

- 1 Our Region was not built to make it easy to walk, bike, roll or use public transportation.*
- 2 There are not enough spaces for social services or activities for the Community.*
- 3 Transit riders and other people who may want to ride transit are put off by how long it can take, how often it comes, how safe it feels, and whether the service can be dependable.*
- 4 Alternatives to public transit, such as on-demand services and rideshare, do not serve the entire region or may not easily serve people with different abilities.*
- 5 Social service and transportation agencies do not have enough funds to serve the community.*
- 6 Government and social service agencies lack coordination in pushing for new transportation investments.*
- 7 It is often difficult for people to get to job interviews, trainings, and other opportunities for higher paying jobs using public transportation.*

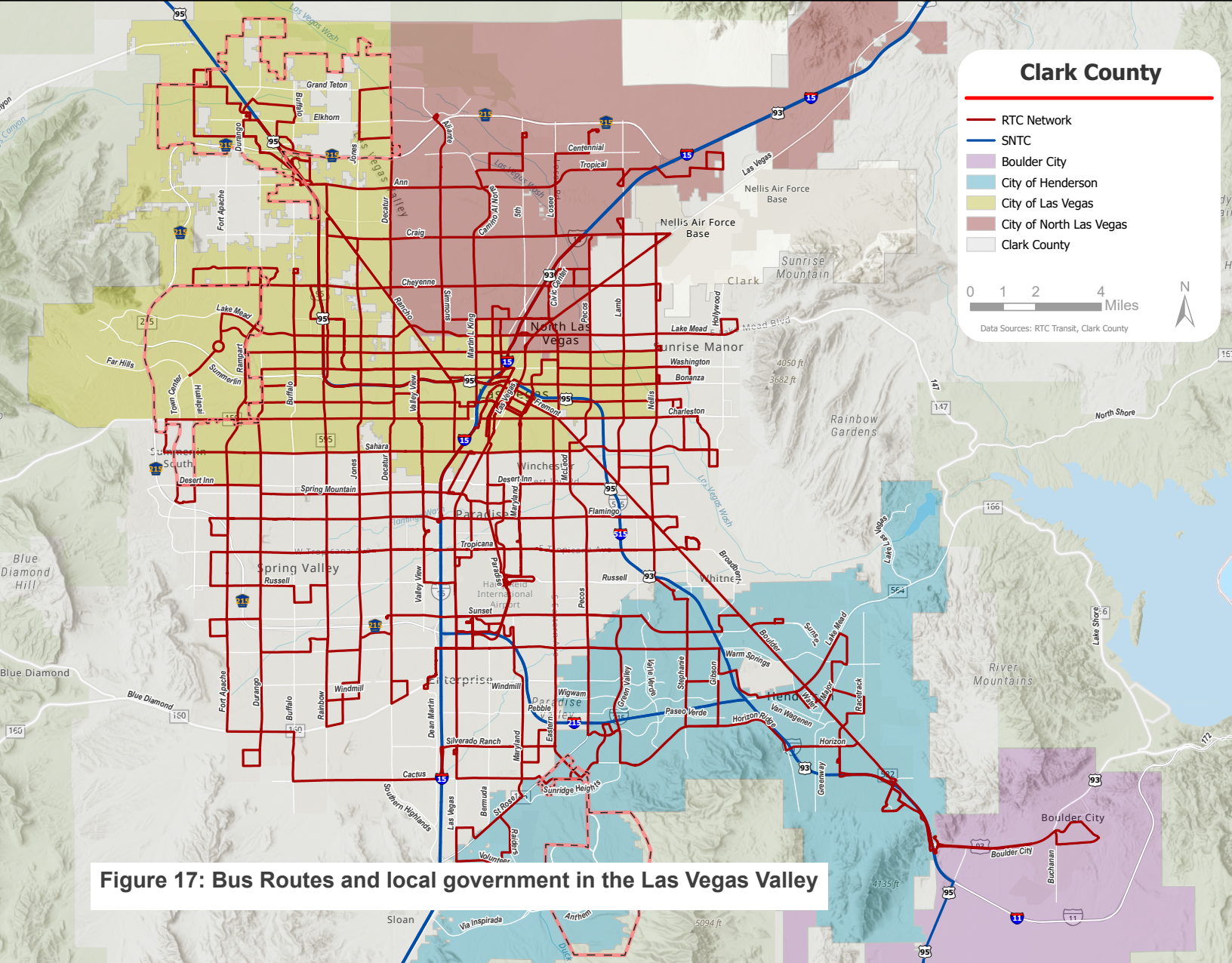


Figure 17: Bus Routes and local government in the Las Vegas Valley

Figure 16: SNTC Funding

	Category	2018	2019	2020	2021	2022
Operating	Fare Revenues	\$430,088	\$463,585	\$312,896	\$303,643	\$89,181
	Local Funds	\$801,088	\$818,258	\$328,107	\$0	\$1,289,503
	State Funds	\$137,114	\$137,113	\$56,940	\$0	\$0
	Federal Assistance	\$2,229,281	\$2,385,526	\$3,153,540	\$3,897,907	\$3,086,739
	Total	\$3,597,571	\$3,804,651	\$3,851,483	\$4,201,550	\$4,465,423
Capital	Local Funds	\$17,655	\$27,988	\$0	\$467,082	\$0
	State Funds	\$0	\$0	\$0	\$0	\$0
	Federal Assistance	\$70,620	\$111,954	\$0	\$2,030,790	\$278,099
	Total	\$88,275	\$139,942	\$0	\$2,506,872	\$278,099

Source: National Transit Database





3 *Ideas and Actions*

GOALS OF THE PLAN

Participation by stakeholders and Community members affirmed a commitment to ensure continued progress in the goals presented in the 2020 Plan.



Grow the Number of Transportation Options and the Funding Needed to Support them



Give People More Education about the Transportation and Technology Options Available



Use Technology More Frequently to Help Make Improvements



Help People get to Bus Stops More Easily



Grow Opportunities for More Collaboration Across the Region



FOR REFERENCE

About the Ideas

One key element of the Coordinated Transportation Plan is the identification of the actions that our region will take to improve transportation and mobility for people with low incomes, older adults, and people with different abilities.

During the development of the plan in 2020, stakeholders worked together to identify 39 different strategies, 7 of which are undergoing implementation.

To continue the momentum, stakeholders revisited the full list of 2020 strategies, and chose which of them should be prioritized over the next four years.

About the Leaders

Importantly, each idea presented in this plan identifies an organization responsible for leading the advancement of the idea. Ensuring that each idea had a leader narrowed the list of ideas and actions to focus on moving forward, making it easier to check on any progress made and offer support.

About the Actions

All ideas contain a list of actions that lead organizations will either take or coordinate over the next four years. Actions are not listed in chronological order, but can be understood as possible steps to eventually turn an idea into reality. Lead organizations, as well as other Community partners and members, will use the list of actions as suggestions.

Partial Solutions

The previous chapter discussed the severe challenges that Community members are experiencing in Southern Nevada, from navigating a region that was not built to make trips easier for them to trying to make ends meet as basic needs get more expensive. Community partners and members engaged in this plan understand that no single plan can provide everyone with the solutions they need. And yet, the ability to come together as stakeholders and define shared priorities has expanded access to services and opportunities for many since 2020 and before then.

The next pages will introduce the ideas, leaders, and actions that seek to help many more in our Community. We've begun by discussing the ideas that have seen success over the past four years in the last chapter to then shift our focus to the future. Simultaneous with idea implementation will be advocacy for funding and policy changes to better address the root causes of the problems discussed in this plan.







PLAN IDEAS

	IDEA
1	Create a Formal Group of Transportation Agencies from Across the State
2	Create Programs to Help People Use Rideshare More Easily
3	Share Information about the Community Mobility Project More Widely
4	Join Southern Nevada Strong in Pushing for Better Neighborhood Connections to Public Transportation
5	Host Pop-Ups and Fairs to Help Transit Riders and Clients Get Social Services More Often
6	Share Information about Available Transit Passes and Discounts More Widely
7	Look for Ways to Make it Easier for People to Get a Bus Pass
8	Support Recommendations of the HOPE Study to Bring More Microtransit Service
9	Work with Teachers, Parents, and Students to Better Understand Transportation Obstacles for Students
10	Study Types of Technology to Help People with Different Abilities Get Around More Easily
11	Set up New Ways to Report Unsafe or Inaccessible Sidewalks and Bus Stops
12	Keep and Grow Funds for Specialized Transportation Services
13	Bring More Staff to Bus Stops to Help Answer Questions from Riders
14	Make Public Transportation Better for Women

1

Create a Formal Group of Transportation Agencies from Across the State

Our social service and transportation providers’ ability to work together would significantly improve if there was a formal group that included all providers across the state, and met regularly to address needs. A formal statewide transit association could share funding, define priorities, and coordinate advocacy for much-needed new funding.

Actions

- Encourage public transportation providers from across Nevada to join the Southwest Transit Association (SWTA), a network of transit agencies that does not currently serve Nevada agencies.
- Leverage new resources from SWTA to define membership and scope of a future Nevada Transit Association.
- Determine funding and staffing gaps for coordinated advocacy.
- Look for any available grants to fund a bus or shuttle that can help lower transportation barriers for people in outlying areas of the region. Study City of Las Vegas’ Arrow Service for reference.

Idea Summary

Plan Goal	Grow Opportunities for More Collaboration Across the Region
Leader	Southern Nevada Transportation Coalition
Example	Washington State Transit Association (WSTA)



2

Create Programs to Help People Use Rideshare More Easily

Public transit and paratransit are currently unable to serve the transportation needs of all Community members who are the focus of this plan. Pilot programs to help people use services like Uber and Lyft can help reduce gaps in access, particularly for people who must travel far on a regular basis to get to work.

Actions

- Research temporary or permanent programs in other states that book Uber or Lyft rides for workers.
- Determine staffing and funding gaps.
- Ensure pilot has the ability to reserve without a cellphone and that it includes ADA-compliant vehicles.
- Discuss the idea with Uber and Lyft and make revisions as needed.
- Discuss possible opportunities to fund the pilot via the Community Mobility Project.

Idea Summary

Plan Goal	Grow the Number of Transportation Options and Funding Needed to Support Them
Leaders	Governor’s Office of Economic Development and The LGBTQ Center of Southern Nevada
Example	State of Florida Concierge Services

3 Share Information about the Community Mobility Project More Widely

The RTC Community Mobility Project provides \$765,000 to seven nonprofit organizations every year. These organizations use the funding to pay for dozens of thousands of rides that bring important destinations closer to many Southern Nevada residents. Ensuring that more nonprofits in Southern Nevada know about the program and apply for funding can help reduce barriers for even more people.

Actions

- Set an annual date to host a public information session and extend invitations to more nonprofits.
- Prominently feature information about the Project and the application process on the RTC website and other Community partner websites such as United Way.
- Create a “Frequently Asked Questions” document or similar based on feedback received by nonprofits interested in the project, and make it part of the RTC Public Participation Plan and the RTC Paratransit website.
- Ensure multilingual translation of information provided on documents and websites.
- Use the initiative to also educate nonprofits on Section 5310 funding.

Idea Summary

Plan Goal	Give People More Education about the Transportation and Technology Options Available
Leader	Regional Transportation Commission of Southern Nevada
Example	RTC Washoe Section 5310 Call for Projects



4

Join Southern Nevada Strong in Pushing for Better Neighborhood Connections to Public Transportation

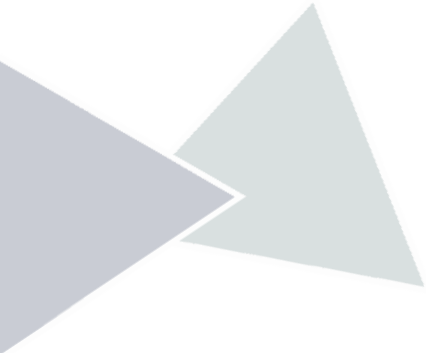
The Southern Nevada Strong Regional Plan brought together Community members and leaders to create a vision for how our region should grow. That vision includes more affordable housing, more reliable public transportation, and higher paying jobs. Led by the RTC Metropolitan Planning Organization, Southern Nevada Strong 2050 will further develop the vision over the next two years, encouraging more collaboration and advocacy among social service and transportation providers.

Actions

- Ensure Community engagement in the Southern Nevada Strong 2050 Plan includes social service providers and their clients.
- Coordinated Plan stakeholders join new task groups and participate in scheduled meetings and/or workshops.
- Stakeholders review the draft plan and contribute ideas to the planning process.
- Stakeholders join upcoming calls for action, press releases, and any other efforts aimed at bringing more education to the Community about the benefits of transportation investments.

Idea Summary

Plan Goal	Grow Opportunities for More Collaboration Across the Region
Leader	Regional Transportation Commission of Southern Nevada
Example	Thrive Minneapolis-St. Paul (MSP) 2040 Plan



5

Host Pop-Ups and Fairs to Help Transit Riders and Clients Get Social Services More Often

The pop-ups at the Bonneville Transit Center (BTC) were proposed by the Stakeholder Advisory Committee in 2020. The one-stop fairs and produce markets have expanded access to healthy food, medical, and legal services to more than 6,000 transit riders and Downtown residents.

Actions

- Identify likely annual dates for Pop-Up Produce Stands and Pop-Up Project Homeless Connect events at the BTC.
- Prominently feature information about upcoming pop-ups on RTC and Community partner websites.
- Continue securing federal and local funding to ensure that events remain free or affordable to the public.
- Identify other possible sites that have connections to public transit for future pop-ups, including Chinatown, as well as outlying and rural areas in Clark County.

Idea Summary

Plan Goal	Give People More Education about the Transportation and Technology Options Available
Leaders	Southern Nevada Health District, Opportunity Village, Nevada Homeless Alliance, and Regional Transportation Commission of Southern Nevada
Example	Atlanta MARTA Market



6 Share Information about Available Transit Passes and Discounts More Widely

Transit passes are the most frequently requested item by Community members who attend pop-ups at the BTC. This a testament to both the need and value of public transportation in Southern Nevada. RTC offers reduced fares and provides information online about how to apply. Other organizations that provide free or subsidized transit passes should also share information so more people know where to go when they need a ride.

Actions

- Provide a list of Community partners where passes are available. Advise customers to call the partners to verify availability.
- Encourage organizations to post information about available transit passes on their websites.
- Share information on the RTC and SNTC websites about how interested organizations can get transit passes.
- Explore partnerships with the Department of Health and Human Services (211) and Continuum of Care (Online Resource Tool) to share information regarding pass distribution.

Idea Summary

Plan Goal	Give People More Education about the Transportation and Technology Options Available
Leader	Regional Transportation Commission of Southern Nevada
Example	Charlotte Area Transit System (CATS) Non-Profit Discount List

7

Look for Ways to Make it Easier for People to Get a Bus Pass

RTC Tap & GO allows riders to pay for single rides and add funds to their rideRTC account more easily. Leverage the new technology and partnerships to allow agencies that regularly provide transit passes to automatically reload funds on their clients' Tap & GO accounts when possible.

Actions

- Determine Tap & GO capabilities for loading transit benefits onto clients' Tap & GO accounts by social service providers on behalf of riders.
- Explore a partnership between federal and/or state agencies (e.g. U.S. Department of Agriculture Food and Nutrition Services' Women, Infants, and Children Program, Nevada Division of Welfare and Supportive Services) and the Regional Transportation Commission of Southern Nevada to create a pilot where transit funds are loaded onto their clients' Tap & GO accounts when possible.
- Identify number of people who would benefit from the program and consider expanding the pilot to include more agencies.
- Estimate the burden of transit passes for people who qualify for Medicaid on an income basis, and determine the amount of funding needed to help reduce the burden via the Regional Transportation Plan.
- Include decision-making processes related to fares and opportunities for Community engagement in the RTC Public Participation Plan

Idea Summary

Plan Goal	Use Technology More Often to Help Make Improvements
Leaders	Nevada Division of Welfare and Supportive Services and Regional Transportation Commission of Southern Nevada
Example	Minneapolis METRO Transit TAP Distribution Partners



8

Support Recommendations of the HOPE Study to Bring More Microtransit Service

RTC received a \$125,000 planning grant from the Federal Transit Administration (FTA) to identify possible transportation solutions to areas of persistent poverty. The Helping Obtain Prosperity for Everyone (HOPE) Study proposed expanding the RTC On-Demand microtransit service, which allows people to order a ride from their phone and get picked up at or near their home. The service is currently only available in West Henderson and the southwestern part of the Las Vegas Valley.

Actions

- Establish new methods of collaboration between RTC staff and the Stakeholder Advisory Committee to determine status of the HOPE recommendations.
- Identify stakeholders that may have the ability to lead via advocacy, grant writing, and/or data collection to support upcoming grant applications and new funding partnerships.
- Ensure stakeholder and client participation in the Southern Nevada Equitable Access to Mobility Action Plan, which will propose new transportation hubs in areas of persistent poverty.

Idea Summary

Plan Goal	Grow the Number of Transportation Options and the Funding Needed to Support Them
Leader	TBD
Example	Sacramento’s SmaRT Ride

9

Work with Teachers, Parents and Students to Better Understand Transportation Obstacles for Students

Most students enrolled from kindergarten to high school are eligible for a reduced fare at RTC and SNTC. Since 2022, RTC launched the Ride-On program with the Clark County School District (CCSD), a partnership that makes transit free for high school students who live more 2 miles away from the school they are zoned for. As more students may be unable to rely on CCSD transportation, RTC and SNTC can engage students, teachers, and parents to learn how to best fill gaps.

Actions

- Review opportunities and constraints of the RTC Ride-On Program and other CCSD-supported transportation programs.
- Establish opportunities for teachers, parents, and students to weigh in.
- Document past and new engagement activities as well as outcomes of existing transportation programs.
- Explore opportunities to expand existing programs to outlying areas with a partnership with the Southern Nevada Transit Coalition.
- Leverage walk audits as part of the Safe Routes to School Program to document obstacles.

Idea Summary

Plan Goal	Grow Opportunities for More Collaboration Across the Region
Leader	Clark County School District, Regional Transportation Commission of Southern Nevada, and Southern Nevada Transit Coalition



10

Study Types of Technology to Help People with Different Abilities Get Around More Easily

Recent RTC efforts to upgrade RideCheck have helped more riders understand how to book Paratransit rides. More work is being done to make the Paratransit certification and referral process easier as well. In addition, RTC can study several of the new smartphone applications that seek to improve navigation and wayfinding for people with different physical and cognitive abilities and find if they can make mobility easier.

Actions

- Identify common barriers for people with different abilities by looking at previous Community feedback and by speaking to mobility trainers and advocates.
- Research available technologies and applications used at other transit agencies across the country and partnerships needed.
- Document findings and share them with the Stakeholder Advisory Committee.

Idea Summary

Plan Goal	Use Technology More Often to Help Make Improvements
Leader	Helping Hands of Vegas Valley
Example	AccessMap in Seattle



11

Set up New Ways to Report Unsafe or Inaccessible Sidewalks and Bus Stops

Up until recently, much of Southern Nevada was developed without enough consideration for the needs of walkers, bicyclists or public transportation users. The RTC recently used LiDAR technology to evaluate over 8000 miles of roadway within the valley. This data was used to identify gaps, obstructions and ADA issues that exist today in our pedestrian network. Sharing this information with the local agencies and allowing community members to report mobility issues they encounter when getting to bus stops will help our leaders plan and prioritize projects that will improve the safety of all road users.

Actions

- Propose different reporting tools available, their cost and benefit.
- Partner with ongoing walk audits to align efforts and develop a joint proposal for local government agency staff and elected officials.
- Work with local agency staff to decide the best way to respond to reports, and identify an organization that can host the reporting website long-term.
- Explore training opportunities to partner with bus drivers to contribute reporting about unsafe and inaccessible bus stops.

Idea Summary

Plan Goal	Help People Get to Bus Stops More Easily
Leader	Regional Transportation Commission of Southern Nevada and Southern Nevada Transit Coalition
Example	Denver Walks crowd-sourced mapping



12

Keep and Grow Funds for Specialized Transportation Services

Section 5310 and Community Mobility Project funds should continue being used to help improve transportation and mobility for the Community members who are the focus of this plan.

Actions

- Keep funds needed for capital expenses, fleet and operations.
- Continue to look for grants, partnerships and other ways to grow the funds used by both Paratransit and nonprofit service providers.
- Include the most important investments needed in the Regional Transportation Plan, which creates a list of regional projects that are approved for funding for the next 20 years.

Idea Summary

Plan Goal	Grow the Number of Transportation Options and the Funding Needed to Support Them
Leader	Regional Transportation Commission of Southern Nevada

13

Bring Staff to Bus Stops to Help Answer Questions from Riders

RTC staff teaches hundreds of Community members how to ride the fixed route bus through the Mobility Training Center. Riders could use more support at bus stops to get answers to questions on the spot.

Actions

- Identify funding sources for transit ambassadors.
- Hire people to act as transit ambassadors and place them at key stops across the region.
- Include ambassadors that are able to answer questions from non-English speakers.
- Make sure ambassadors get customer service training.

Idea Summary

Plan Goal	Grow the Number of Transportation Options and the Funding Needed to Support Them
Leader	Regional Transportation Commission of Southern Nevada
Example	Southern Pennsylvania Transportation Authority and Project Hope Partnership



14 Make Public Transportation Better for Women

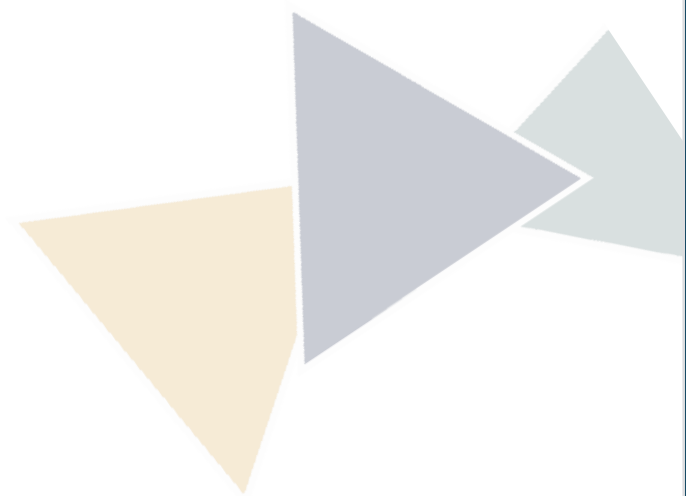
RTC conducted a focus group with women who regularly ride public transportation to understand their unique challenges and include their ideas for improvement in the Coordinated Transportation Plan. Women who participated overall described feeling unsafe when walking and waiting for the bus. They also described issues with reliability and frequency, specifically at night and during extreme heat events. Actions discussed in the focus group are provided below for RTC consideration:

Actions

- Identify technology or staff tools to enforce reserved seating policy, which includes pregnant women but is often unenforced.
- Study paratransit assessments for pregnant women; identify gaps and opportunities to make it easier for pregnant women to ride paratransit.
- Study impacts of newly deployed artificial intelligence (AI) technology for women riding public transportation; share findings and consider improvements to increase trust.
- Distribute information more widely regarding the use of medical insurance to cover rideshare to get to medical appointments; identify and document gaps for policy consideration.
- Increase reporting capabilities of the Transit app to enable riders to report unsafe conditions on the bus and at bus stops.
- Improve lighting of bus stops at night to increase safety and visibility.
- Improve frequency of buses along high-frequency routes during extreme heat events.

Idea Summary

Plan Goal	Use Technology More Frequently to Help Make Improvements; Help People Get to Bus Stops More Easily
Leader	Regional Transportation Commission of Southern Nevada





“THIS IS THE BEST THING I HAVE SEEN. I AM NEW TO THIS SITUATION. IT GIVES HOPE.”

Life and Support





Appendix 1

The following section provides a list of agencies that provide transportation services, their contact information and rider eligibility.

Organization	Contact	Rider Eligibility	RTC Pass Provided	Other Services
Aid for Aids of Nevada	1830 E. Sahara Avenue, Suite 210 (702) 382-2326	- Ryan White Program Participants - HIV/AIDS Positive	YES	
Blindconnect	(702) 809-1971	- Individuals with disabilities (blind/low vision)	YES	
Catholic Charities of Southern Nevada	1501 Las Vegas Boulevard North (702) 385-2662	- Unhoused individuals - Refugees - Workforce development program participants	YES	
East Valley Family Services	1830 E. Sahara Avenue, Suite 103 (702) 631-7098	- People with low incomes - Older adults	YES	
F.A.S.T.T.	6871 W. Charleston Blvd (702) 333-1988	- Individuals with disabilities - Veterans - Unhoused individuals - Medicaid enrollment - Older adults	YES	
Foundation for an Independent Tomorrow	1931 Stella Lake Street (702) 367-4348	Re-Entry program participants over age 18	YES	
Freedom House Sober Living	3852 Palos Verdes St (702) 485-1300	- Individuals with disabilities - Veterans - Medicaid Enrollment - Older Adults	YES	
Friends in the Desert	43 Pacific Ave (702) 565-8742	- Hot Meal Program participants	YES	
HELP of Southern Nevada	1640 E Flamingo Rd Suite 100 (702) 369-4357	- Individuals with disabilities - Veterans - Unhoused individuals - Medicaid enrollment - Older adults - Ages 17-24 individuals	YES	



Organization	Contact	Rider Eligibility	Bus Pass Provided	Other Services
Henderson Equality Center	1490 W. Sunset Road 1-855-955-5428	- Individuals with disabilities - Veterans - Medicaid enrollment	YES	
Communities in Schools	2080 E. Flamingo Road (702) 550-3799	- Students	YES	
Hookers for Jesus	10120 W. Flamingo Road, Suite 4-506 (725) 377-2952	- Unhoused individuals - Women recovering from human/sex trafficking	YES	
Lend a Hand Boulder City	801 Adams Blvd. Suite 3 (702) 294-2363	- Older adults (60 years or older) in Boulder City	YES	Volunteer Driver Program
Hope for Prisoners	333 N. Rancho Drive, 2nd Floor (702) 586-1371	- Individuals in the Re-Entry Program	YES	
Helping Hands of Henderson	3640 N. 5th Street, Suite 130 (702) 633-7264	- Older adults (60 years or older) in Henderson	YES	Rides for medical appointments, grocery store shopping, and other errands as schedule allows
HopeLink	178 Westminster Way (702) 566-0576	- People with low incomes in Boulder City and Henderson	YES	
Kline Veterans Fund	43 Pacific (702) 565-8742	- Veterans	YES	
Las Vegas Rescue Mission	480 W. Bonanza Road (702) 382-1766	- Unhoused individuals in shelter and/or recovery program	YES	
Legal Aid Center of Southern Nevada	725 E. Charleston Blvd. (702) 386-1070	- Legal Aid Center clients	YES	
Lutheran Social Services of Southern Nevada	4323 Boulder Hwy (702) 639-1730	- Job Connect Program members	YES	

Organization	Contact	Rider Eligibility	Bus Pass Provided	Other Services
Nevada Partnership for Homeless Youth	4981 Shirley Street (702) 778-8366	- Youth ages 12-24 - Other as allowed under McKinney-Vento Law	YES	
Olive Crest	4285 N. Rancho Drive (702) 835-1903	Unknown	YES	
PACT Coalition	1210 S. Valley View Blvd. Suite 114 (702) 582-7228	- Individuals with substance use disorder	YES	
State of Nevada Bureau of Vocational Rehabilitation	3016 W. Charleston Blvd. Suite 200 (702) 486-5230	- Individuals with disabilities	YES	Gas cards and paratransit documents
Safe House	921 American Pacific Dr. Suite 300 (702) 451-4203	- Women survivors of domestic violence and sexual assault	YES	
The Promise LV	(702) 503-6932	- Unhoused individuals	YES	appointments, grocery store shopping, and other errands as schedule allows
UNLV Medicine/ Mojave Counseling	4000 E. Charleston Blvd. Suite 230 (702) 968-5063	- People with chronic mental illness	YES	
Westcare	930 N. 4th Street (702) 385-3330	- Medicaid enrollment - Substance use disorder	YES	
SilverSummit Health Plan	2500 N. Buffalo Drive Suite 250 1-844-366-2880	- People with low incomes - Medicaid enrollment	YES	MTM transportation
Health Plan of Nevada (Medicaid)	2720 N. Tenaya Way (702) 242-7300	- People with low incomes - Medicaid enrollment	YES	
LOVEE, INC	3650 Rancho Drive (702) 666-1917	- People with low incomes	YES	



Organization	Contact	Rider Eligibility	Bus Pass Provided	Other Services
Signs of Hope	801 S. Rancho Drive, Suite C3 (702) 366-1640	- Individuals with disabilities - Veterans - Medicaid enrollment - People with low incomes - Unhoused individuals - Older adults	YES	
Restoration & Recovery Foundation	28 W. Owens Avenue (702) 302-4288	- People with low incomes - Individuals with disabilities	YES	MTM reimbursement; Paratransit referrals
CORE Powered by Rogers Foundation	701 S. 9th Street (702) 657-3264	- Youth with low incomes - Other minority populations	YES	
Boys and Girls Club	2850 Lindell Road (702) 367-2582	- Youth (18 years old and younger) - Students - People with low incomes	YES	
Self Sufficiency Las Vegas		- Individuals with disabilities - Veterans - Medicaid enrollment - People with low incomes - Unhoused individuals - Older adults	YES	
Help USA	1455 North Main Street (702) 800-9029	- Veterans	YES	
City of Las Vegas	(702) 229-2371	- Unhoused individuals		Shuttle rides for essential services
Clark County School District		- Students living more than 2 miles from their zoned school	YES	
RTC	(702) 676-1815	- Individuals with disabilities - Older adults (60 or older)		Paratransit and Silver STAR service
SNTC	-702-298-4435 (Laughlin) -702-346-7006 (Mesquite) -702-894-4190 (Boulder City)	- Individuals with disabilities in Mesquite and Boulder City		Paratransit



Appendix 2

The following section provides a list of comments received during the public comment period and at public meetings.

Date	Organization	Method	Comment	Document Revisions
08/29/2024	City of Henderson	Executive Advisory Committee	<i>Inventory of senior services has shown that there are not enough services provided. More funding is needed.</i>	None
08/29/2024	City of Las Vegas	Executive Advisory Committee	<i>Consider leveraging the Safe Routes to School program and the walk audits to identify student obstacles, especially now that the program has been extended from K through 12.</i>	Action added to Idea 9
08/29/2024	Unknown	Executive Advisory Committee	<i>Consider partnering with bus drivers to contribute reporting of unsafe or difficult access conditions at bus stops.</i>	Action added to Idea 11
09/07/2024	AAPI Chamber	Public Comment Period	<i>Consider adding multilingual translation of Section 5310 documents and expand pop-ups to Chinatown.</i>	Actions added to Ideas 3 and 5 respectively.
09/10/2024	City of Henderson	Metropolitan Planning Subcommittee	<i>Consider discussing changes in transportation costs.</i>	Discussion added to Chapter 2: Community Participation
09/10/2024	Nellis Air Force Base	Metropolitan Planning Subcommittee	<i>Consider developing maps with bus stops and surrounding sidewalk continuity or conditions.</i>	None due to time constraints. Had discussion with MPO Leadership about incorporating analysis in Safe Streets for All.
09/11/2024	ThreeSquare	Public Comment Period	<i>Consider rewording of comparison between expected regional population growth and current size of the City of Henderson for clarity.</i>	Reworded under Chapter 2: Community Participation - Our Region Keeps Growing Fast
09/13/2024	Helping Hands	Public Comment Period	<i>Consider removing repeating content and using 2023 reports regarding food security.</i>	None. Repeated content appears on Executive Summary. 2023 reports show 2022 data.

