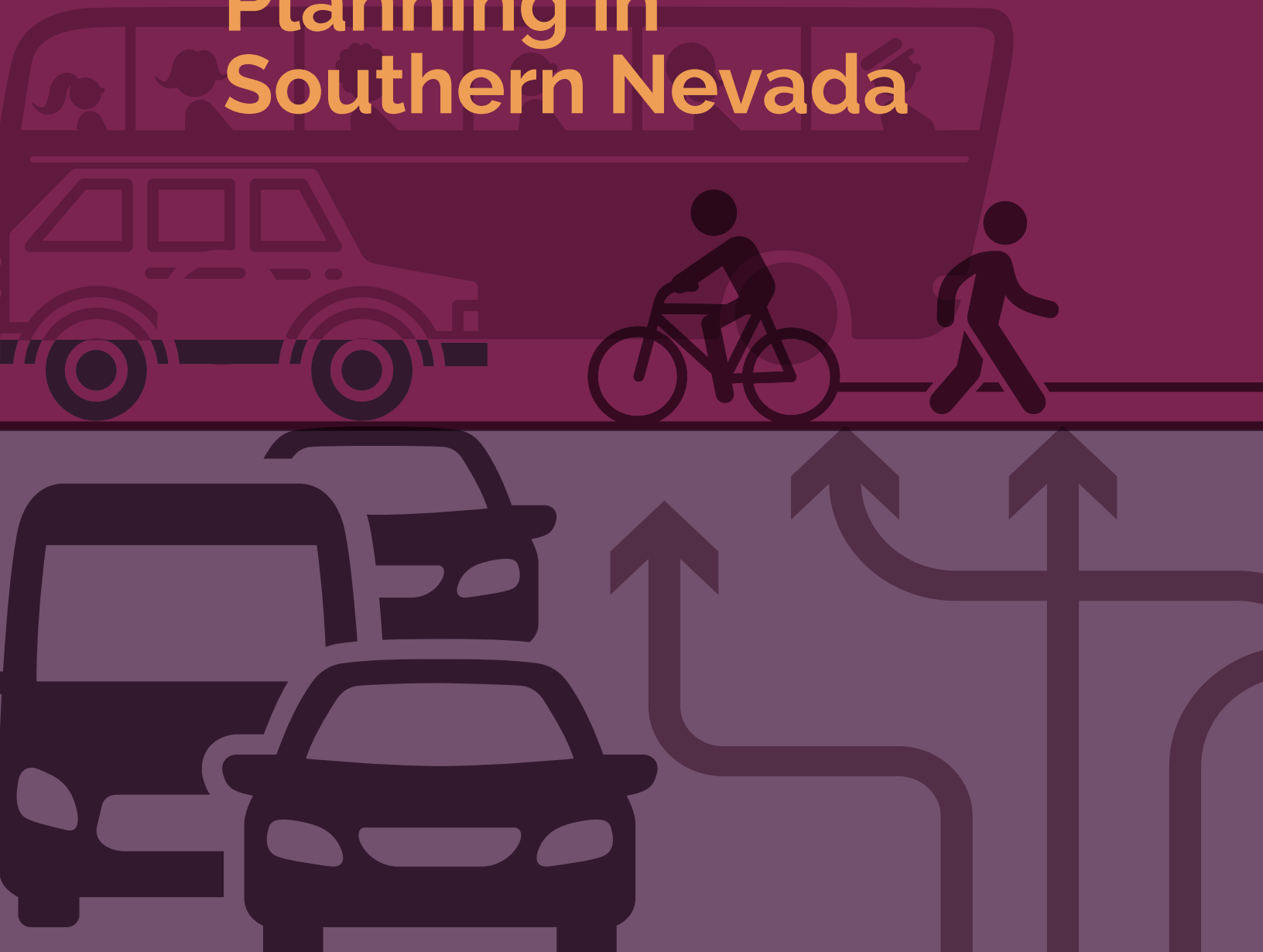


Appendix I: Title VI Report Update for Metropolitan Transportation Planning in Southern Nevada





Regional Transportation Commission of Southern Nevada

**TITLE VI REPORT UPDATE
FOR METROPOLITAN TRANSPORTATION
PLANNING IN SOUTHERN NEVADA**

**Submitted to the
Nevada Department of Transportation
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 partnering 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), which 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 the Federal Transit Administration (FTA).

2. TITLE VI PROGRAM GENERAL REQUIREMENTS

2.1. Title VI Notice and Posting Locations

All vehicles owned and/or operated by RTC Transit 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 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 Transfer Terminal
- Integrated Bus Maintenance Facility
- Sunset Maintenance Facility
- Mobility Training Center

Figure 2.1: Title VI Notice

Title VI Policy	Título VI Políticas
<p>Title VI of the Civil Rights Act of 1964 states</p> <p>"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 subjected to discrimination under any program or activity receiving Federal financial assistance." The RTC is committed to complying with the requirements of Title VI in all of its federally funded programs and activities.</p> <p>Making a Title VI Complaint</p> <p>Any person who believes he or she has been aggrieved by an unlawful discriminatory practice under Title VI may file a complaint with the RTC. Any such complaint must be in writing and filed with the RTC within 180 days following the date of the alleged discriminatory occurrence. For information on how to file a complaint, please contact: Safety & Security Department, 600 S. Grand Central Parkway, Suite 350, Las Vegas, NV 89106.</p>	<p>Según el Título VI de los Derechos Civiles de 1964 se exige que</p> <p>"Ninguna persona dentro de los Estados Unidos, en base a raza, color de la piel ó país de origen deberá ser excluido de, o negados los beneficios de, o ser sujeto a discriminación, bajo cualquier programa ó actividad en donde se reciba subvención del gobierno federal." La Comisión Regional del Transporte de Sur de Nevada (RTC) se compromete a cumplir con los requisitos del Título VI en todos sus programas y actividades financiados por el gobierno federal.</p> <p>Remitir Una Queja del Título VI</p> <p>Cualquier persona quien considere que haya sido sujeto de discriminación puede presentar una queja por escrito ante el RTC. La queja debe ser remitida por escrito a RTC dentro de ciento-ochenta (180) días posteriores al último supuesto incidente. Para información en como remitir una queja, por favor de contactar a: Safety & Security Department, 600 S. Grand Central Parkway, Suite 350, Las Vegas, NV 89106.</p>
<p>CUSTOMER SERVICE / SERVICIO AL CLIENTE: (702) 228-RIDE (7433)  RTCSNV.COM </p>	



2.2. Complaint Contact and Complaint Procedures

Consistent with FTA Circular C4702.1B, the RTC has developed a procedure and form for Title VI complaints, both of which are provided in Appendix A in this document. The procedures and forms are also available in English and Spanish at the following RTC webpage:

<https://www.rtcnv.com/about-the-rtc/legal-notice-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
lopezj@rtcnev.com

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 Title VI 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. 06/01/20 - Called Customer left voicemail. 06/01/20 - Emailed all documents and file link to Kenny Rodriguez. 06/09/20 - Kenny emailed asking for removal reports from BTC 06/09/20 - Coordinated with Joe AUS Account Manager for reports of removal. 06/10/20 - Nor RTC files or AUS files had any removal that is in connection with this Title VI 06/11/20 - Kenny emailed over draft response to Anthony Anderson 06/11/20 - Mr. Anderson was pleased with response. 06/11/20 - Kenny mailed out response to complainant.



2.4. Public Participation Plan

The RTC Public Participation Plan 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 2019. The next iteration of the Public Participation 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 again 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 documents 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 by the examples 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 select 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.



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 than 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 were 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 rtcsonv.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 gets 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 blasts are disseminated to appropriate rtcsonv.com subscribers.
- Information is highlighted in all agency Pocket Guides distributed for free to customers.
- Information gets highlighted in all agency Transit Guides sold to customers.
- News releases are disseminated to local television, radio and print media.
- Information gets 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 rtcsonv.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 <https://www.rtcnv.com/ways-to-travel/paratransit-accessibility/>.

- Direct mail highlighting the proposed changes gets 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 Appendix B.

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 was 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 was considered in relation to 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 rtcnv.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

Monitoring 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; and/or
- Updates to policies and procedures, if such guidance is directed by the RTC Board.

Language Assistance 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 March 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 Members
as of April 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 thirty-two members are women, and three members representing 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 by the RTC 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. METROPOLITAN PLANNING ORGANIZATION (MPO) REQUIREMENTS

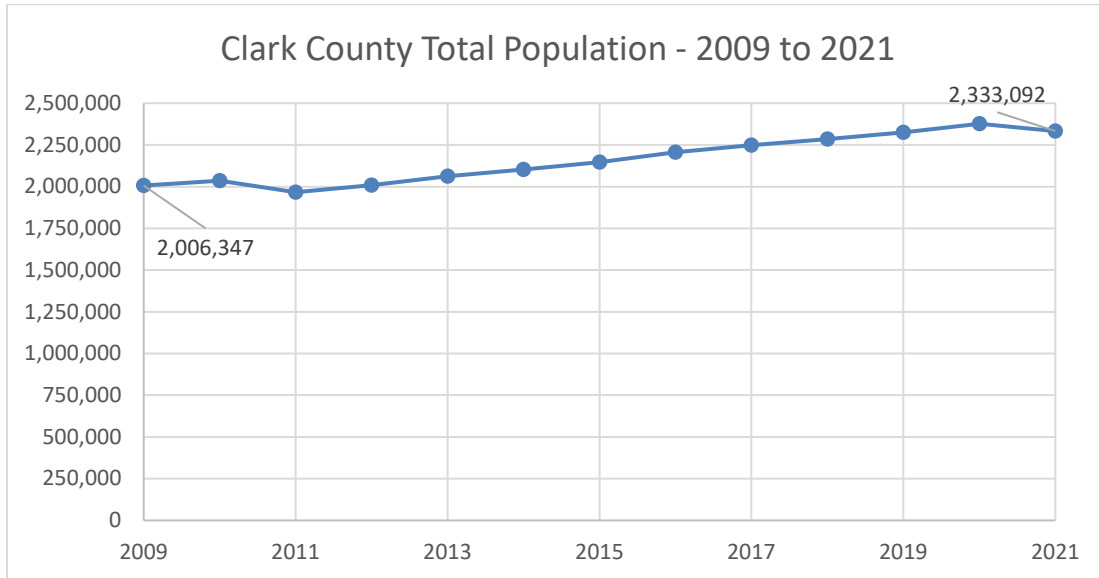
This Chapter covers the requirements that must be followed by Metropolitan Planning Organizations (MPOs) that are sub-recipients of Federal Transit Administration (FTA) funds. As with the general requirements discussed in Chapter 2, these MPO requirements are set out in detail in FTA Circular C4702.1B of October 2012.

3.1. Demographic Profile

The RTC, in its capacity as a regional transportation agency, compiles demographic data within Clark County for various planning purposes. This data is utilized to address the mobility needs of the population as a whole as well as to conduct equity analyses for transit and/or transportation related projects and their potential impacts on low-income individuals, minorities, seniors, people with disabilities, and people with limited English proficiency (LEP). RTC serves as the lead agency to all member agencies for conducting demographic data analyses that form the basis for assessing transportation needs. This data is analyzed to ensure that planning and implementation occurs in an equitable manner, and that there is no undue burden or negative impacts of any such activity on one socio-economic group over others.

The Southern Nevada region has been one of the fastest growing urbanized areas in the country, experiencing a 42% population increase from the 2000 Census to 2010 Census. Despite population loss during the Great Recession, the region experienced a population increase of 13.9% over the last nine years (Figure 3.1). According to the [Center for Business and Economic Research at UNLV long-term population forecasts](#), the region will continue to experience population increases, reaching nearly 3 million people by 2060.

Figure 3.1: Clark County Population Growth (2009 – 2021)



Source: Clark County Department of Comprehensive Planning,
[Historical Population By Place](#)



3.1.1. Race and Ethnicity

The Regional Transportation Commission’s planning area includes 57.2% minority or Hispanic, making the region a “majority minority” community. The region continues to become more diverse, with Hispanic and Asian populations growing at the fastest rates. Geographically, census tracts located in central and northeast portions of the Las Vegas Valley have the highest percentages of minority populations (see [Map 3.1](#)).

Table 3.1: Population Comparison by Race and Ethnicity

Race or Ethnicity	2013-2017		2015-2019	
	Population Estimate	Percentage of Population	Population Estimate	Percentage of Population
Total Population	2,112,436	100%	2,182,004	100.0%
Not Hispanic or Latino	1,464,225	69.3%	1,502,623	68.9%
White alone	931,891	44.1%	933,344	42.8%
Black or African American alone	228,127	10.8%	245,063	11.2%
American Indian and Alaska Native alone	8,380	0.4%	10,090	0.5%
Asian alone	200,206	9.5%	208,409	9.6%
Native Hawaiian and Other Pacific Islander alone	14,221	0.7%	14,855	0.7%
Some other race alone	5,263	0.2%	8,012	0.4%
Two or more races	76,137	3.6%	80,550	3.7%
Hispanic or Latino	648,211	30.7%	679,381	31.1%

Source: U.S. Census Bureau, American Community Survey (2013-2017 and 2015-2019 Five Year Estimates),
 Table B03002 – “Hispanic or Latino Origin by Race”



3.1.2. People with Disabilities

As shown in Table 3.2, the number of people with disabilities continues to increase within each age group. While 12.1% percent of the total population has a disability, the 65 and over age group has the highest percentage of people with disabilities (34.8%). The percentage of people with disabilities within the 18-64 age group decreased most significantly, from 15.8% in 2013-2017 to 15.8% in 2015-2019.

Table 3.2: People with Disabilities by Age

Subject	ACS 2013-2017 Five Year Estimate			ACS 2015-2019 Five Year Estimate		
	Total	With a Disability	Percent of age group with a disability	Total	With a Disability	Percent of age group with a disability
Total civilian noninstitutionalized population	2,088,806	258,104	12.4%	2,157,777	260,038	12.1%
Population under 5 years	136,038	1,382	1.0%	138,083	1,440	1.0%
Population 5 to 17 years	363,137	17,593	4.8%	371,743	18,060	4.9%
Population 18 to 64 years	996,350	136,904	13.7%	1,335,125	131,531	9.9%
Population 65 years and over	286,701	102,225	35.7%	312,826	109,007	34.8%

Source: U.S. Census Bureau, American Community Survey (2013-2017 and 2015-2019 Five Year Estimates), Table S1810 – “Disability Characteristics”

3.1.3. English Language Proficiency

The Language Assistance Plan ([Section 2.5](#)) includes a detailed analysis of the language assistance needs of the Clark County population, where 13.1% of the total population (ages 5+) has limited English proficiency. The percentage of people that speak a language other than English at home decreased slightly, from 35% (2013-2017 ACS 5 Year estimate) to 34% (2015-2019 ACS 5-year estimate). Spanish continues to be the largest LEP language group, followed by Tagalog. ACS data also indicates that the Filipino population is the fastest growing group within the Asian population, and now consists of 5.1% of the total population.

3.1.4. Income and Poverty Level

Although the region continues to experience economic growth, incomes for a significant portion of the population are at poverty levels. As shown in Table 3.3, 13.7% of the population for whom poverty status is determined live in poverty.

The median household income is \$62,107 and income inequity continues to grow. According to the US Census Bureau, American Community Survey 2015-2019 Five-Year Estimate (Table B19083), the Gini Index of income inequity for Clark County is 0.4823.

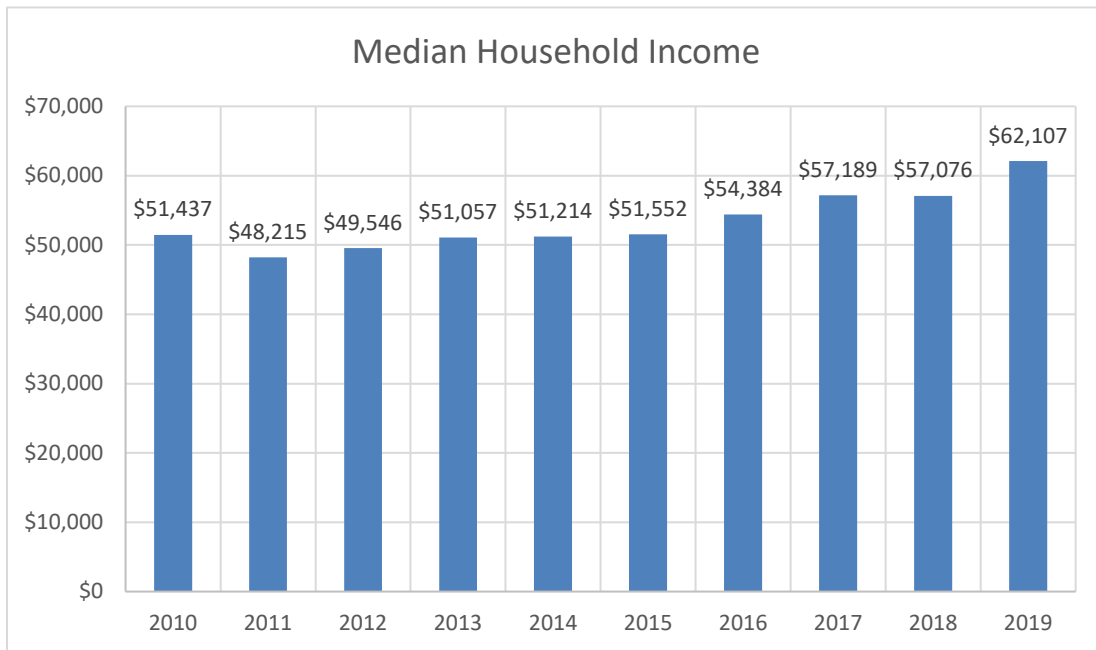


Table 3.3: Poverty Status in Clark County

Race and Hispanic or Latino Origin	Total Population	Population below poverty level	Percent below poverty level
White alone	1,298,872	145,907	11.2%
Black or African American alone	248,361	57,803	23.3%
American Indian and Alaska Native alone	18,115	4,114	22.7%
Asian alone	211,394	19,357	9.2%
Native Hawaiian and Other Pacific Islander alone	16,142	2,804	17.4%
Some other race alone	246,393	47,936	19.5%
Two or more races	114,974	17,109	14.9%
Hispanic or Latino origin (of any race)	671,381	118,866	17.7%
Total population for whom poverty status is determined in Clark County, Nevada	2,154,251	295,030	13.7%

Source: U.S. Census Bureau, 2015-2019 American Community Survey Five-Year Estimates– Table S1701 “Poverty Status”

Figure 3.2: Median Household Income



Source: American Community Survey 1-Year Estimates, 2010-2019, Table S1901, “Income in the Past 12 Months”



3.2. Assessing Mobility Needs of Minority Populations

The Access 2050 Regional Transportation Plan states that the RTC “will seek to identify gaps, barriers, and needs for disabled, low-income, and minority populations, so that transportation projects and programs can specifically benefit them.”

The plan also identifies a need to address food deserts, which disproportionately affect low-income populations. With these goals in mind, many of the RTC's MPO activities assess mobility needs and include input opportunities for minority population groups. This holds true of planning studies and the construction of capital projects.

3.2.1. MPO Public Participation Plan

Section 2.4, Public Participation Plan, outlines methods for engaging minority and LEP communities. In general, RTC staff analyzes the census data regarding low-income, minority, and limited English proficiency population groups frequently. This analysis informs outreach and communication methods, including language translation needs, for planning document updates, planning studies, and capital projects.

3.2.2. Planning Studies

With the Public Participation Plan providing the general strategy, the RTC has provided opportunities for public input on several planning studies with study areas heavily populated by minority populations. As described in Section 2.4.2, many recent MPO plans and related outreach efforts focus on increasing mobility of minority populations, including the On Board Regional Mobility Plan and the Coordinated Public Transit-Human Services Transportation Plan.

3.2.3. Capital Projects

Capital projects managed by the RTC's Capital Projects Department go through an environmental analysis and documentation in accordance with the National Environmental Policy Act (NEPA). As part of this process, an Environmental Justice analysis is conducted. Demographic data for minority and low-income groups, for both the project area and the entire county, is normally gathered and evaluated as part of the Environmental Justice analysis.

3.3. Demographic Maps and Analysis

This section describes the distribution of State and Federal funds in the aggregate and its impacts on minority populations. The analysis was conducted by overlaying the regionally significant projects on demographic maps.



3.3.1. Demographic Maps

This section provides the methodology to create maps for minority, low-income, elderly, disabled, and limited English proficiency populations in Clark County, Nevada. The maps and related data are used by the RTC to determine if transit or MPO activities or projects impact the populations referenced above and if so, determine the extent. The data is periodically updated to stay current with any major transit service change or long-range plan update.

Population Data Sources

Population data comes from the U.S. Census Bureau, American Community Survey (ACS) 2015-2019 Five Year Estimates. For the purposes of determining activity/project impact, the RTC uses census block-level data with the exception of the people with disabilities map, which uses census tract-level data. The following list describes the map data sources:

- Low Income: 2015-2019 American Community Survey, 5-Year Estimates, Table C17002, “Ratio of Income to Poverty Level in the Past 12 Months”
- Minority: 2015-2019 American Community Survey, 5 year Estimates, Table B02001, “Race”
- Limited English Proficiency: 2015-2019 American Community Survey, 5 year Estimates, Table B16004, “Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over”
- Seniors: 2015-2019 American Community Survey, 5 year Estimates, Table B01001, “Sex by Age”
- People with Disabilities: 2015-2019 American Community Survey, 5 year Estimates, Table S1810, “Disability Characteristics”
- Presence of Internet In Households: 2015-2019 American Community Survey, 5 Year Estimates, Table B28002, “Presence of Internet in Households”

Methodology for Creating Demographic Maps

The methodology to determine the location and concentration of identified population groups involves the following three steps:

Step 1: Define the population groups.

Non-white means a person who is Black/African American, Hispanic, Asian American, American Indian, or Alaskan Native. White refers to a non-Hispanic Caucasian. Low-income means a person whose median household income is at or below the Department of Health and Human Service (HHS) poverty guidelines for 2017. Limited English proficiency means a person who speaks English "less than very well." Senior means a person who is at 65 years of age or older. People with disabilities refers to individuals with one or more of the following: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty.

Step 2: Determine the average percentage for each population group.

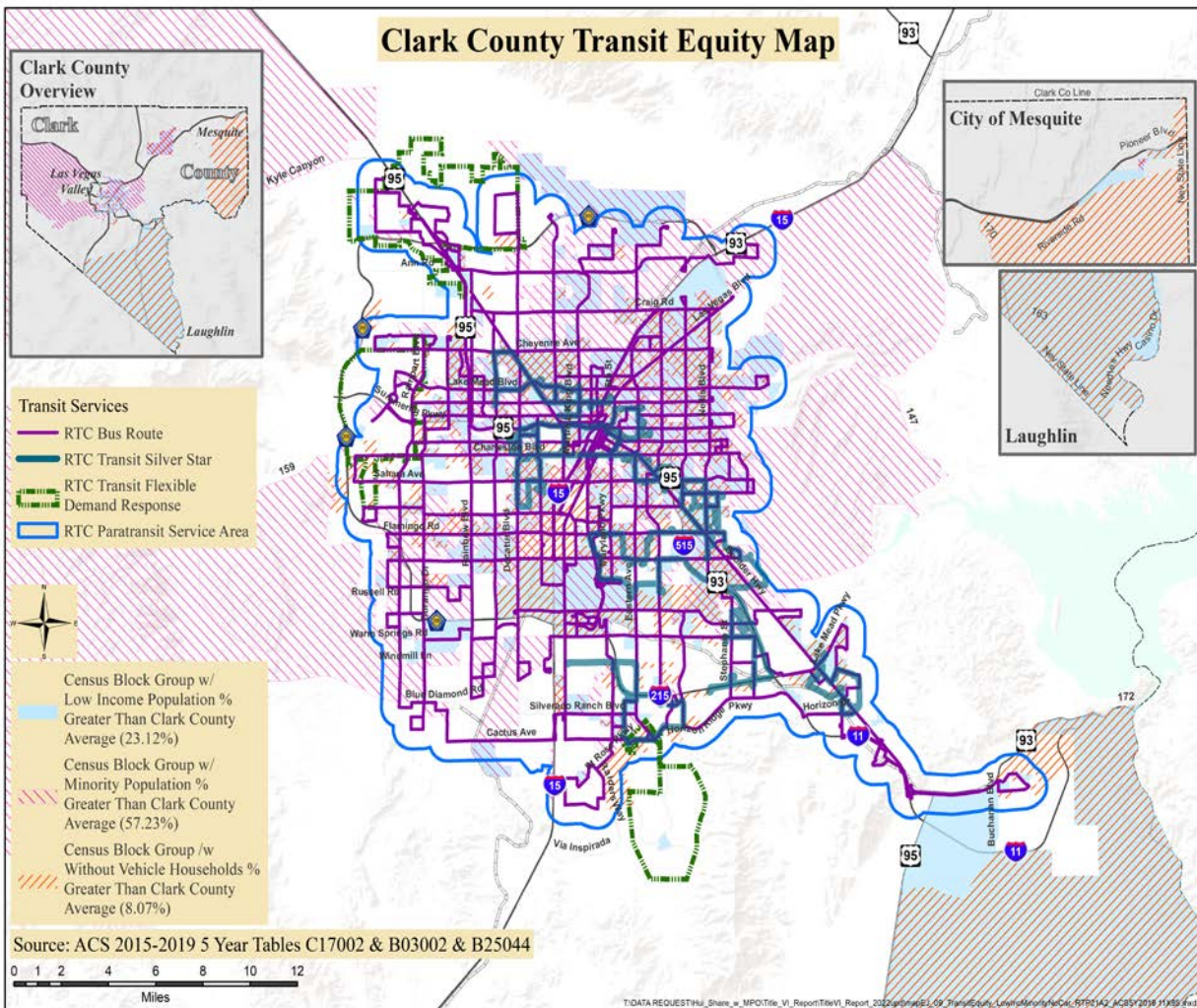
- For each census block group or tract, tally the total number of each population group using the definitions in step 1.
- To obtain the census block group or tract percentage for a given population group; divide the total population group number by the total population number of the census tract.
- To obtain the average County percentage for a given population group; divide the total of all census block group or tract percentages by the number of census block groups or tracts in Clark County, Nevada.

Step 3: Develop the demographic maps by census block group or tract.



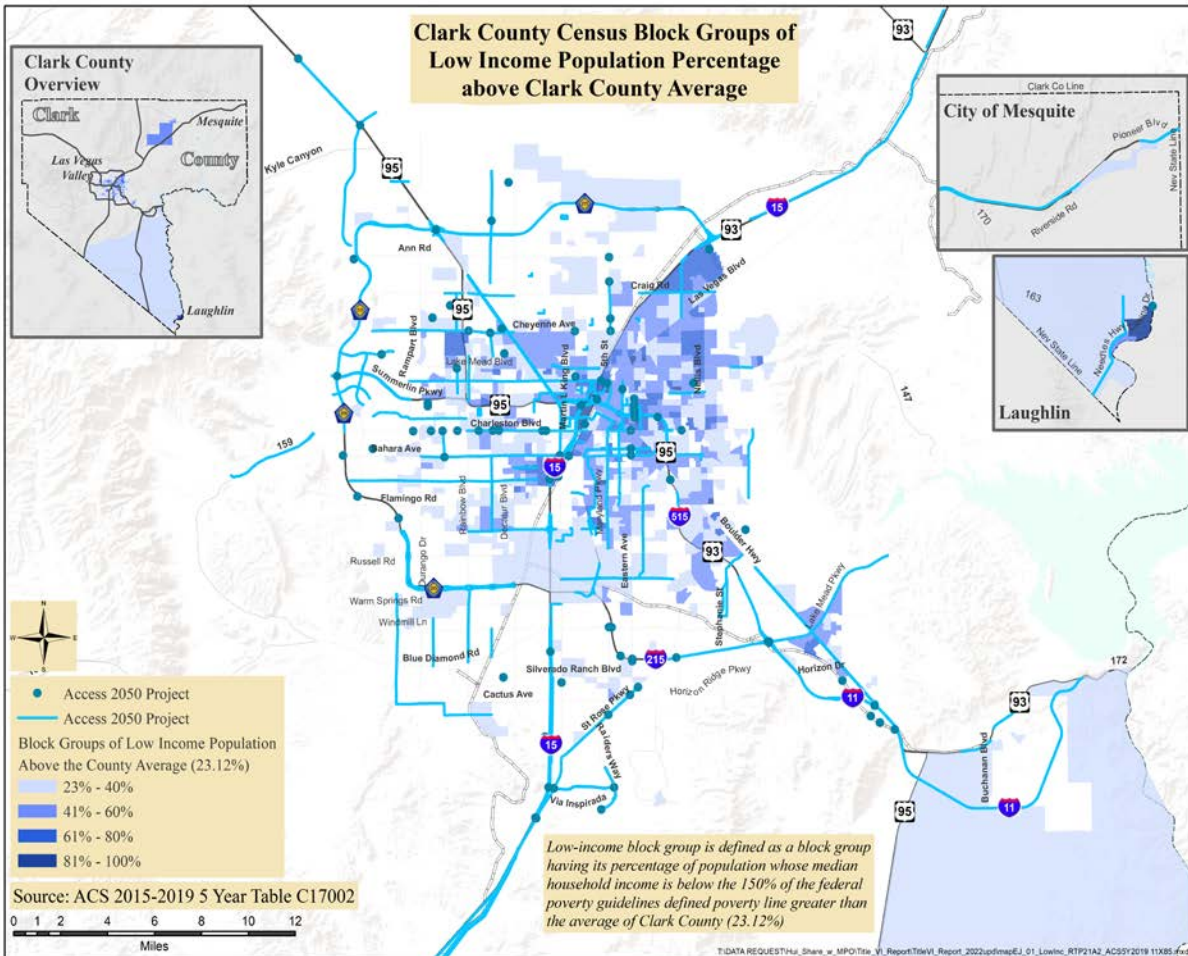
For census block groups or tracts at or above the average Clark County percentage for a given population group, that block group or tract was assigned a color on the map. Census block groups or tracts below the average percentage were not assigned a color. Thresholds for the low-income demographic map were assigned colors. The following maps show Title VI populations in relationship to transit and regionally significant projects in the RTP.

Map 3.1: Clark County Transit Equity Map



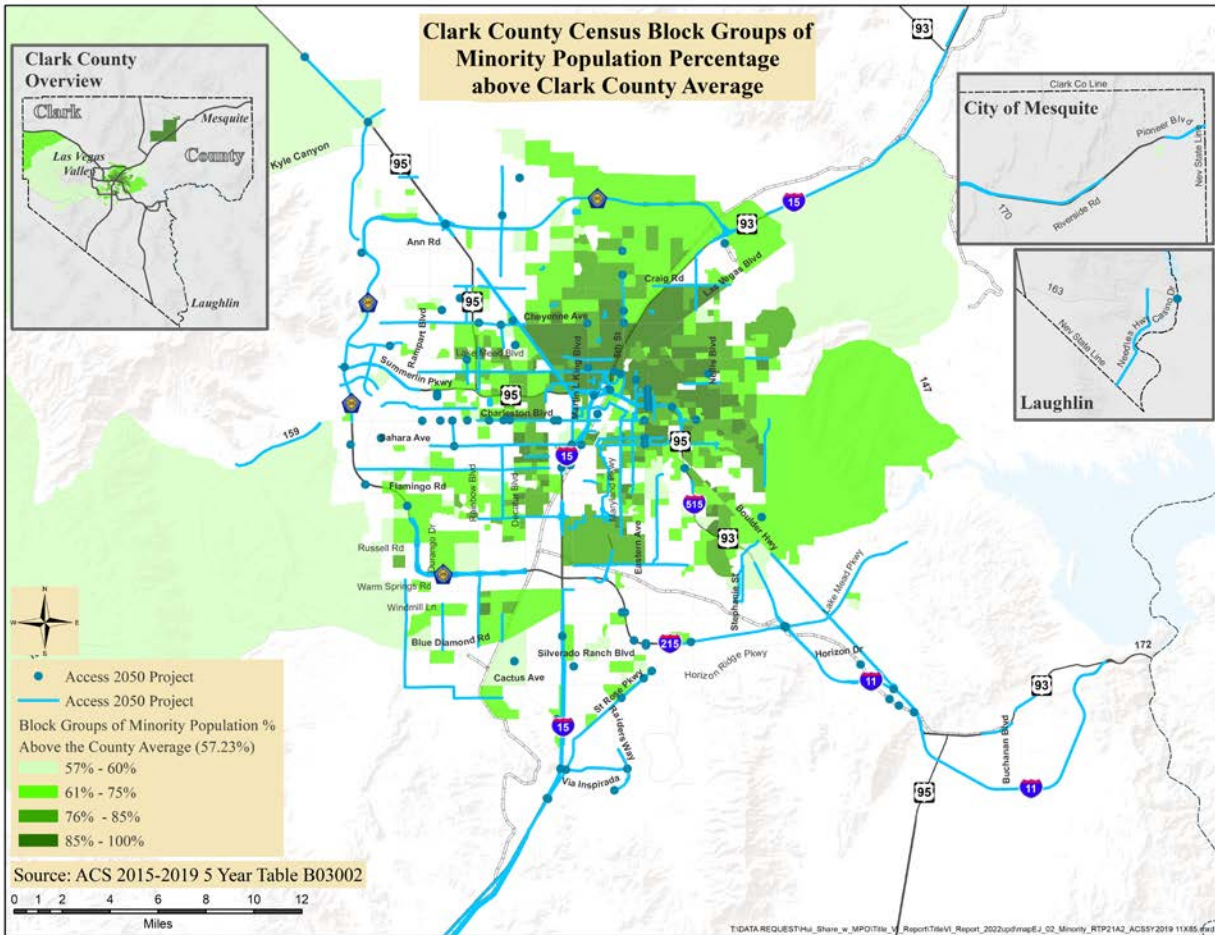
Source American Community Survey 2015-2019- Five Year Estimates
Table C17002 – “Ratio of Income to Poverty Level in the Past 12 Months”;
Table B03002 – “Hispanic or Latino Origin by Race”;
Table B25044 – “Tenure by Vehicles Available”

Map 3.2: Regionally Significant Projects and Low-Income Population



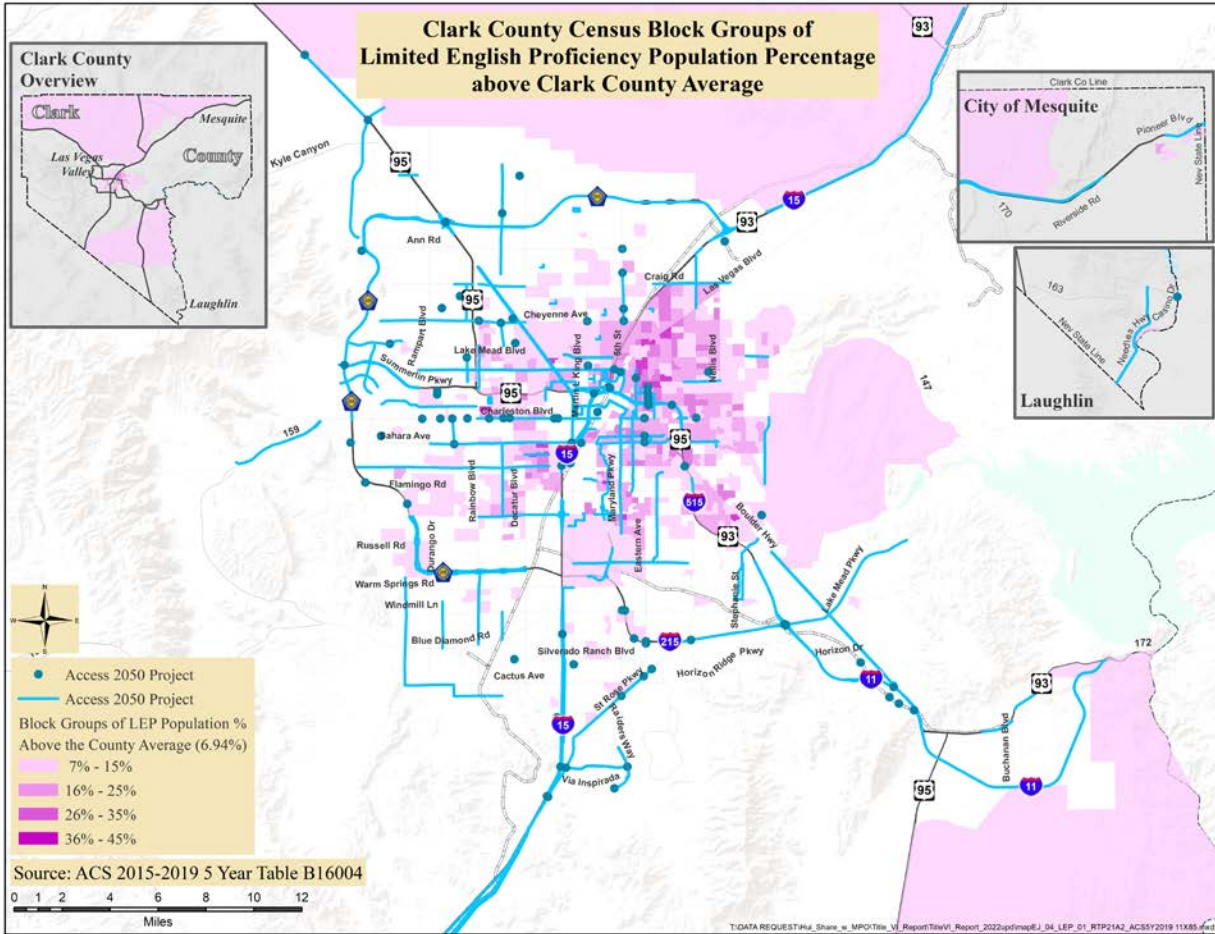
Source: American Community Survey 2015-2019- Five-Year Estimates
Table C17002 – “Ratio of Income to Poverty Level in the Past 12 Months”
Table B03002 – “Hispanic or Latino Origin by Race”

Map 3.3: Regionally Significant Projects and Minority Population



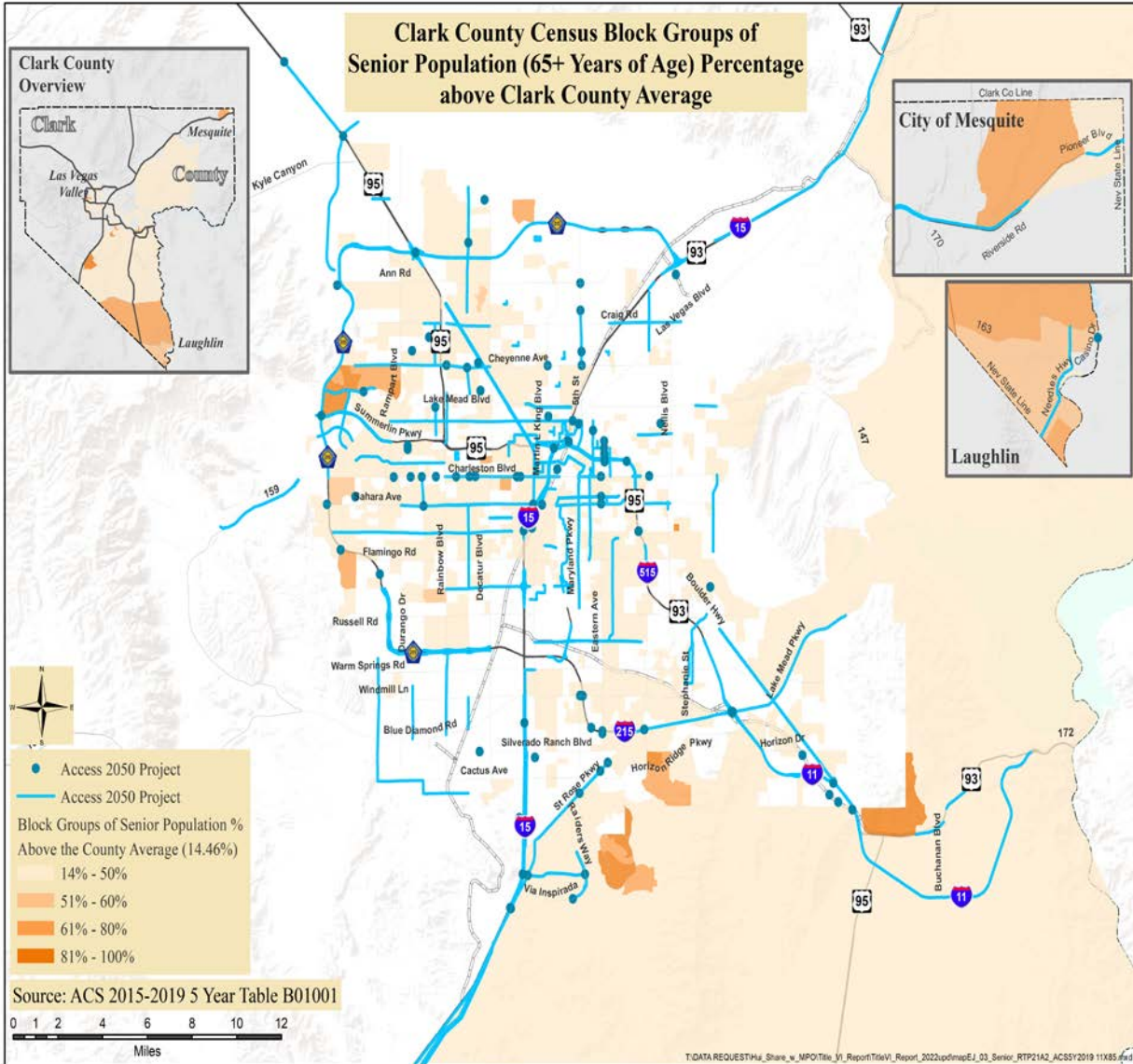
Source: American Community Survey 2015-2019- Five Year Estimates
Table B03002 – “Hispanic or Latino Origin by Race”

Map 3.4: Regionally Significant Projects and LEP Population



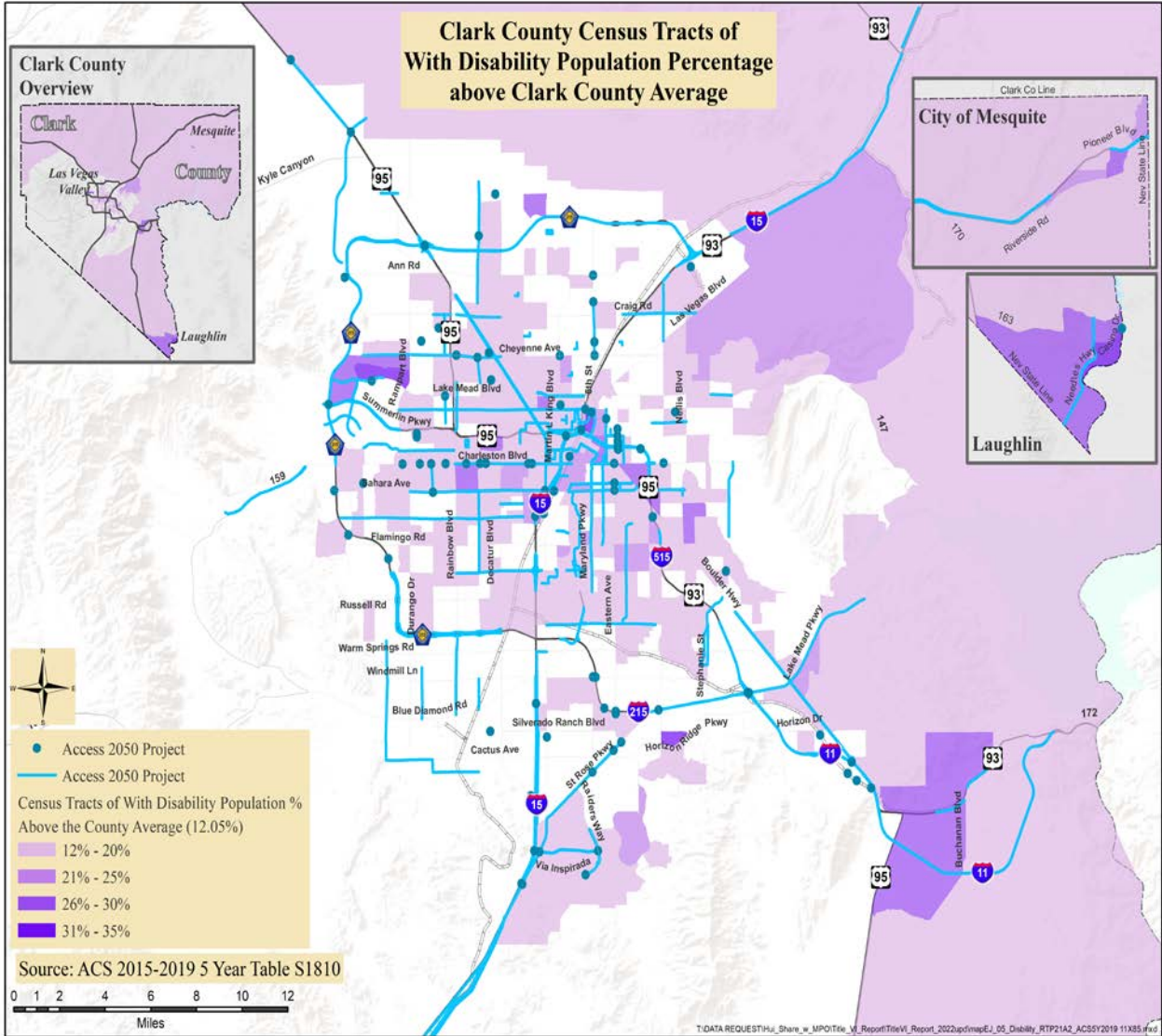
Source: American Community Survey 2015-2019- Five-Year Estimates
Table B16004 – “Age By Language Spoken At Home by Ability to Speak English
For The Population 5 Years and Over”

Map 3.5: Regionally Significant Projects and Senior Population



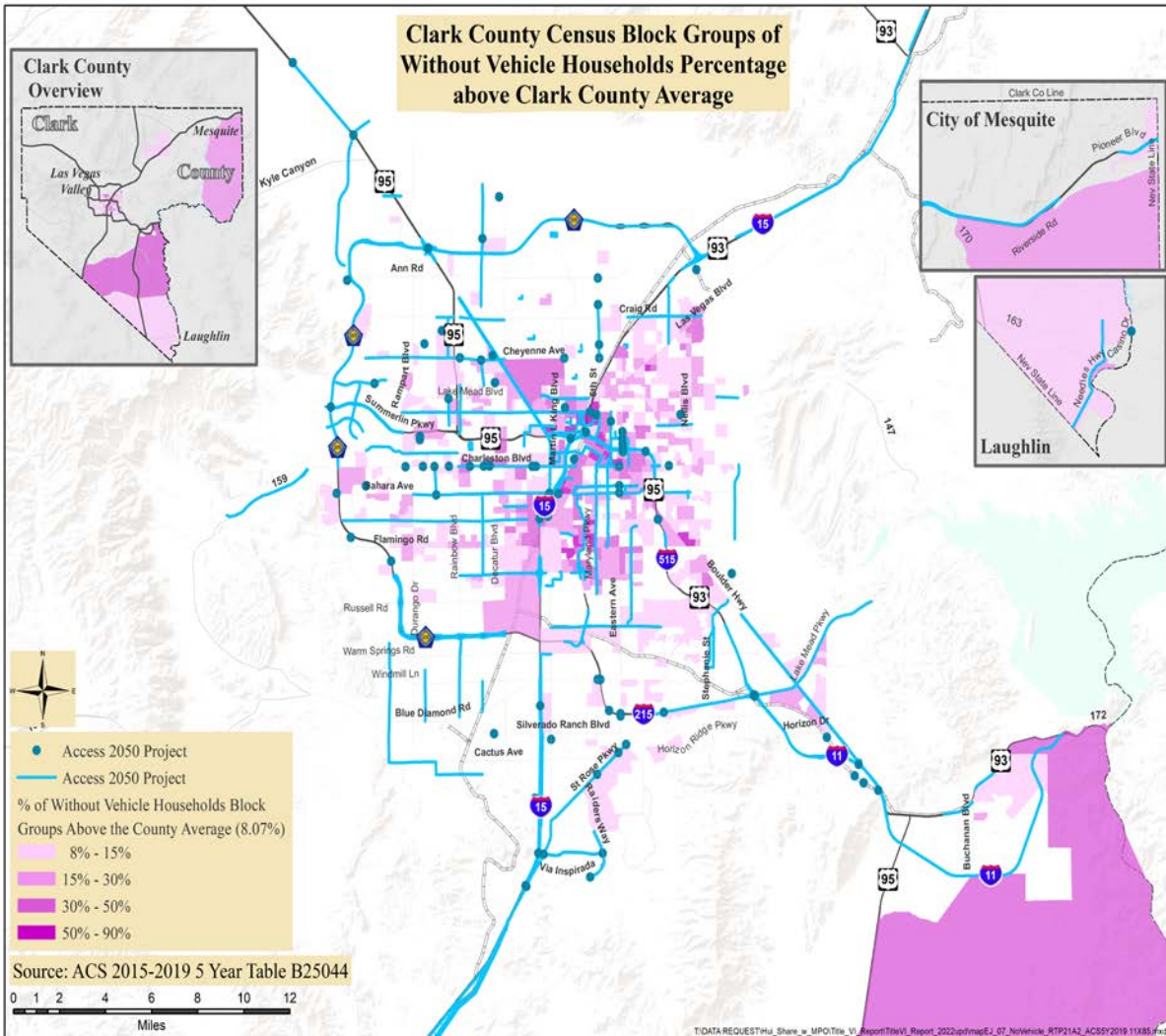
Source: American Community Survey 2015-2019- Five Year Estimates
Table B01001 "Sex by Age"

Map 3.6: Regionally Significant Projects and People with Disabilities



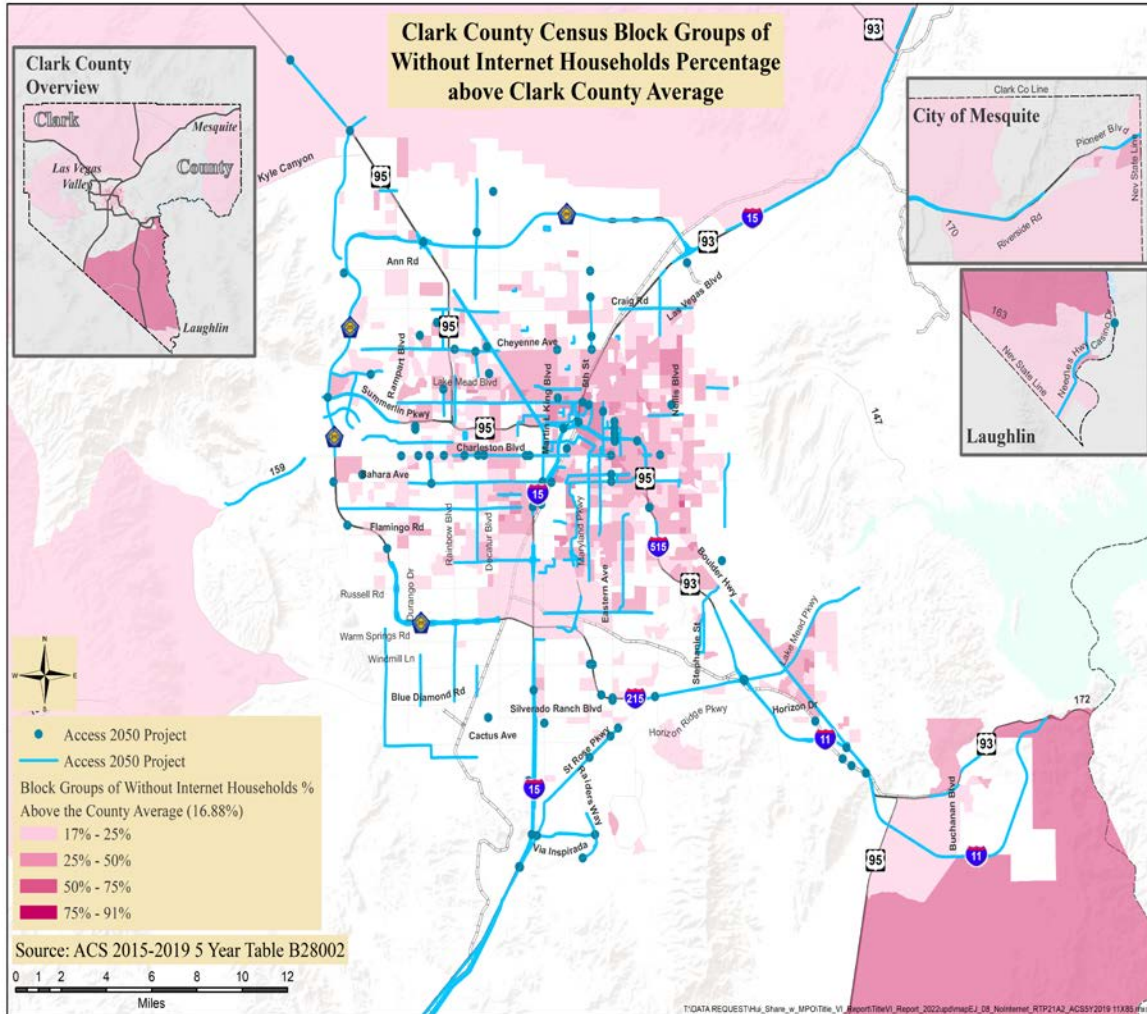
Source: American Community Survey 2015-2019- Five-Year Estimates
Table S1810 – “Disability Characteristics”

Map 3.7: Regionally Significant Projects and Households with No Vehicles



Source: American Community Survey 2015-2019- Five-Year Estimates
Table B25044 – “Tenure by Vehicles Available”

Map 3.8: Regionally Significant Projects and Households Without Internet



Source: American Community Survey 2015-2019- Five Year Estimates
Table B28002 - "Presence and Types of Internet Subscriptions in Households"



In addition, the RTC conducted extensive Environmental Justice Analysis as part of the Appendix for the Access 2050 Regional Transportation Plan. The analysis included Equity Focus Area Maps, which illustrate the geographic distribution of active transportation, roadway maintenance, transit and all Regional Transportation Plan projects in relationship with the highest equity scores. Equity scores were assigned to census tract for the following equity factors: limited English proficiency, youth, seniors, people with disabilities, low-income, minority and no vehicle households.

This Access 2050 appendix can be read at the following link:

<https://assets.rtcnv.com/wp-content/uploads/sites/4/2020/12/31142857/Appendix-K-Environmental-Justice-Analysis.pdf>



3.3.4. Disparate Impact Analysis of Transportation Investments

The RTC analyzes the impacts of regionally significant projects on minority, low income, LEP, senior, and people of all abilities populations. These projects serve regional transportation needs such as access to and from locations outside of Southern Nevada, major activity centers in the region, major planned developments such as new retail malls, sports complexes, or employment centers, or transportation terminals.

Projects included in the MPO Title VI analysis are: 1) included in the Transportation Improvement Program (TIP), 2) federally funded, and/or 3) a regionally significant project included in the 2021-2050 Regional Transportation Plan (Access 2050). Access 2050 implements the four primary strategies (improve safety, manage congestion, enhance multimodal connectivity, and maintain current infrastructure) by funding transportation projects that are intended to advance one or more of those strategies and achieve outcomes that improve conditions for Southern Nevadans. These projects provide positive impacts such as travel-time savings, reduced emissions, congestion relief, and accessibility enhancements.

The MPO Title VI analysis is limited since not all RTP projects may fully benefit target populations. To address this limitation, the RTC has initiated the Performance-Based Benefits Calculator project that will to quantify the anticipated return on investment on proposed Regional Transportation Plan and Capital Improvement Program projects to the public.

Additionally, the Title VI analysis does not include the following project types:

- Projects that are not regionally significant or funded by federal dollars, such as roadway maintenance projects funded by local fuel taxes;
- Projects not measured in miles, such as bus stop improvements; and
- Transit capital projects, such as purchasing new buses.

Mapping software is used by the RTC to find the aggregate amount of regionally significant projects crossing census block groups or tracts with a greater than average concentration of minority, low income, senior, LEP, and disabled populations. This data enables the RTC to ensure that a fair amount of investment is made to provide services to these population groups and that the projects are distributed in an equitable manner throughout the Southern Nevada region.

Table 3.4 shows the total portion in miles of Access 2050 projects that cross each EJ population group by census block group or census tract, which indicates that transportation investments are distributed equitably.



Table 3.4: Access 2050 RTP Project Title VI Analysis

All Projects in Access 2050	Length		
	Feet	Miles	%
Total projects	3,581,492	678.31	-
Projects crossing locations with above average populations of the following Title VI groups:			
Low Income Block Groups	1,747,378	330.94	49%
Minority Block Groups	1,538,428	291.37	43%
Senior Block Groups	2,520,242	477.32	70%
Limited English Proficiency Block Groups	1,785,735	338.21	50%
Disability Census Tracts	2,673,337	506.31	75%

Access 2050 also summarizes transportation project expenditures according to geographic focus areas. Significant transportation investments are planned in the following focus areas that include a high percentage of minority and low-income populations, as shown in Table 3.5.



Table 3.5: Access 2050 Focus Area Investments

Access 2050 Focus Area	Total Funding
Access to/from/within core area ¹	\$3.4 billion
Northeast valley & UT access to core area ¹	\$348.5 million
Southeast valley & AZ access to core area	\$601.4 million
Southern valley & CA access to core area	\$5.2 billion
North-south access along western valley	\$12.6 million
Northwest valley to core area	\$536 million
North Las Vegas access to/from south & internal ¹	\$56.4 million
Northern valley east/west access ¹	\$40.7 million
Eastern valley access to/from core & internal ¹	\$282.2 million
West Henderson access to/from core & internal	\$362.3 million
Access to/from southwest valley ¹	\$67.4 million
West side of valley east/west access & internal ¹	\$213.6 million
Not Allocated to a Focus Area	\$18.2 billion
Not Allocated – Debt Service	\$1.5 billion
Total	\$30.9 billion

Focus areas are estimated to include an above average percentage of minority populations and low-income populations based on comparing Title VI Report Map 3.1 and Access 2050 Strategy and Accessibility Focus Areas (Access 2050 page 34).

In terms of negative impacts, construction activities on existing transportation corridors can often disrupt traffic flow and increase air/noise pollution in communities, including the targeted populations in this analysis. These impacts occur, however, throughout the entire length of the various improvement projects. When these types of disruptions are anticipated during the construction period, traffic engineers analyze and provide the needed alternate routes for people to get to and from work, shopping, and other trips. Additionally, the negative temporary impacts of improvement projects are eventually compensated by better mobility within these corridors after completion of the construction project.

The MPO will continue to expand equity analysis of RTP projects through use of the RTC-National Health Assessment Model, which will evaluate health benefits and costs related to transportation projects. Equity is also being considered in upcoming RTP calls for projects. Additionally, future transportation modeling capabilities may allow for analysis of multi-modal accessibility, scenario planning, and impacts of transportation and land use decisions across demographics.



3.4. Self-Certification

FHWA and FTA jointly completed a certification review of the RTC in its capacity as the MPO in 2022. The following findings related to Title VI, ADA, and Environmental Justice were made during the 2021 review process:

“RTCSNV Civil Rights program complies with the regulations outlined in Title VI of the Civil Rights Act, Section 162(a) of 23 U.S.C. 324, Age Discrimination Act, Section 504 ADA, 23 CFR 450.316(a)(1)(vii), and EO #13166 LEP.

RTCSNV conducts Title VI through a number of different avenues including the Title VI notice and complaints process available through their website and throughout their building, the public participation plan which outlines policies for Title VI requirements, conducting demographic analysis, and integrating Title VI within their RTP analysis by evaluating projects in relation to each of the individual Title VI groups. RTCSNV has also developed a language assistance plan to assist LEP populations. ADA is addressed through providing reasonable accommodations and ADA complaints processes, providing accessible meetings, and integrating PROWAG standards to their basic highway design. RTCSNV has also recently updated the Coordinated Human Services Transportation Plan which identifies the transportation needs of Title VI populations and prioritizes transportation services for funding and implementation.” (source: Page 26 of 32, 2021 RTCSNV Certification Review Report).

3.4.1. Analysis of Regional Demographic Data to identify Minority Populations

The RTC has developed an approach to collecting regional demographic data, including minority population data, per census block group or census tract. This data is overlaid with regionally significant projects or transit service routes to determine the positive and negative impacts. The methodology of this approach can be found in the sub-section, “Demographic Maps – Data Source and Methodology,” in Section 3.1.1. The Access 2050 Regional Transportation Plan identifies the region’s population by census block groups or census tracts for the following populations: minority, low-income, LEP, senior, and people with disabilities.

During the development of Access 2050 RTP, the RTC collaborated with the Center for Business and Economic Research (CBER) at UNLV and the member agencies to develop new regional forecasts of economic and population growth based on the updated projections of land uses in the Valley. RTC used the forecasts to revise the predictions of travel demand, traffic growth, and the analysis of air quality impacts. Input was sought from the various committees and the citizens during the development of major transportation related activities, such as, the RTP, TIP (Transportation Improvement Program) via meetings, surveys, and other public involvement activities, consistent with the agency’s Public Participation Plan. Consultations are also regularly conducted with the FHWA (Federal Highway Administration), FTA (Federal Transit Authority), EPA (Environmental Protection Agency) and NDOT (Nevada Department of Transportation).

3.4.2. Providing Member Agencies with Data

All data referenced above is available upon request. The RTC also provides comments and/or



assistance with other member agencies on other planning efforts that have demographic data analysis. Specifically, RTC staff makes sure that the assumptions made by the member agency during the analysis do not heavily deviate with the RTC’s assumptions. Overall, the cooperation between member agencies on demographic data analysis allows for less replication and better products.

3.4.3. Participation of Minority Community in the Planning Process

Incorporated within the RTC’s agency-wide public participation plan are strategies specifically designed to engage the LEP residents of Clark County. Depending on the area affected by a study or a plan, these strategies have been used successfully to reach out to the public in general as well as the minority and LEP residents. More information can be found in the [Section 2.4](#), Public Participation Plan and [Section 3.2](#), Assessing Mobility Needs of the Minority Populations.

The Access 2050 Regional Transportation Plan considered all populations, as stated in the excerpt below:

“...Furthermore, federal regulations require analysis to determine the fair treatment of all segments of the relevant population, regardless of nature or degree of diversity. The Regional Transportation Commission’s planning area is 32% Hispanic, and is represented by many races. Approximately 13% of Southern Nevada’s population lives at or below the poverty level, and 74% of adults over age 25 have less than a Bachelor’s Degree-level education. Regionally, an average of 8% of households does not have a car, which is overwhelmingly the primary mode of transportation to work in the region. Approximately 35% of Southern Nevada’s households do not speak English at home, and 23% of the region’s population is born outside the United States. These statistics reveal a widely diverse population, all with distinct transportation needs according to their life-situation. This reality has been considered in the drafting and implementation of Access 2050.” (page 28 of Access 2050 Final Plan)

The RTC actively engages minority communities in transportation planning. High equity need communities may be unable to drive or have access to a car, resulting on an increased need for improved pedestrian, bicycle, and public transportation infrastructure. Also, some zip codes have a higher percentage of seniors, minorities, or low-income residents. Transportation providers can target a neighborhood to provide the specific service needs. For example, certain Las Vegas transit routes for seniors have pick-up points in areas where there are senior homes.

One of the main tasks for the RTC is to monitor the prioritization of transportation projects in the RTP and the changes to RTC Transit routes. In particular, the RTC continues to analyze any major decision made to the overall transportation system, particularly if it negatively affects areas with a high concentration of any EJ group.

3.4.3. Subrecipient Compliance

As described in Section 2.7, 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.



APPENDICES

- A. RTC of Southern Nevada Title VI Complaints Procedure and Form**
- B. Documentation and Title VI Analysis for RTC Transit Route Service Changes (2019-2021)**
- C. RTC Board of Commissioners Title VI Report Approval**
- D. Title VI / Non Discrimination Assurances Letter for the RTC of Southern Nevada**



Appendix A

RTC of Southern Nevada Title VI Complaint Procedures and Form

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@rtcsonv.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 Título VI

Según el Título 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 Título 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@rtcsonv.com.

1. Nombre Del Querellante: _____

2. Domicilio: _____

3. Ciudad: _____ Estado: _____ Código 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

Documentation and Title VI Analysis for RTC Transit Route Service Changes (2019-2021)

- 1) December 2019**
- 2) June 2020**
- 3) October 2020**
- 4) August 2021**



MEMORANDUM

November 13, 2019

FROM: Nathan B. Goldberg, Manager of Transit Planning
Jacob B. Simmons, Senior Transit Operations Planner

SUBJECT: Title VI Implications for the Upcoming Transit Route Changes in December 2019

RTC's December 2019 service changes will focus primarily on frequency increases along already productive routes, to make transit service more convenient & appealing for customers. Ten routes will experience frequency adjustments, increasing frequency where ridership warrants it and decreasing where ridership is unproductive.

Four routes are experiencing routing changes.

- Route 207 is experiencing a modification in routing through the Medical District by moving onto Pinto Lane instead of Wellness Way in response to recent roadway reconstruction. This will partially incorporate a detour that has been in place for an extended period of time, and make service slightly faster for customers traveling through this area.
- Route 217 is being restructured east of Fiesta Henderson in conjunction with significant changes to the Boulder Highway Express (BHX) & Henderson Downtown Express (HDX). This restructuring will introduce two-way service to neighborhoods along Route 217 east of Boulder Hwy. Modifications to the HDX will replace some portions of the current Route 217.
- Route 503 (BHX) is being restructured south of Lake Mead Pkwy, in conjunction with significant changes to Route 217 & the HDX. This restructuring will nearly triple the amount of transit service to the Nevada State College (NSC) area & provide faster service for some customers by branching the route into BHX-A & BHX-B. The current BHX routing in Henderson will become the BHX-A. The new BHX-B will bypass Water Street & the CSN Henderson area, instead remaining on Boulder Hwy to NSC.
- Route 903 (HDX) is being restructured between Water Street & Nevada State College (NSC), in conjunction with significant changes to Routes 217 & the BHX. This restructuring will introduce HDX service to CSN Henderson & connect it directly to NSC; make service faster for some HDX customers; remove the HDX from Boulder Hwy; and improve On-Time Performance.

Minor span of service alterations and scheduling adjustments comprise the remainder of the planned changes.

Summary Conclusion

The RTC is not proposing any changes in 2019 that qualify as (Major); which is defined as:



Route removal, new route, or route alteration encompassing more than 25% of the original route.

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. As noted this service change does not fall under the definition of major, however, the RTC will still hold two public meetings. These will include 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. 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.

No 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, as the definition for major was not met.



MEMORANDUM

June 18, 2020

FROM: Nathan B. Goldberg, Manager of Transit Planning
Jacob B. Simmons, Principal Transit Operations Planner

SUBJECT: Title VI Implications for the Upcoming Transit Route Additions

Summary Conclusion

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 Santa 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 Santa 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 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.

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 1/3rd 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.



MEMORANDUM

January 21, 2021

FROM: Nathan B. Goldberg, Manager of Transit Planning
Jacob B. Simmons, Principal Transit Operations Planner

SUBJECT: Title VI Implications for the Upcoming Transit Route Changes in October 2020

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.



MEMORANDUM

FROM: Nathan B. Goldberg, Manager of Transit Planning
Jacob B. Simmons, Principal Transit Operations Planner

SUBJECT: Title VI Implications for the Upcoming Transit Service Changes in August 2021.

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 1: 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 1/4th 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.



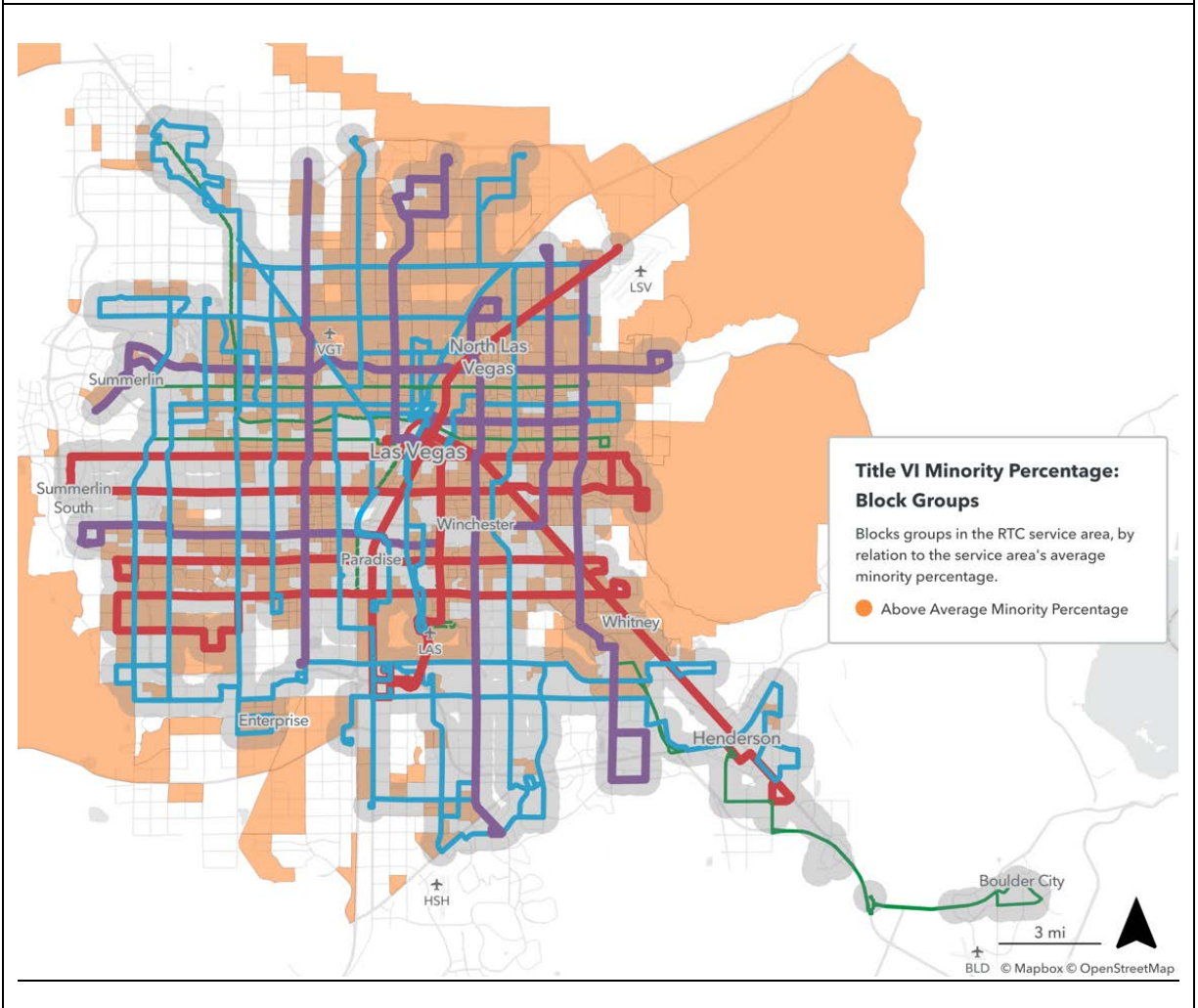
- Frequency & Service Increases:
 - **Route 119** (Simmons / Koval): will be increased to every 30 minutes during Saturday daytime hours, instead of current hourly service.
 - **Route 203** (Spring Mtn / Desert Inn / Lamb): will be increased to every 20 minutes on Saturday morning & Sunday afternoon 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



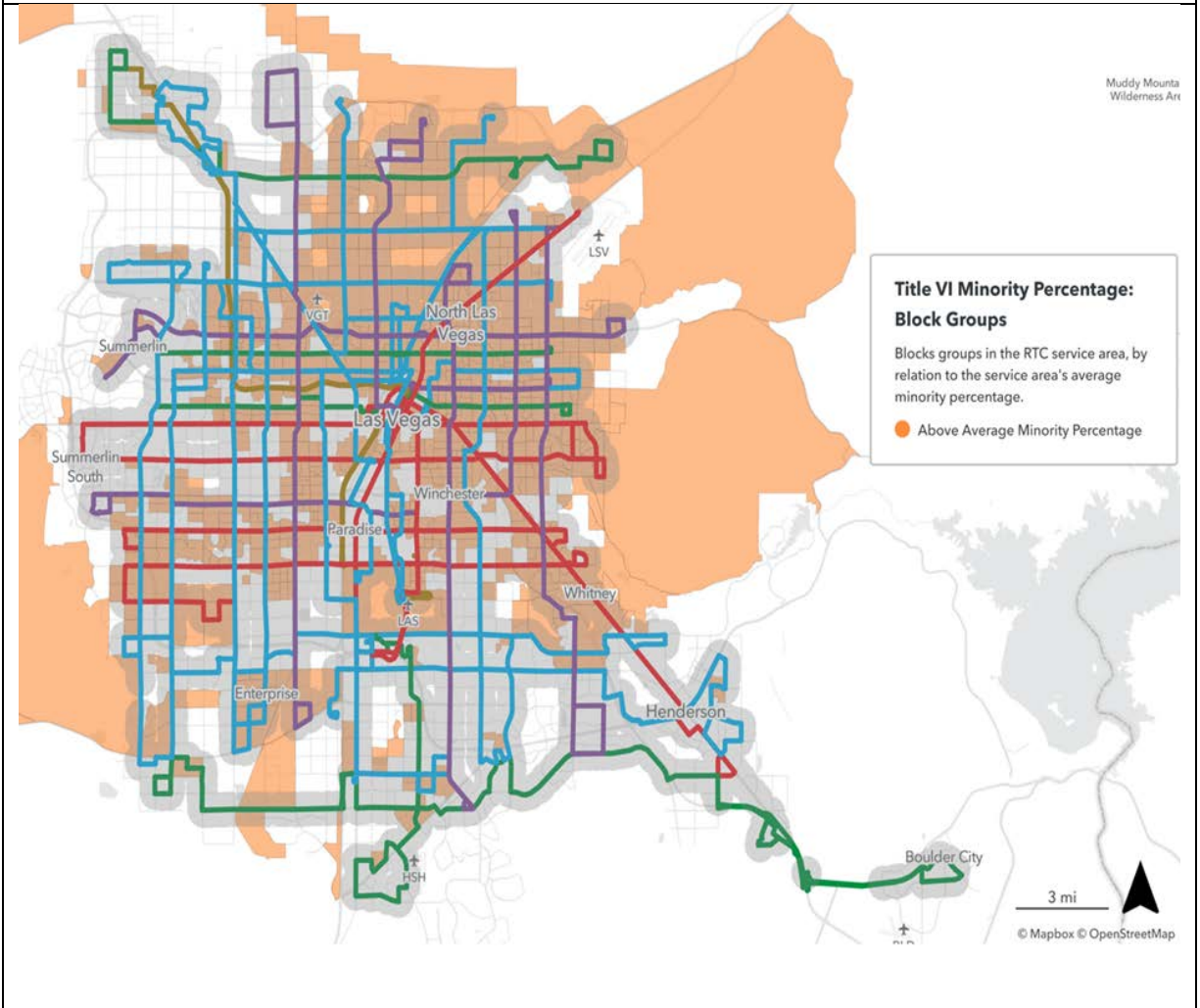
the region's average minority & low-income persons' percentages of 57.2% & 23.1%, respectively. As shown in Figures 1-4, no block groups with above average percent of low income persons will lose access to transit service by this adjustment, and only a tiny sliver of one minority block group would be 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.

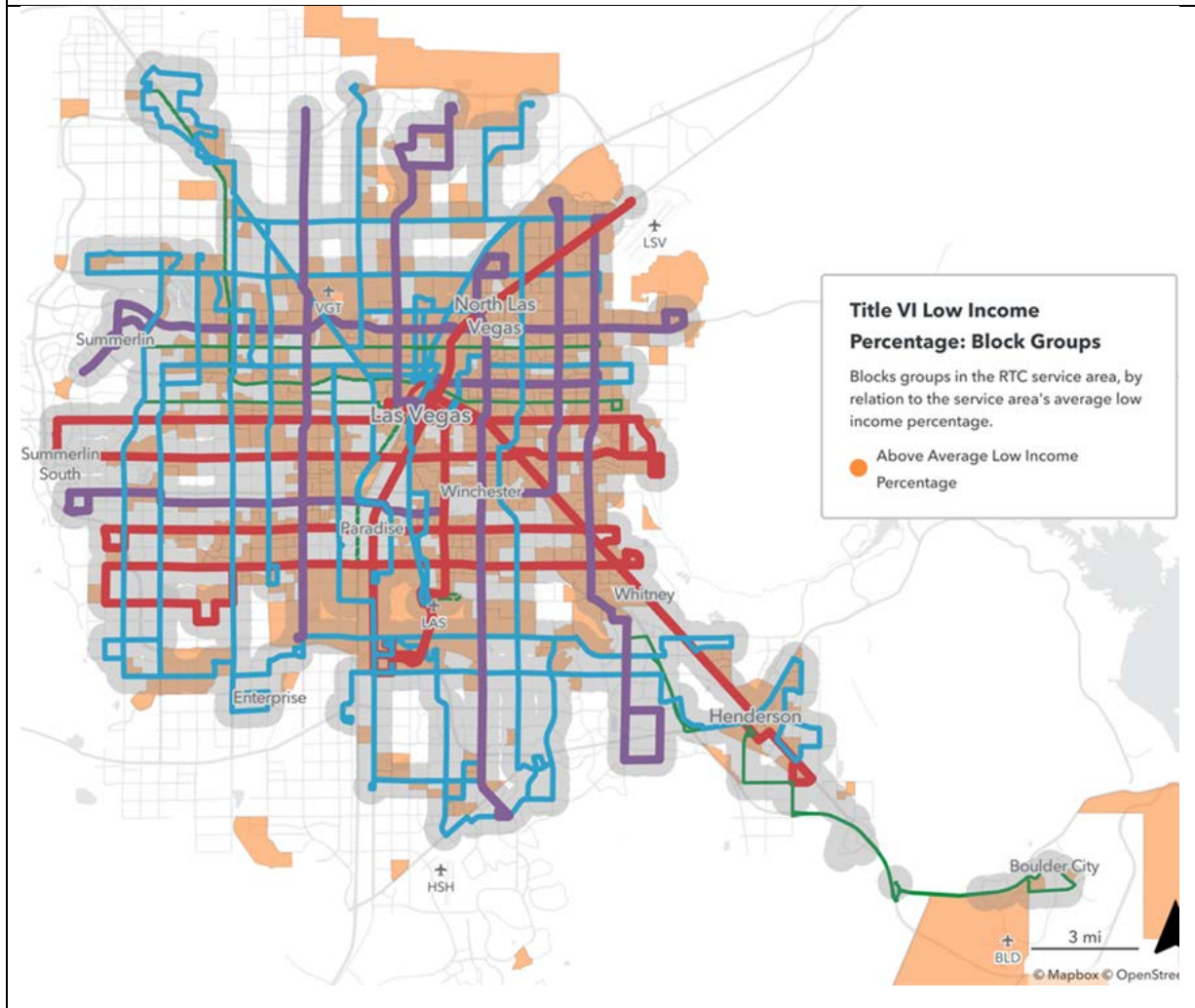
**Figure 1: RTC's Fixed Route Network as of October 2020
Overlaid with Minority Block Groups**



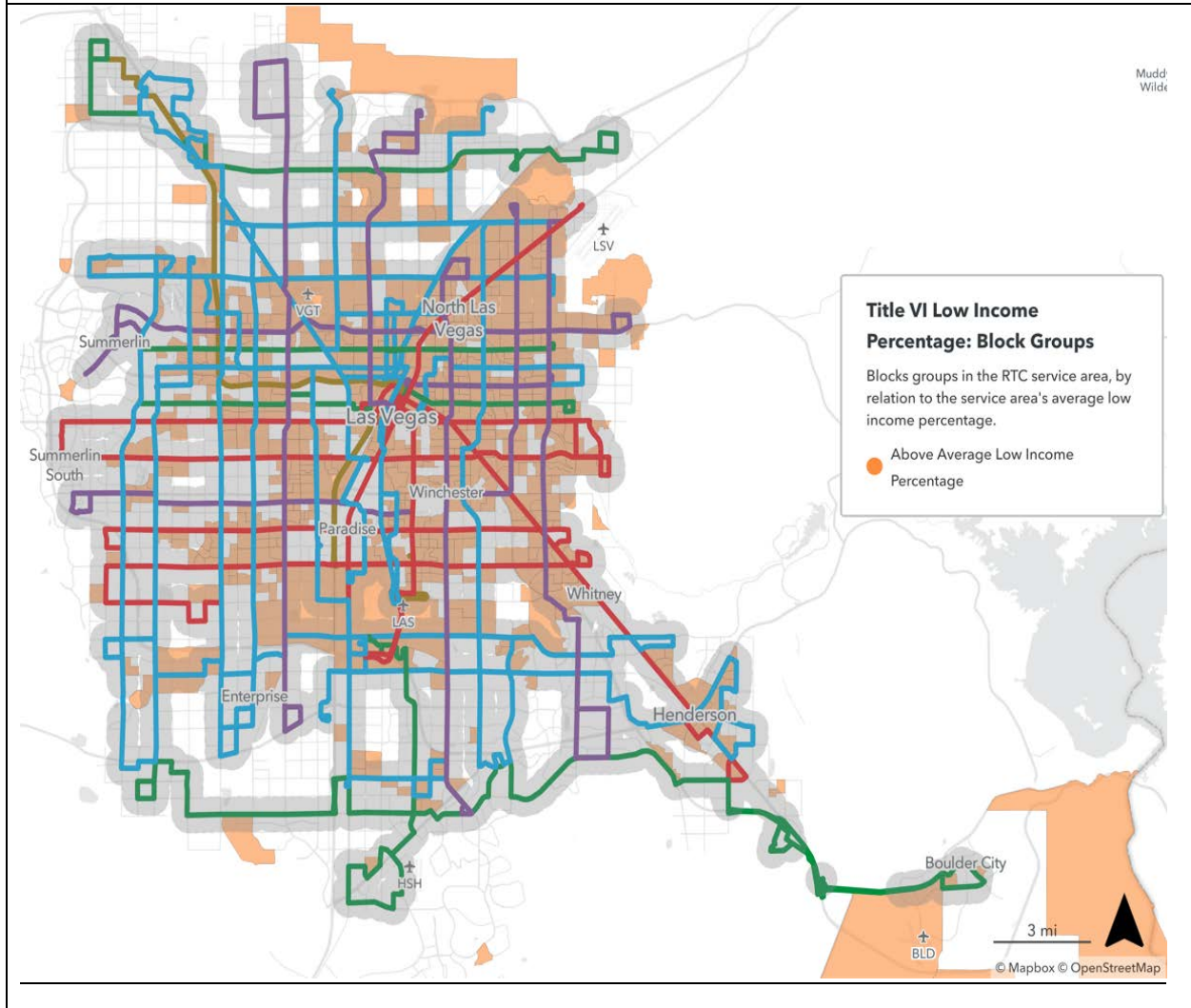
**Figure 2: RTC's Proposed Fixed Route Network as of August 2021
Overlaid with Minority Block Groups**



**Figure 3: RTC's Fixed Route Network as of October 2020
Overlaid with Low Income Block Groups**



**Figure 4: 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 1.

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.

Appendix C

RTC Board of Commissioners Title VI Report Approval

Minutes from the September 8, 2022 Regional Transportation Commission meeting where the 2022 Title VI Report Update for the MPO was item # 30 on the consent agenda. The board members unanimously approved this consent agenda.

MINUTES
BOARD OF COMMISSIONERS
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
THURSDAY, SEPTEMBER 8, 2022

These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format. For complete contents, please refer to meeting recordings on file at the Regional Transportation Commission of Southern Nevada.

THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON AUGUST 31, 2022:

RTC 600 S. Grand Central Pkwy. Las Vegas, NV 89106	RTC Website www.rtcnv.com	Nevada Public Notice https://notice.nv.gov
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CALL TO ORDER

Commissioner Justin Jones, Vice Chair, called the meeting to order at 9:47 a.m. in the Commission Chambers at the Clark County Government Center.

MEMBERS PRESENT:

Justin Jones, Vice Chair, Clark County
Stavros Anthony, City of Las Vegas
Isaac Barron, City of North Las Vegas
Claudia Bridges, City of Boulder City
George Gault, City of Mesquite
Carolyn Goodman, City of Las Vegas
Kristina Swallow, Nevada Department of Transportation (*ex-officio*)

MEMBERS ABSENT:

Debra March, Chairwoman, City of Henderson
Tick Segerblom, Clark County

RTC STAFF:

M.J. Maynard, Chief Executive Officer
David Swallow, Deputy Chief Executive Officer
Angela Castro, Deputy Chief Executive Officer
Greg Gilbert, Outside Legal Counsel
David Clyde, Associate General Counsel
Aileen Pastor, Government Affairs Supervisor
Marin DuBois, Senior Management Analyst
David Gloria, Management Analyst

INTERESTED PARTIES:

Sandra Adams
Marlis Bowsky
Dennis Hennessey
Carolyn Higgins
Don Johnson, MV Transportation
Terry Richards
George Van Houten

Item:
1. Conduct a comment period for citizens participation
Vice-Chair Justin Jones, Clark County, called on Mr. Don Johnson who provided the following comment: <i>Good morning, Commissioners. My name is Don Johnson. I'm the Vice President and General Manager for MV Transportation. We're your provider for the paratransit service. I'm here today to thank you for your support of Item 34 for the additional purchase of 60 additional paratransit vehicles. It will be very much needed to continue as the service grows as the public returns to using the service after Covid. Thank you.</i>
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

Item:
2. Approve the agenda (FOR POSSIBLE ACTION)
Comments: No comments were made.
Motion: Mayor Carolyn Goodman motioned to approve the agenda.
Vote/Summary: 6 Ayes. 0 Nays. The motion carried. Ayes: Stavros Anthony, Isaac Barron, Claudia Bridges, George Gault, Carolyn Goodman, Justin Jones, Nays: None Absent: Debra March, Tick Segerblom

Item:
3. Receive the Chief Executive Officer's Report
Comments: Following a detailed PowerPoint presentation [attached], Ms. M.J. Maynard, Chief Executive Officer (CEO) for the Regional Transportation Commission of Southern Nevada (RTC), provided the CEO Report. She began with a contractor recognition. She announced that Mr. Juan Galvan-Rivera, a mechanic from MV Transportation, was recognized for his rapid growth, strong technical abilities, and for working extra hours to repair and service buses in order to meet the summer schedule demands. Then she played a video of Mr. Galvan receiving his award.
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

Item:
4. Receive the Nevada Department of Transportation Director's Report
Comments: Following a detailed PowerPoint presentation [attached], Ms. Kristina Swallow, Director for the Nevada Department of Transportation (NDOT), provided the NDOT Director's Report. Ms. Swallow skipped the standard traffic safety report because the data was not available prior to the meeting. Instead, she

discussed the newly developed local road safety plan process, which was based on recommendations from the Federal Highway Administration (FHWA). The plan is intended as a countermeasure to help reduce the number of crashes that occur on local roads. She reported on the number of crashes on local roads versus state roads. Since 2015, the number of crashes on local roads has been consistently higher than the number of crashes on state roads. The plan process includes a framework to identify, analyze, and prioritize roadway safety improvements and takes a holistic approach to roadway safety. The plan gives municipalities the opportunity to apply for federal traffic road safety grants. She noted that NDOT is finalizing the process for federal review and grant application processes that will enable them to fund additional local road safety plans. The City of North Las Vegas is in early discussions with NDOT to begin development of their local road safety plan.

Next, Ms. Swallow stated that a new 511 system will be available in mid-October. The upgrades to the new system will include a new navigation system and an enhanced route planner with the ability to send regular notifications on road conditions. It will also have a dedicated trucker mode and will be able to handle increased call volume.

Continuing, Ms. Swallow announced that the Interstate-515 (I-515) viaduct project was completed 92 days ahead of schedule. She noted that there are some punch list items pending but those should not require main lane closures. The project added an additional southbound lane between Interstate-15 (I-15) and Eastern Avenue, an additional lane on the Eastern Avenue southbound off-ramp, and rehabilitated and retrofitted the bridges at Eastern Avenue and Desert Inn Road.

For the next project update, Ms. Swallow reported that the I-515/Charleston Boulevard Interchange, which started in August, consists of widening Charleston Boulevard between Honolulu Street and Sacramento Drive and widening I-515 in both directions between Eastern Avenue and Charleston Boulevard. Last month, crews demolished sound walls, barrier rails, and a portion of the bridge deck. She stated that traffic impacts will mostly occur on Stewart Avenue, Pecos Road, and Mojave Road. Future daytime lane restrictions are expected some time before Thanksgiving and short-term ramp closures after the new year. The project is expected to be completed by Spring 2024.

Continuing, Ms. Swallow said that the Centennial Bowl project is under construction and will continue until early 2024. She stated that work is underway to shift traffic from Interstate-215 (I-215) to a new bridge on the south side of the project. She added that some of the new trail connections are beginning to be set in place.

Continuing, Ms. Swallow discussed the I-15 Tropicana Avenue Interchange project. The median work was completed. In September, crews will focus on the outside of southbound I-15. Local roadway work will continue on Dean Martin Drive and Frank Sinatra Drive. Substantial completion of the project is not expected until the end of 2024. She added that updates on the project are available on the project app.

Vice Chair Justin Jones commented that local residents had spotted many construction workers' vehicles with out-of-state licenses. He asked if the workers receive an exemption to car vehicle registration requirements. Ms. Swallow stated that she could not confirm the requirements, noting they are monitored and enforced by other agencies.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

CONSENT AGENDA (ITEMS 5 THROUGH 38)

All items in this category are considered to be routine by the RTC and may be acted upon in one motion. However, the RTC Board of Commissioners (Board) may discuss any consent item individually if requested by a Board member or a citizen when the Consent Agenda is considered for approval.

5.	Approve the Minutes: Meeting of August 11, 2022 (FOR POSSIBLE ACTION)
6.	Adopt amendments to the Capital Improvement Program (FOR POSSIBLE ACTION)
7.	Receive a report on the Summary of Fiscal Actions related to the Capital Improvement Program (FOR POSSIBLE ACTION)
8.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 1 to increase funding in the amount of \$3,000,000.00 for City of Henderson Project 262D – ITS Master Plan (FOR POSSIBLE ACTION)
9.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 2 to reallocate funding for RTC Project 262E – Traffic Signal Maintenance (FOR POSSIBLE ACTION)
10.	Approve and authorize the Chairwoman to sign the Interlocal Contract in the amount of \$8,000,000.00 for Clark County Project 064S – Laughlin Roads, Areas 1, 2, 3 Residential Rehabilitation (FOR POSSIBLE ACTION)
11.	Approve and authorize the Chairwoman to sign the Interlocal Contract in the amount of \$1,000,000.00 for Clark County Project 173F – Various Sawtooth Projects (FOR POSSIBLE ACTION)
12.	Approve and authorize the Chairwoman to sign the Interlocal Contract in the amount of \$600,000.00 for the Clark County Project 190U – Robindale Road Pedestrian Grade Separation (FOR POSSIBLE ACTION)
13.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 1 to increase funding in the amount of \$3,500,000.00 for Clark County Project 010Q – Rainbow Boulevard, Erie Avenue to Blue Diamond Road (FOR POSSIBLE ACTION)
14.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 4 to increase funding in the amount of \$300,000.00 for Clark County Project 033R – Jones Boulevard, Erie Avenue to Blue Diamond Road (FOR POSSIBLE ACTION)
15.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 2 to increase funding in the amount of \$600,000.00 for Clark County Project 175Y – Neighborhood Rehabilitation Program: Fiscal Year 2020 Clark County Maintenance (FOR POSSIBLE ACTION)
16.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 3 to increase funding in the amount of \$280,000.00 for Clark County Project 211C – Traffic Signals Improvement Program: Package 103 (FOR POSSIBLE ACTION)
17.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 1 to increase funding in the amount of \$2,000,000.00 for Clark County Project 213B – Sloan Lane, Vegas Valley Drive to Ruby Creek Drive (FOR POSSIBLE ACTION)
18.	Approve and authorize the Chairwoman to sign the Interlocal Contract in the amount of \$5,600,000.00 for City of Las Vegas Project 128L – Grand Teton Drive Overpass at US-95, Tee Pee Lane to El Capitan Way (FOR POSSIBLE ACTION)
19.	Approve and authorize the Chairwoman to sign the Interlocal Contract in the amount of \$6,560,000.00 for City of Las Vegas Project 207B – Pinto Lane, Rancho Drive to Shadow Lane (FOR POSSIBLE ACTION)

20.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 2 to increase funding in the amount of \$4,450,000.00 for City of Las Vegas Project 222A – Pedestrian Bridge, Intersection at Sahara Avenue and Las Vegas Boulevard (FOR POSSIBLE ACTION)
21.	Approve and authorize the Chairwoman to sign the Interlocal Contract in the amount of \$500,000.00 for City of Las Vegas Project 238D – Downtown Mobility Operations Program (FOR POSSIBLE ACTION)
22.	Receive a report of Award of Bid for City of Henderson Project No. 192F – Sunridge Heights Parkway Phase 2B, Levi’s to Costco to CG&B Enterprises for \$2,152,365.00 (FOR POSSIBLE ACTION)
23.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 1 to increase funding in the amount of \$150,000.00 for City of Henderson Project 111C – Bermuda Road, St. Rose Parkway Power Pole Removal (FOR POSSIBLE ACTION)
24.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 3 to increase funding in the amount of \$225,000.00 for City of Henderson Project 192A – Sunridge Heights Parkway, Executive Airport Drive to Seven Hills Drive (FOR POSSIBLE ACTION)
25.	Approve and authorize the Chairwoman to sign Supplemental Interlocal Contract No. 3 to increase funding in the amount of \$10,000,000.00 for City of Henderson Project 224A – Boulder Highway, Wagonwheel Drive to Tulip Falls Drive (FOR POSSIBLE ACTION)
26.	Receive a report of Award of Bid for City of Henderson Project No. 192F – Sunridge Heights Parkway Phase 2B, Levi’s to Costco to CG&B Enterprises for \$2,152,365.00 (FOR POSSIBLE ACTION)
27.	Accept the Final Accounting Reports and close the projects (FOR POSSIBLE ACTION)
28.	Receive the monthly financial report for all open and active projects (FOR POSSIBLE ACTION)
29.	Approve the Fiscal Years 2022-2023 Unified Planning Work Program – Amendment Two (FOR POSSIBLE ACTION)
30.	Approve the 2022 Metropolitan Planning Organization report under Title VI of the Civil Rights Act (FOR POSSIBLE ACTION)
31.	Approve Amendment No. 3 to Contract No. 18-039, Program Administration for Transportation Demand Management Program, between the RTC and AECOM Technical Services, Inc. to increase funding for Federal Fiscal Year 2022 by \$210,526.00 for a new not-to-exceed amount of \$1,653,840.00, increase funding by \$263,158.00 for a new not-to-exceed amount of \$1,916,998.00 for Federal Fiscal Year 2023, and authorize the Chairwoman to sign (FOR POSSIBLE ACTION)
32.	Approve Cooperative Agreement No. 18-039CA-4 (PR198-22-063), Implementation of a Comprehensive Employee Trip Reduction/Regional Rideshare Program, between the RTC and the State of Nevada, acting by and through its Department of Transportation, for implementation of a comprehensive employee trip reduction/regional rideshare program for a term of one year from October 1, 2022, through September 30, 2023, for the not-to-exceed amount of \$1,916,998.00, and authorize the Chairwoman to sign (FOR POSSIBLE ACTION)
33.	Approve Amendment No. 1 to Contract No. 18-065, Daily Fare Retrieval Services, with Silver State Transportation LLC. to increase funding by \$27,011.00 for a new not-to-exceed amount of \$145,635.00, for the period of July 1, 2022, through September 30, 2023, and authorize the Chairwoman to sign (FOR POSSIBLE ACTION)
34.	Approve the staff recommendation to exercise the Fiscal Year 2023 procurement option under Contract No. 21-058, 27-Foot CNG Low Floor Paratransit Cutaway Vehicles, between the RTC

	and Creative Bus Sales, Inc. in the not-to-exceed amount of \$17,272,977.60 for an order of 60 paratransit vehicles, and authorize staff to issue a Purchase Order (FOR POSSIBLE ACTION)
35.	Approve Contract No. 22-065, FAST ITS Regional Master Plan, with GCW Engineering in the total not-to-exceed amount of \$2.75 million for the term of September 8, 2022, to September 8, 2025, pursuant to Nevada Revised Statute 332.115.1 (h), and authorize the Chairwoman to sign; or take other action as deemed appropriate (FOR POSSIBLE ACTION)
36.	Approve Interlocal Agreement No. 22-075 with the State of Nevada, acting by and through its Department of Health and Human Services, Division of Welfare and Supportive Services, in the not-to-exceed amount of \$1,860,000.00 from July 1, 2022, to June 30, 2026, and authorize the Chairwoman to sign (FOR POSSIBLE ACTION)
37.	Approve Contract No. 23-002, Transit Shelters Polycarbonate Replacement, with Maile Concrete Inc. for the period of Notice to Proceed through September 7, 2023, with no renewal options, in the not-to-exceed amount of \$1,822,222.00, and authorize the Chairwoman to sign (FOR POSSIBLE ACTION)
38.	Approve extending RTC Chief Executive Officer Mary J. "M.J." Maynard's contract through November 14, 2025 (FOR POSSIBLE ACTION)
Motion: Mayor Carolyn Goodman motioned to approve the Consent Agenda.	
Vote/Summary: 6 Ayes. 0 Nays. The motion carried. Ayes: Stavros Anthony, Isaac Barron, Claudia Bridges, George Gault, Carolyn Goodman, Justin Jones, Nays: None Absent: Debra March, Tick Segerblom	

Item:	
39.	Receive information from legal counsel regarding potential and existing litigation involving a matter over which the RTC has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter (Note: This item may be closed to the public pursuant to Nevada Revised Statute 241.015(3)(b)(2) in order to discuss legal matters.) (FOR POSSIBLE ACTION)
Comments: Ms. M.J. Maynard, Chief Executive Officer for the Regional Transportation Commission of Southern Nevada, remarked that there were not any issues to discuss under this item.	
Motion: No motion was necessary.	
Vote/Summary: No vote was taken.	

Item:	
40.	Conduct a comment period for citizens participation
Comments: Vice Chair Justin Jones called on Mr. Dennis Hennessey, who provided the following comment: <i>Coach operator for Keolis. You are familiar with me. I am here every month. Let me tell you what we want as drivers. We want transparency. This lack of safety, it's not being provided for us out on the road, for our passengers. We want transparency. We don't want an agenda item every month that just gets skipped. We want safety to be addressed to all of you so that you know how many drivers were involved</i>	

in an incident. We want transparency. I understand you spent, according to your press release, \$22 million this year on safety and security. At least, I think that was the number. I'd like to know where that money was spent. When was the last time anyone of you staff or anybody else got spit on, threatened, life threatened. I count five members of Marksman here. You don't even need one. I have trouble getting Marksman to come to my bus when I have a problem. We want transparency. What we need is transit police. For years I have heard about we can't do it. We can't do it. It's in legislators. It is in the constitution. You know what? It's obvious that MV and Keolis don't care about their employee safety on the road. It's obvious that staff doesn't care. Do you guys, as politicians, care? The legislator I am told doesn't meet this year. We can't change the need for transit police until it's changed. So, what are you all doing about it? nothing. Nothing's being done. There's nothing effective being used in that 22 million. But let's have five Marksman guys here to make sure you guys are all safe. Thank you.

Vice Chair Jones called on Ms. Marlis Bowsky, who gave the following comment:

From MV Transportation, a bus operator. Piggybacking on the, us having security on the buses. Half of the security is not even obligated or assigned to work some of the most dangerous routes, like Nellis. And there's several other routes that they never have been assigned to. And the reason I know is because we talk with Marksman. They've never been on these buses. Also, as far as the road, the constructions, MV Transportation, they are not making sure that we're updated properly in paperwork with the routings in the morning. Most of the time, we have detour routes for routes that should not be detours. Some routes shouldn't even be, buses should not even be trying to turn on, so you wonder why you have an accident. Then you had the nerve to cut the drive time for the new drivers that's coming in. How do you cut something for somebody that's new? I was new, so when I got turned out four years ago, I came out on the road not knowing a lot of things. I learned because of there were a lot of senior drivers and dispatchers, and I had not problem with asking questions. That's how I learned. And if you aren't gonna take the time to make sure the drivers are being able to work efficiently, then you wonder why their time is slow, and who's ever making these times for us at layovers, you get four and five minutes. First off, we don't get lunch periods on this job. So, if you don't have a lunch period, then where's my time to go to the bathroom? Where's my time to make whatever phone calls? Anything. Take a light snack. But you expect us to work 8, 10, 12 hours. I won't say 12 hours, but it's basically 12 hours because you still gotta get up an hour at home to drive and an hour to go somewhere. So, you've been up all day. That's not a consideration. And the chairs and this that and the other. So now you have drivers that are burning and turning because they are trying to make a timeframe that's basically impossible. Now for some of us that's been here for a while, we don't care. We're gonna take our 10-, 15-minute break regardless, because we are going to take care of what we need. Then the seats in the buses have been cleaned. There's drivers that have accidents, soiledness. And when I say seats, these are cushioned seats. How long have these seats been sitting here? And then we turn around and sit on it. The reason I know, and the filters because the air blows through inside the bus. So, you feel like it's stuff blowing on you, and then you go home with these little specks and popping up with these little bumps here and there. Now, you go home, and you take care of it if you know what you are doing, but it's not clean. Half of the time, when I get on the bus at 4 o'clock in the morning, they are starting to, and that my belief is only because the contract thing is going on that I have been seeing some of the management out on the yard now. So, they're making sure that the buses are clean. But at 4 o'clock in the morning, those buses are not always clean. The driver areas have water bottles.

Vice Chair Jones called on Mr. George Van Houten, who gave the following comment:

I'm George Van Houten. I'm a native Las Vegas. I grew up here. I remember the 50's and 60's. Those were the high points of Las Vegas. It was a nice time then. I don't like Las Vegas anymore. It's got too many elements, but anyway my points are transportation related. Now, granted that the RTC doesn't cover everything I might mention, but overall, all these things are kind of interrelated at some point. Back in the 50's and 60's, we had better transportation than we do right now. We had the greyhound bus station downtown. You could take the greyhound bus to anywhere that they go. You could take one the city of Los Angeles in the big Union Pacific trains of Salt Lake City to connect both east and west. You could take it to Barstow or Los Angeles. We had all kinds of options. Now we don't have any of that. The the bus place moved way out there. I have no idea how I would get out there other than drive. I mean, you know, transportation-wise it's almost non-existent and also the, you know, the lack of the train travel. I prefer train travel over driving. I'm going to Korea in two weeks. Normally, I leave from Los Angeles, but due to the ticket situation and COVID, I'm able to fly out of Las Vegas to Korea direct. So, there's no way, there's no transportation from my house to Terminal 3. So, I'm having to pay nephew to take me from my house, which isn't too far here, to Terminal 3. I know the bus only goes to Terminal 1. Well Terminal 1 is not gonna get it. Terminal 3 is where I need to go. I don't know. The RTC, what happened to the Maryland Parkway project?. They voted not to use light rail. That was a mistake. That project should be up and running right now. All the cities in the whole west, Phoenix, Denver, Salt Lake, Albuquerque, Reno, all the cities have either light rail, heavy rail or some kind of transportation system, but Las Vegas doesn't. Las Vegas is the only city in the greater west that doesn't have any transportation system compared to what the other cities have. And, I'm not going to be able to drive forever. At some point, I will have to take public transportation. So, I just think the RTC should dissolve itself. They're not getting anything done. Thank you.

Vice Chair Jones called on Ms. Sandra Adams, who gave the following comment:

Vice President of ATU. I drive for MV Transportation. The first thing that I would like to mention is, in 2019, the ATU International convention was here in Las Vegas. It was embarrassing when those drivers told us that they were not allowed to ride the bus. A text was sent out to the Strip drivers telling them not to let these people not to drive the bus. If I am not mistaken, our Mayor spoke at that convention. And again, it will be here September 19 through the 23rd, so I am hoping that that text that was sent out, not allowing these people that are bringing money to our city to ride our buses. When we go to other states, we ride their buses, and that was definitely an embarrassment. My second thing is the on-time performance. We had a meeting with the RTC, and we were told that they weren't really bothering anyone about the OTP because they know we are doing Saturday schedules with weekday crowds, we got all kind of issues. But yet, our drivers are still being called in for OTP. On some of these routes that are just packed with people, like the 203, the 206, the 110, we got construction, we got slow buses. The buses run like turtles. We got three and four minutes at our layover to use the restroom. You know that's unacceptable. We have, especially with the women, you know women have issues that come monthly. You know, it's like, where's the concern for us. We have nowhere to use the restroom. We get signs that says, "paying customers only." No public restrooms. So, we gotta walk a block to get to a restroom. So, now we are late pulling out. This is unacceptable. You know, who cares about us? We go through this, and we bring these issues up all the time, but nothing is ever being done. Okay? The restrooms are, they're filthy. Ladies, we have to go into dirty gas stations to use the restroom. That's unacceptable. Some concern for the drivers needs to be shown. Cause it's not there. You know the things that we go through, the way we are treated, our schedules. It's like, I have a schedule where from one time point to the next is one minute. And you start at a traffic light. One minute! Who does that? And that came from RTC. They put that together like that. We have a lot of our paddles like that. And it's not fair to us. So,

we are getting called in because we are late. Because if we have to go to the restroom, we are going. We gotta stop in the middle of the route and hit that 10, 100, we are going. We should not be penalized for that. Like I said, we can't eat decent meals. We have nowhere clean to go to the restrooms. It's just, it's a safety hazard for us. And something needs to be done. So, I am hoping that, you know, you will consider this, and do something about it. Thank you.

Vice Chair Jones called on Ms. Carolyn Higgins, who gave the following comment:

To the Board, to MJ and her staff. I am just here to basically, I am going to give all of us the three theories, or the three topics that concern us as drivers. This is what we do. Our goal is safety, scheduling, and customer service. I learned that through Veolia. And that was always the case and the company governed themselves around that. Now, what we're getting now, in one situation, you can have all three of these come up. In your entire route. For example, I had a gentleman on my coach. he started at the school on the north end, on Eastern. Got up to the east end, on the south end. He was still on my bus, sleeping. I let him know, sir, he'll have to take the next bus. Because we get sleepers all the time. And he just looked at me and he was kind of lethargic. So, we get mentally challenged all the time. So, I contacted our company, and during that time, there was a busy-ness with Marksman, with security. I am back up at CSN on the north end, he's still there. He finally gets out of the bus. Goes behind the bushes, he uses the bathroom, and he stands in front of my door to get back on the bus. No, I didn't open the door. That's one day. I had a second incident where a gentleman just blatantly he wasn't getting off of the bus. So, we as women, are being challenged all the time, and we're trying to keep customer service going. We're trying to not to get assaulted, but all of this happens. We have in fact with this situation, Marksman did come out. He did reach my bus and he was taken off. But a lot of what we do, we say fare invaders is the assault trigger. It's not. Me asking this guy to get off the bus triggered something in him. I don't know if everyone is noticing in your everyday personal lives, but there's a lot of people that are angry. And we're the first people they see. Regardless of what we are telling them, we're only trying to do our job, and we put ourselves in a situation. Customer service. We have been doing that, but we need the company's help. We need RTC and we need the Board to sit down and I'm hoping that you guys and wrote up these three elements so that we can try and work together to get that taken care of before there's a tragedy out there for all of us.

Vice Chair Jones called on Ms. Terry Richards, who gave the following comment:

I am the president of ATU, Local 1637. Some of you here already know me. I was hoping that a lot of the drivers would come down here and tell you exactly how they feel. I am a driver. I've been doing this for almost 40 years. I've been union-oriented for 40 years. What the people who just came up here and talked about is exactly what we go through every day. The other thing is that during this pandemic and over time, everybody talks about is essential workers. We've never been mentioned as one. You talk about the firefighters, and I am not downing any of them, nurses, doctors, and all of that. We're the people who got them to where they could get. When they didn't have cars or they didn't have transportation, bus drivers took them to the hospitals. Bus drivers made sure that the grocery store workers go to their jobs. We got barely any recognition for that. That is always been a problem with me. The other thing is how they talked about OTP. Schedule adherence. I don't think that should have ever been. Because what you get when you put restraints on people to stay on a certain time frame, then you get people who try to push that time frame. And what happens is, as I tried to tell both companies when they first implemented it was, you're accidents are gonna go up. Your customer service is gonna go down, and red light people are gonna get more tickets and all of those things because now they're more worried about losing their job, not because they're leaving a time point early, but because they are over

five minutes late. But nobody looks at the point that traffic lights in this city, some of them are three minutes long. And you could be on time and get caught by that traffic light and now you're seven minutes late. You could drive down the street and be perfectly on time and look down and be eight minutes late, and you've done nothing wrong. But when go back to the company, they want to know what we do. I don't think that is fair. I get a lot of my problems cause I work with both companies. I get more things done with Keolis than I do at MV. I get almost nothing done at MV. I wasn't gonna come out and put people on blast or whatever, but sometimes you have to. MV considers that the people that they work for them in the union, we're just there. I've had a person at MV tell me that I'm an observer. I'm not an observer, I'm a representative for the membership and the bargaining unit employees at that job. I want my employees and my members to be respected. We don't get that. I want them to feel like they are human beings and not robots. I get that people have times where they need money. We're not robots. Nobody wants to work 12 and 14 hours a day. And I hope that we can continue, like I said, I am not I am taking a little bit more time. I have always asked, just the as the last person did, why can't we, the union, the companies, and the RTC, and County Commission, why can't we all get together and deal with this problem and figure out the right solution for it. Thank you.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 10:19 a.m.

Respectfully submitted,

DocuSigned by:

Marin DuBois

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Marin DuBois, Recording Secretary

DocuSigned by:

Marek Biernacinski

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Marek Biernacinski, Recording Secretary


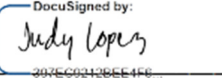
Appendix D
Title VI/Non Discrimination Assurances Letter for the RTC of Southern Nevada

This letter has been signed by both the Chief Executive Officer and the Title VI Coordinator for the Regional Transportation Commission of Southern Nevada.

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	 3CDC21805F88442	10/11/2022
M.J. Maynard, Chief Executive Officer		Date
Judy Lopez	 2075C6242BCE41E6	10/9/2022
Judy Lopez, Title VI Coordinator		Date

End of the 2022 Title VI Update Report for Metropolitan Planning in Southern Nevada.