

Regional Transportation Commission of Southern Nevada

Southern Nevada 2024

Coordinated Transportation Plan



OCTOBER 2024

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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.

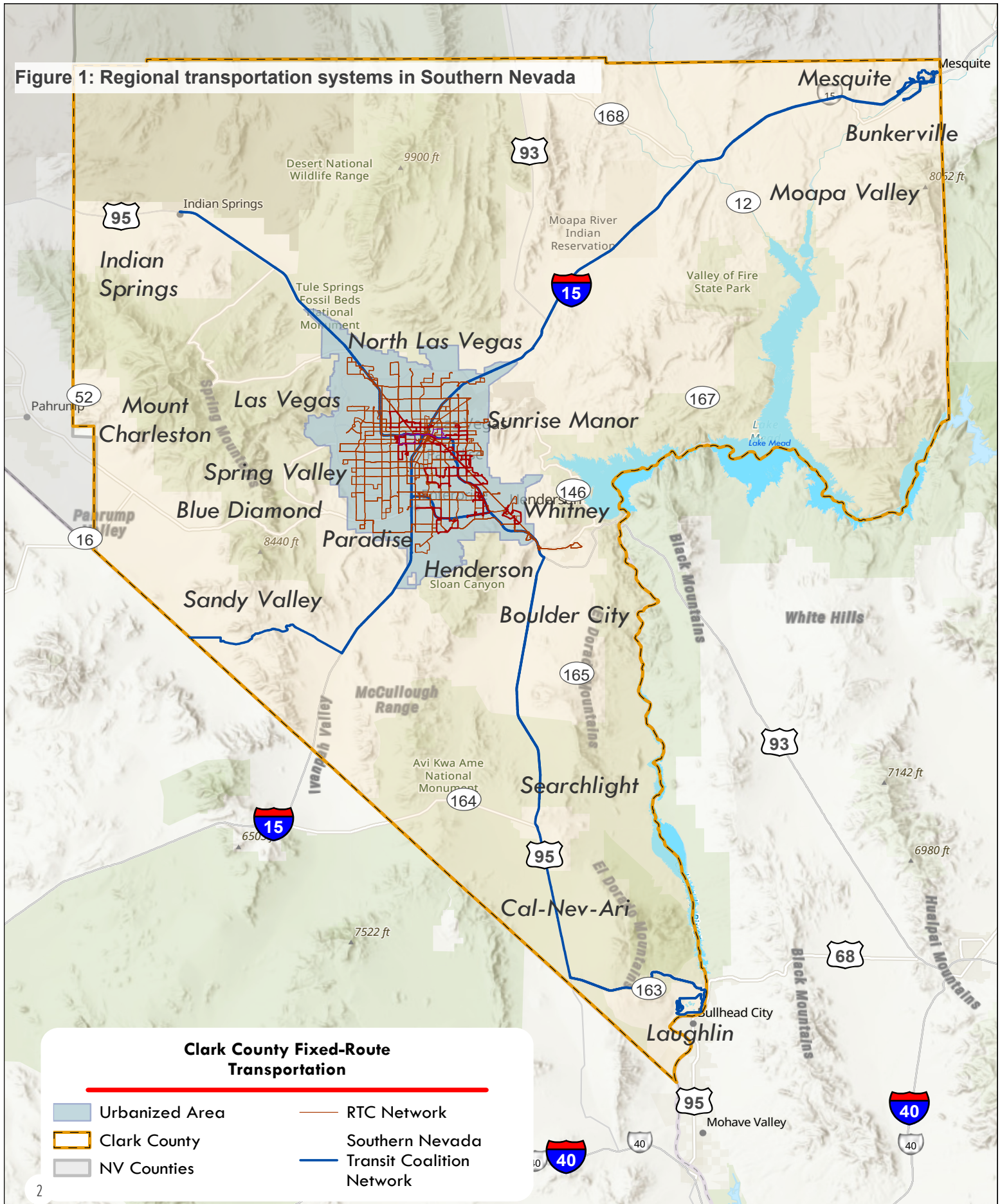
A Coordinated Public Transit-Human Services Plan (Coordinated Transportation Plan) hopes to help regions understand and solve the different problems by bringing together social service providers, transportation agencies, and other Community members who understand the obstacles.

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.

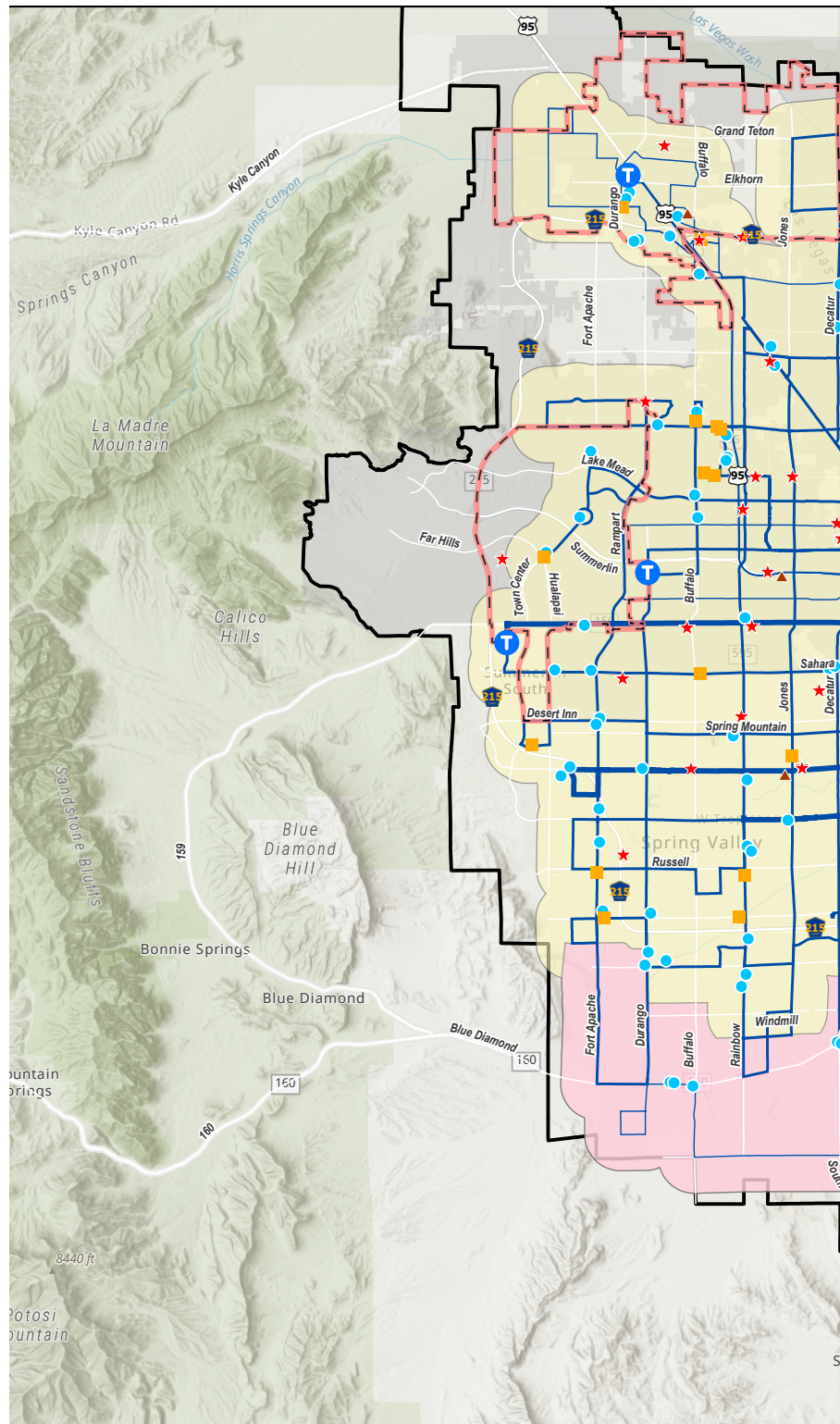
There is not Enough Child Care

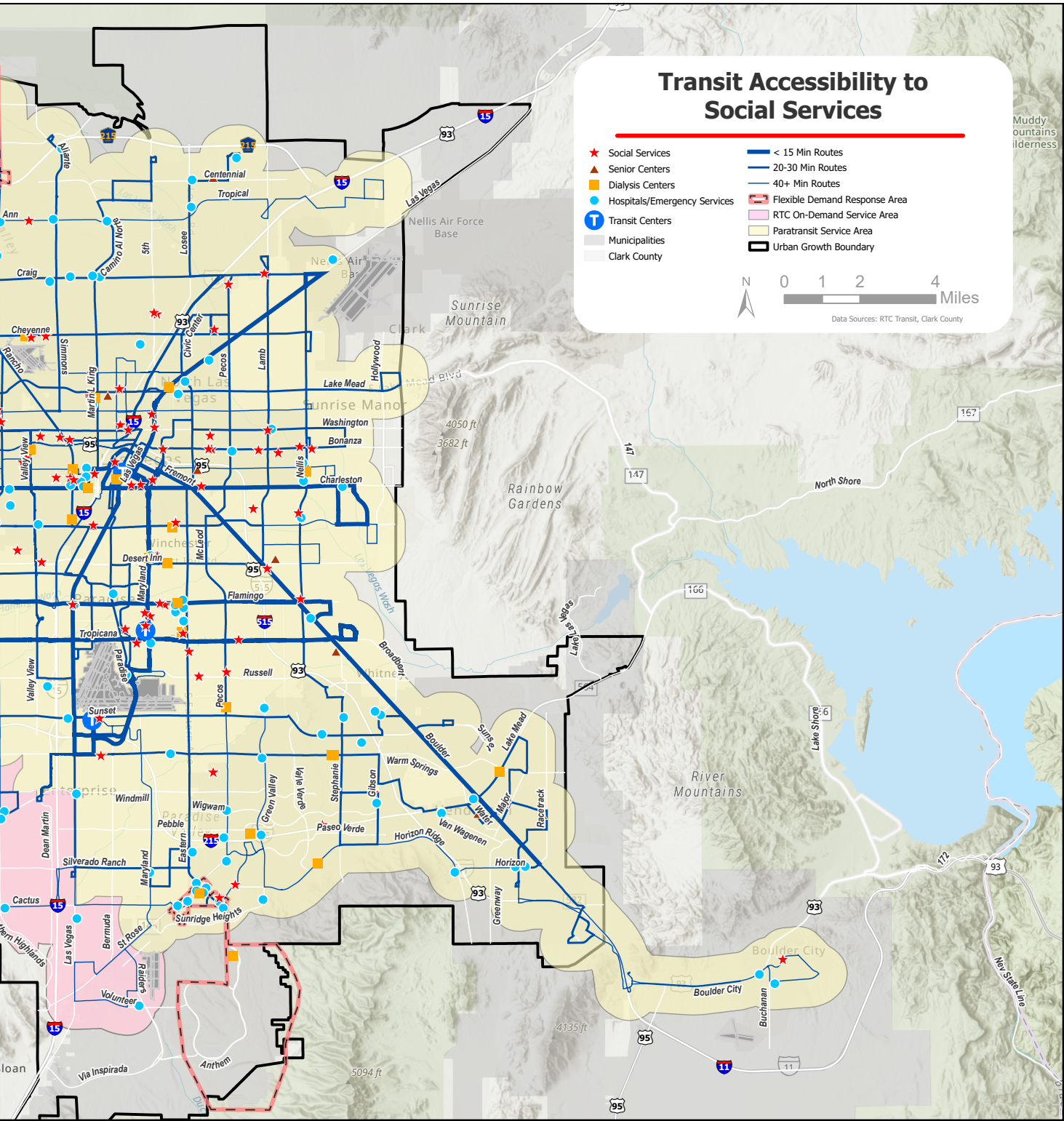
According to the Children's Cabinet, there are only 321 licensed child care centers in Clark County, which have a total capacity to care for only 1 in 4 children in our region. Single moms in Clark County spend \$330 of every \$1,000 they make on licensed child care.

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.

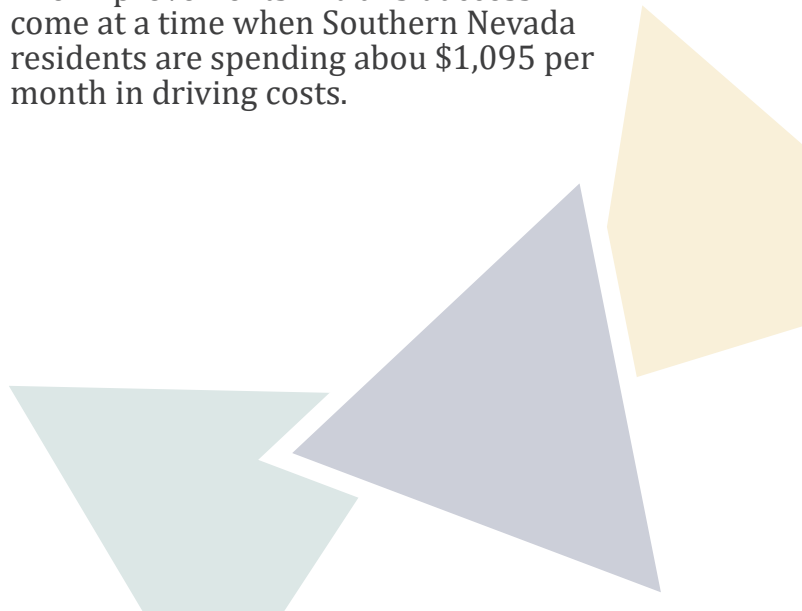




Figure 4: Clark County Growing Community Factors and Medicaid Enrollment

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

