

TIBP 20

TRANSPORTATION INVESTMENT BUSINESS PLAN

AGENDA ITEMS

01 **Introduction**
Introduction and overview of working group goals

02 **RTC Update**
Update on Transit and Recent Initiatives

03 **On Board**
Update on Long-Term Mobility Plan

04 **TIBP 2.0**
Overview of TIBP and Structure

05 **Group Priorities**
Working Group Overview and Priorities

06 **Polling Exercise**
Sentiments, Gaps and Emerging Trends

07 **Open Discussion**
Conduct a Period for Discussion

08 **Next Steps**
Meeting Calendar and Group Sign-ups



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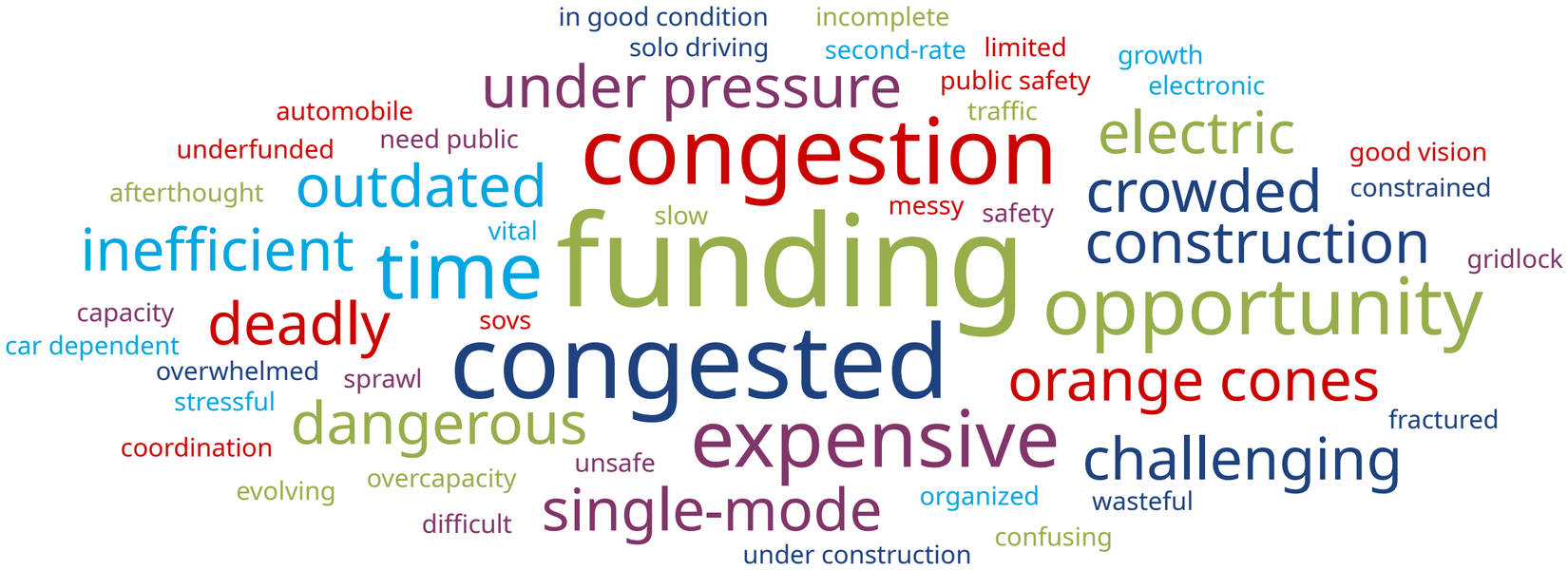
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When you think about transportation in our region today, what is the first word that comes to mind?



Meet The TIBP Project Team

Led by RTC of Southern Nevada

RTC

Nelson Nygaard

Applied Analysis

Holland & Hart

Meet The TIBP Working Groups

Led by the TIBP Project Team

Steering Committee
11 Organizations

TRAC COMMITTEE 2026
TRANSPORTATION RESOURCE ADVISORY COMMITTEE & COMMUNITY COLLABORATION
26 Members

Community Stakeholders
110 Organizations



TIBP Working Group Goals

ALIGN
ON THE BASELINE

Build a shared understanding of baseline conditions, the funding shortfall and the region's unfunded project inventory.

PRIORITIZE
THE PROJECT SUITE

Rank project priorities within the fiscal constraints so recommendations are fundable, not purely aspirational.

ADVANCE
A SHARED PATH FORWARD

Deliver a consolidated recommendation package to the Steering Committee and TRAC, with the public rollout, RTC Board approval and legislative pathway confirmed.





WELCOME

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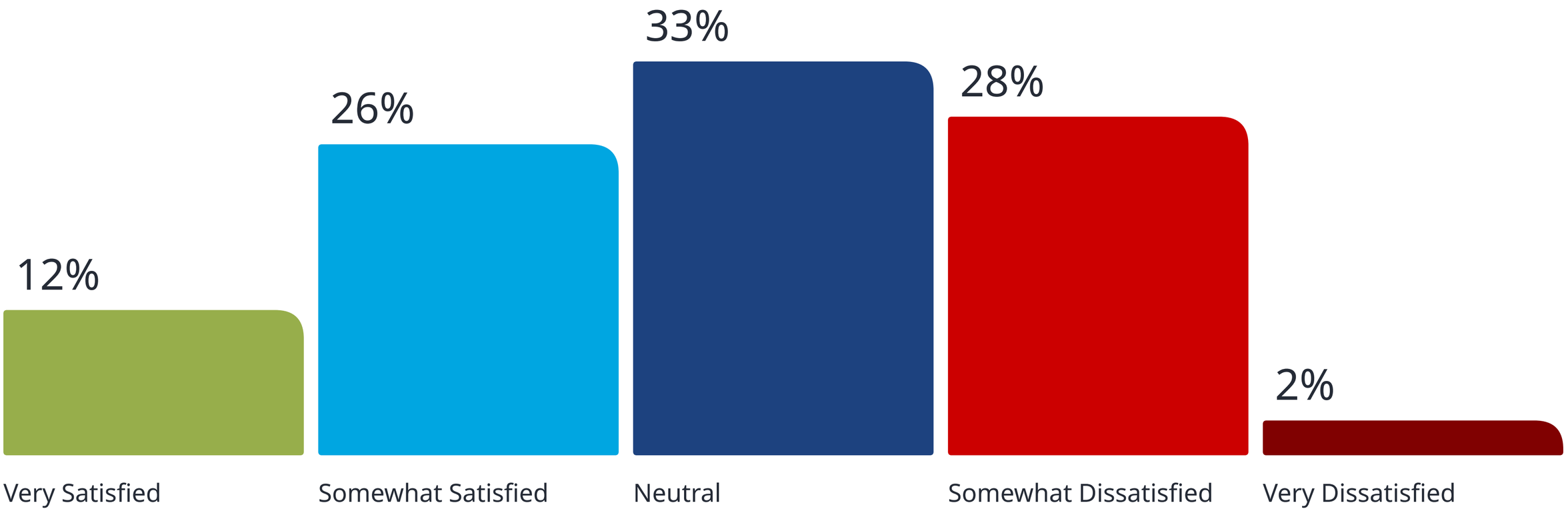
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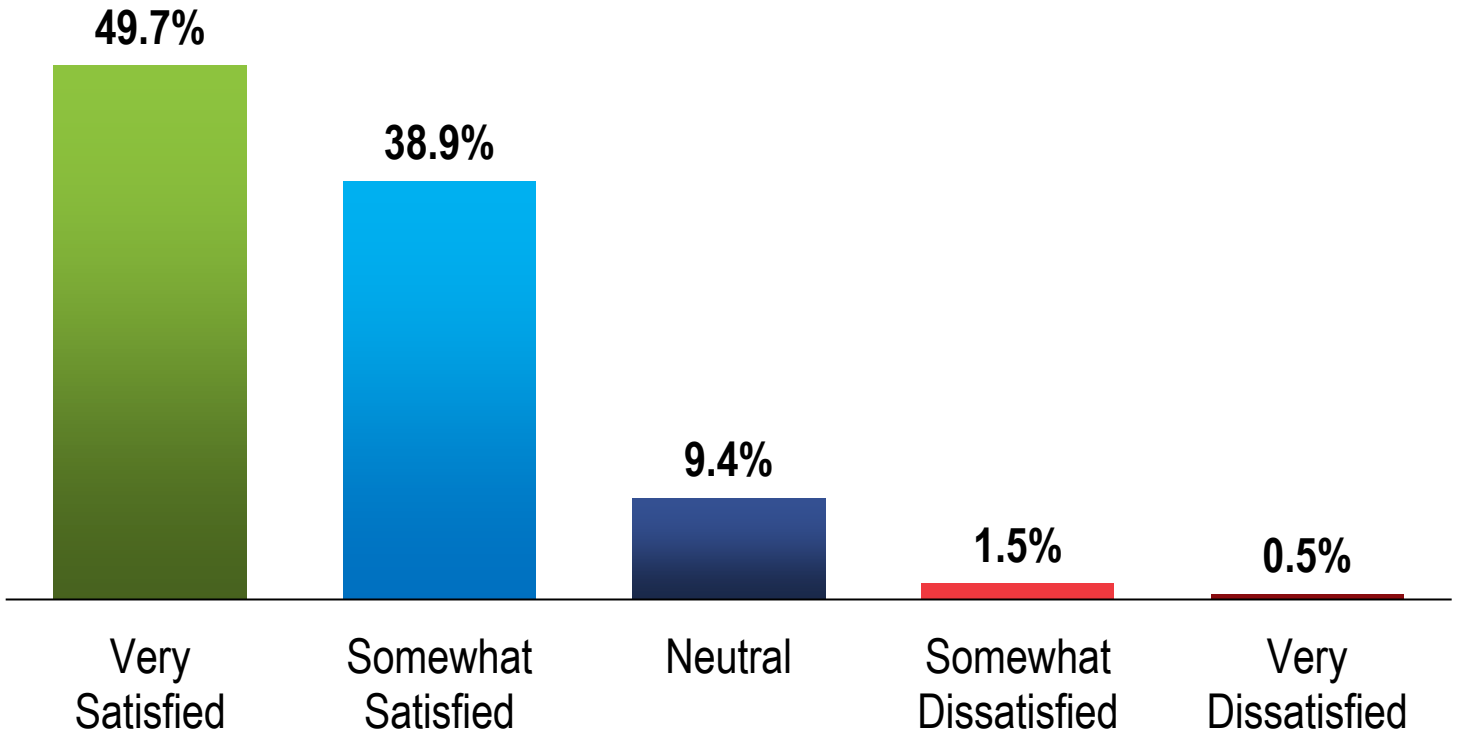
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How satisfied are transit riders with the RTC bus services? Would you say they are...



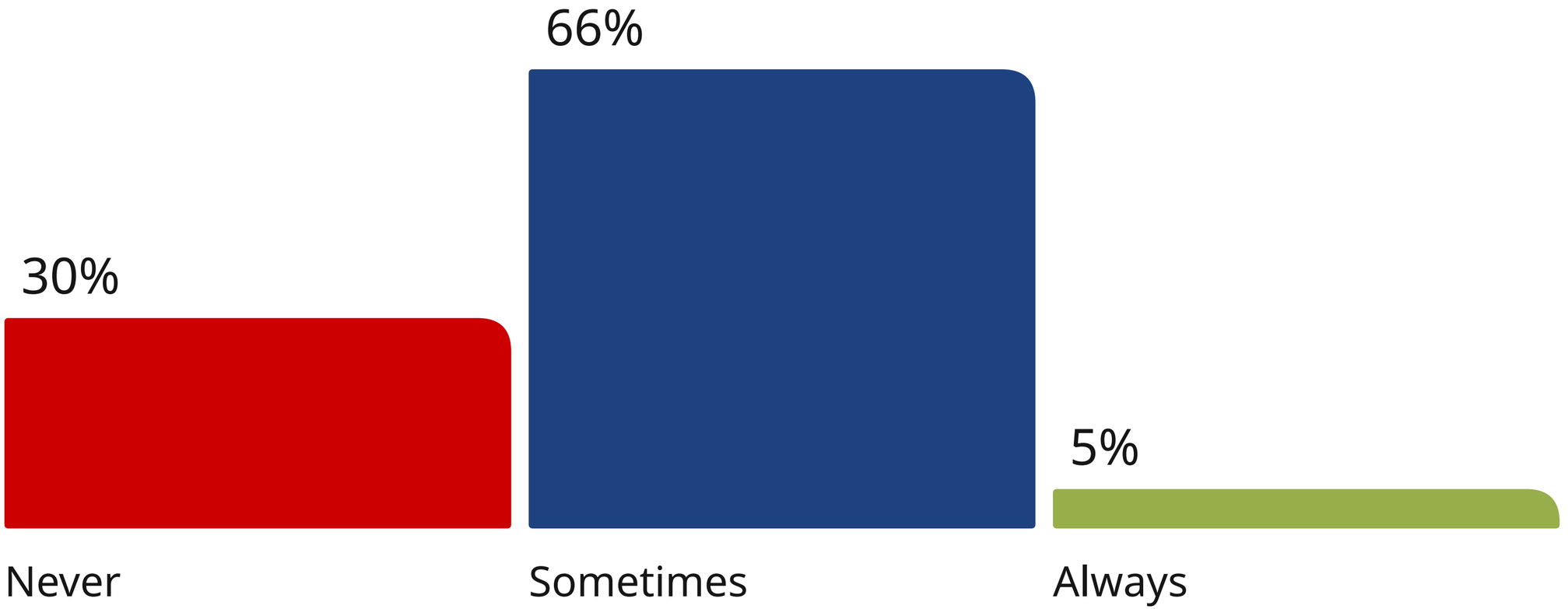
Overall, how satisfied are you with RTC bus services? Would you say you are…



Nearly nine in ten transit riders are satisfied with RTC bus services.

N = 1,200

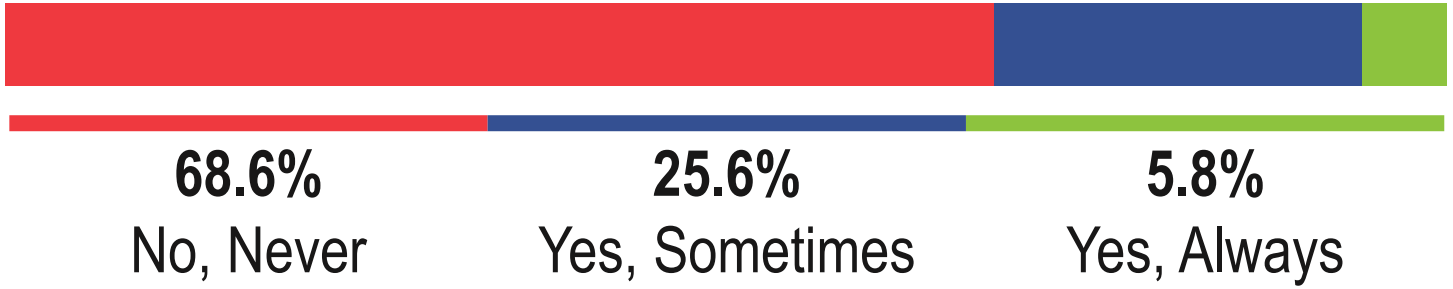
How often do transit riders have access to a personal vehicle?



How often do you have access to a personal vehicle?



More than two-thirds of transit riders do not have access to a personal vehicle.



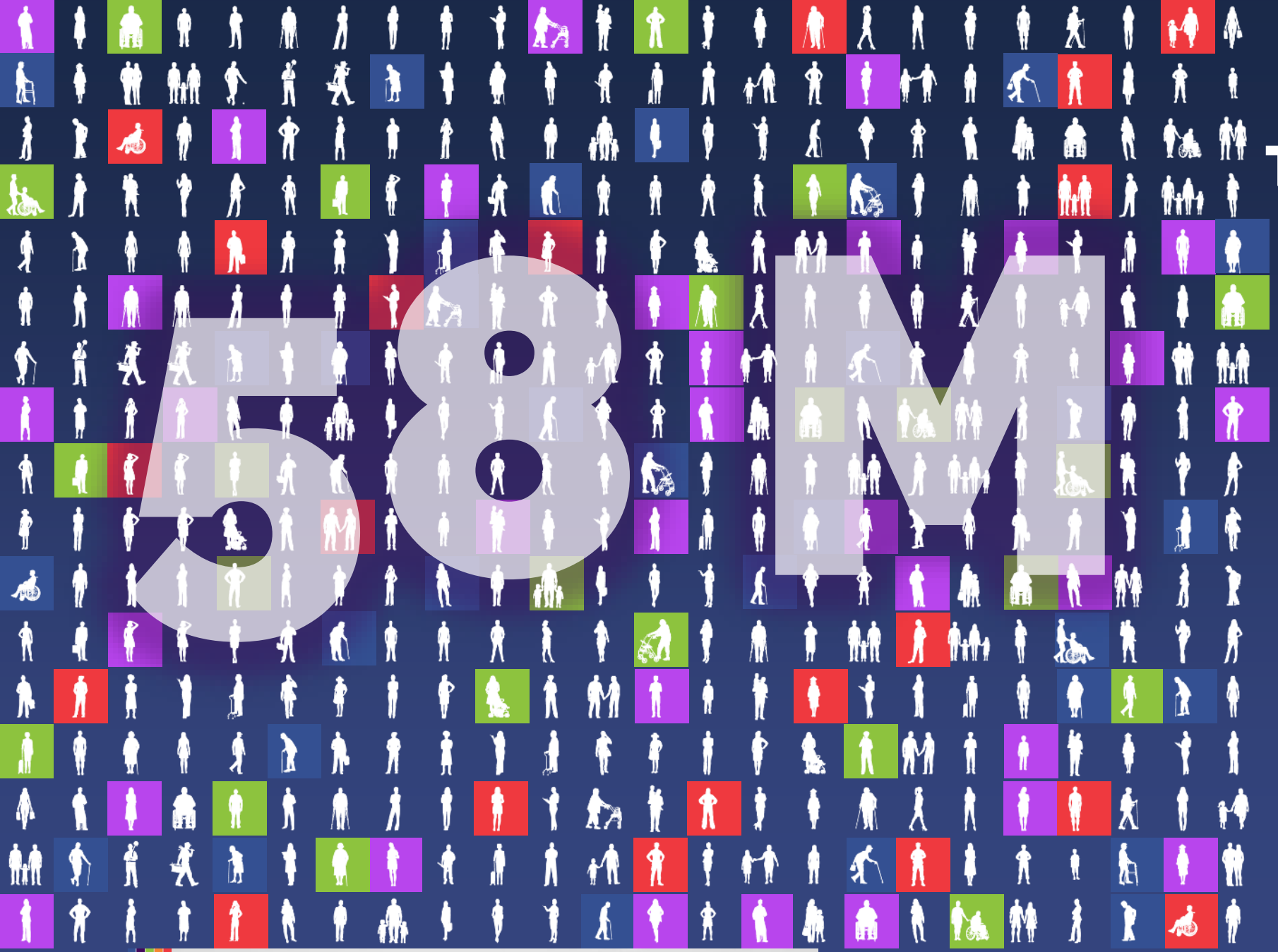
N = 1,200

RTC is The Invisible Economic Engine

9 in 10



Transit Riders are Employed or Seeking Employment



TRANSIT IS A LIFELINE, NOT A LUXURY

Nearly **1 in 5 trips** are taken by students, seniors, veterans, and people with disabilities

- Students
- Seniors
- Veterans
- Paratransit



- Students
- Seniors
- Veterans
- Paratransit
- Workers
- Caregivers
- Families
- Visitors





Operating at Peak Efficiency

13TH
Busiest Bus System

7TH
Busiest Paratransit System

#1
Lowest Public Investment

#1
Lowest Operating Cost

#2
Highest Farebox Recovery

THE FINANCIAL REALITY

A Structural Imbalance

$118.5 M

ANNUAL BUDGET SHORTFALL



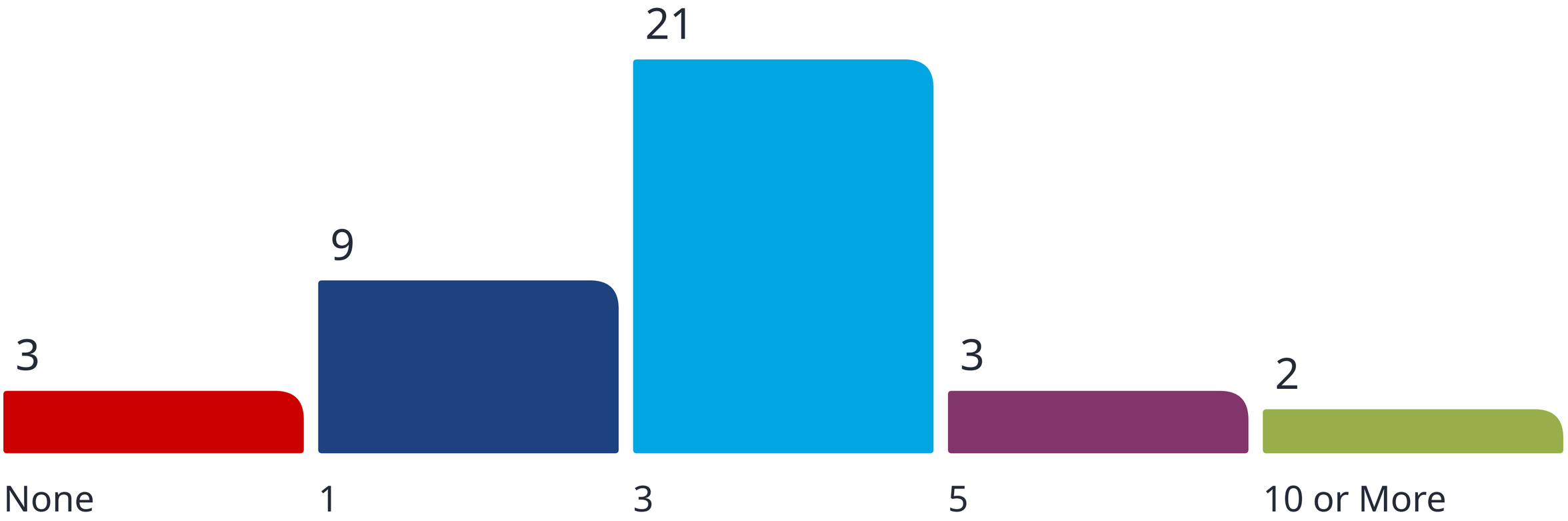




Budget Adjustments

- Deferring Capital Projects
- Reducing Internal Costs
- Implementing Service Freeze
- Increasing Passenger Fares

How many states, including Nevada, provide no state funding for public transit?



State and Local Funding Sources

Transportation

- Sales Tax
- Payroll Tax
- Motor Fuels *(wholesale/retail)*
- EV Fee
- Tire Tax/Fee
- Energy Tax
- Casino Revenue Tax
- Beverage Tax
- Toll Tax
- Alternative Conveyance Fee
- Parking Fee
- Real Property Transfer Tax
- Property Tax
- Wage Tax
- Vehicle Fee
- Car Rental Fee
- Hotel Occupancy
- Corporate Income Tax
- Lottery Proceeds
- Congestion Pricing
- Impact Fees
- Naming Rights
- Sponsored Operations
- Utility Fee
- Income Tax
- Millionaires Tax
- Driver Registration Fee
- Car Lease Fee
- Lodging Rental Fee
- Francise Tax
- Property Tax/Abatement
- Live Entertainment Tax
- Airport Passenger Facility Fee
- Delivery Fee
- High Polluting Vehicle Fee
- Increase Transit Fares

Source: American Public Transportation Association; Hobbs, Ong and Associates; and Applied Analysis

Legislative and Community Updates



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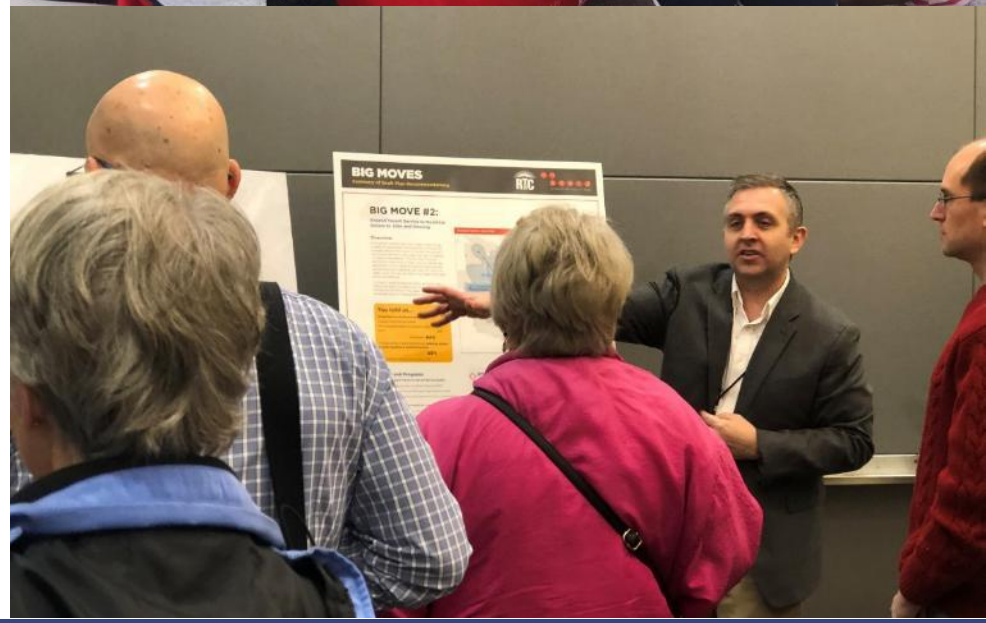
on board
YOUR FUTURE MOBILITY PLAN

THE FUTURE OF SOUTHERN NEVADA TRANSPORTATION AND MOBILITY

On Board 1.0 Engagement

- RTC presence at 323 events
- 110 speaking engagements
- 80,000+ in-person contacts
- Hundreds of online & physical comments
- 4 Online Surveys
  - 40,000 responses
  - 3,634 written comments
- 18 Technical Advisory Group meetings
- 4 Community Stakeholder meetings





On Board 1.0 (2022)

Traditional Transit Improvements



Bike, Pedestrian & Short-Distance Connections



Emerging Technologies & Services



High-Capacity Transit Options

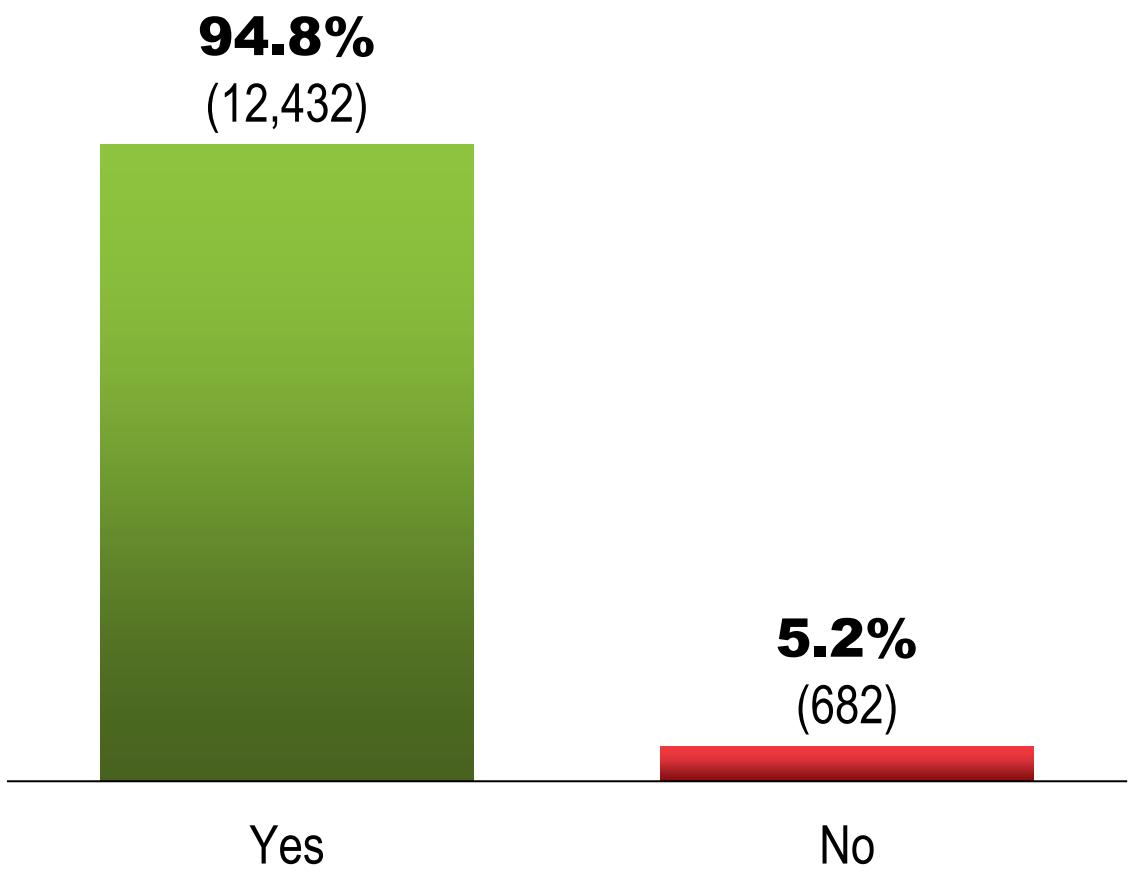


Image Source: Hugh Byrne (Bike, pedestrian and short-distance connections.)

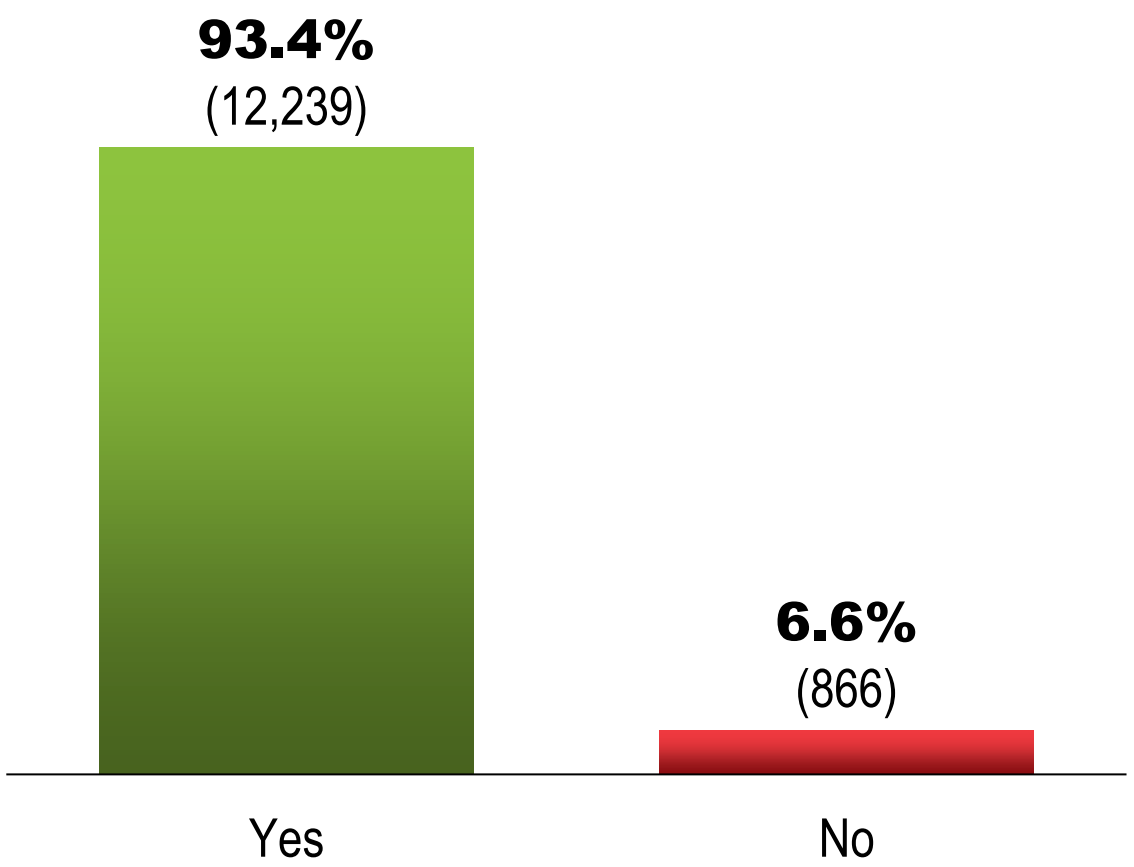
On Board Study Results



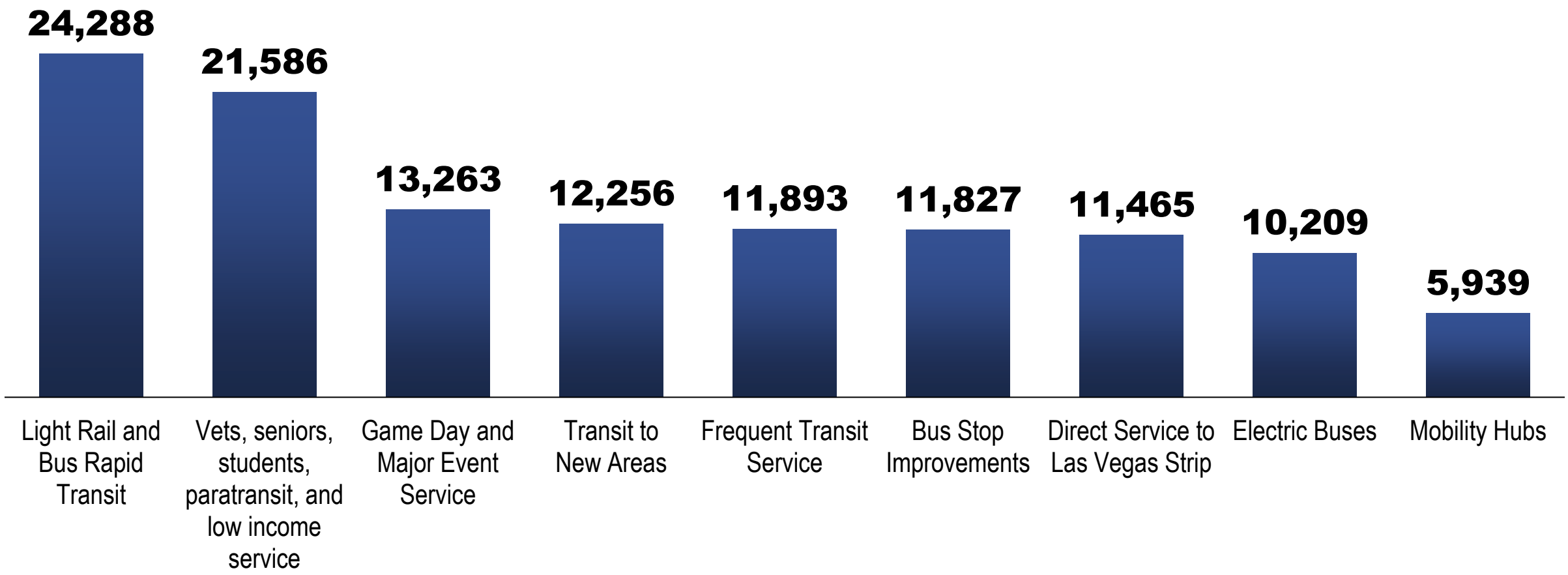
Do you support additional investments in mobility improvements?



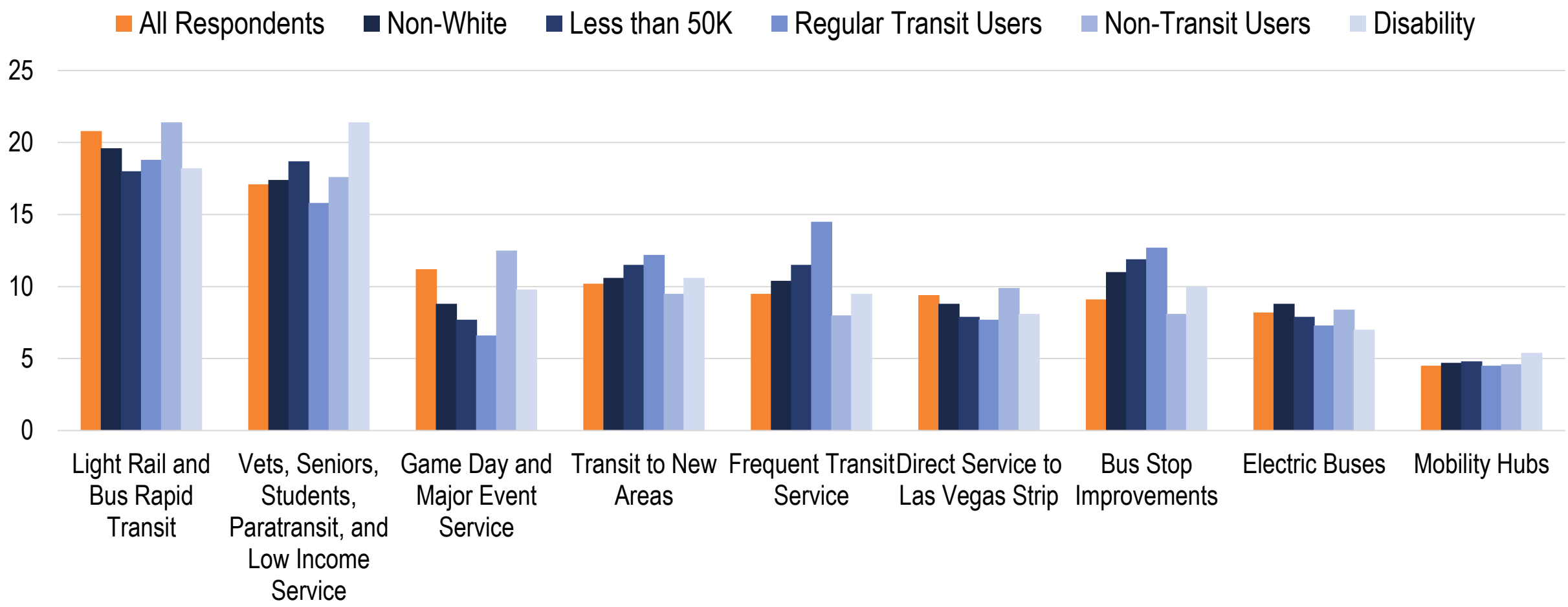
Do you support light rail and bus rapid transit?



Community Priorities



Community Priorities



On Board 2.0: In Progress

Six Big Moves:

1.  High Capacity Transit

2.  TIBP Resort Corridor Improvements

3.  Improve Existing Services

4.  Expand Service to New Areas

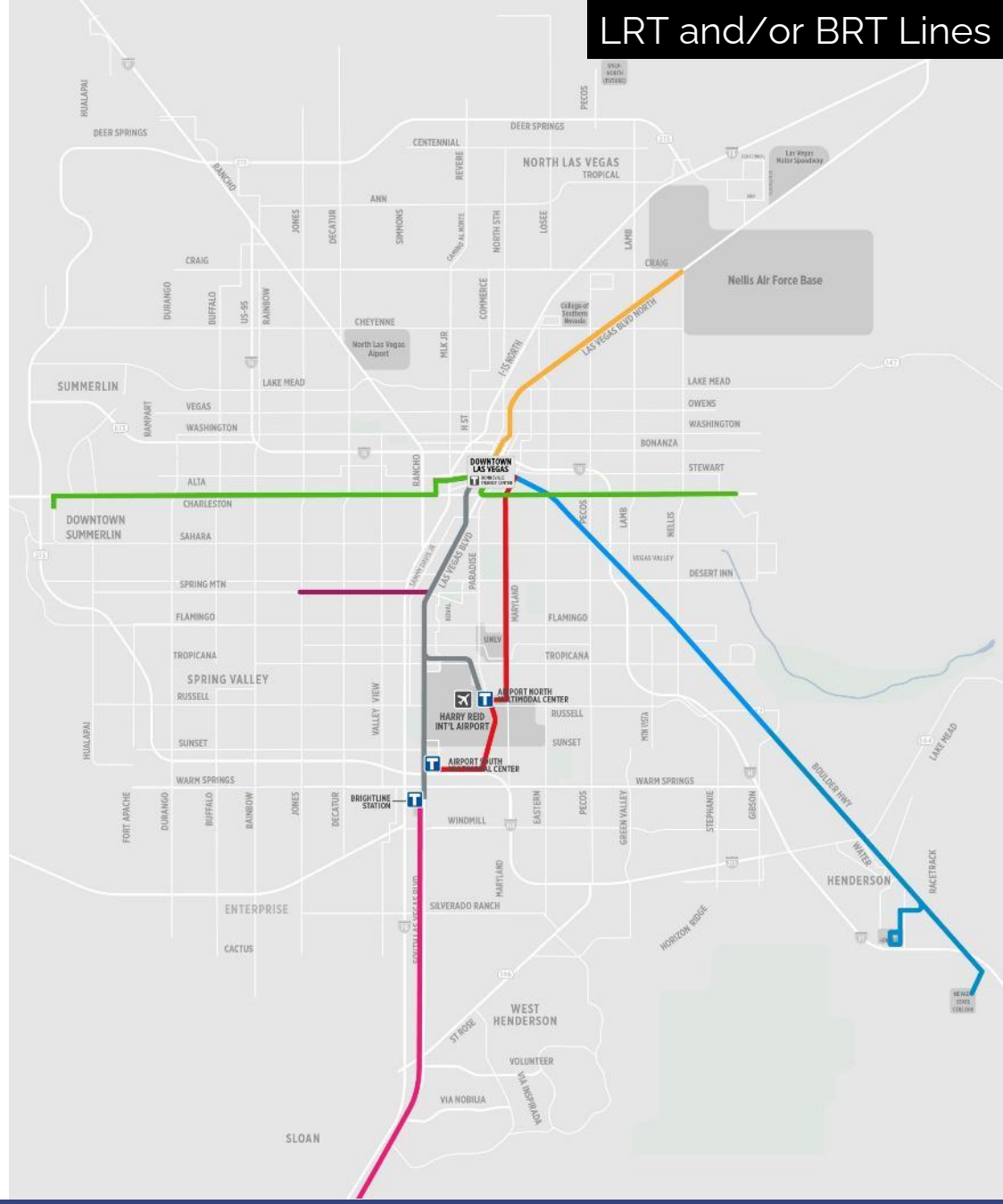
5.  Better Service for High-Need Populations

6.  Improve Safety and Comfort

High Capacity Transit

Light rail and BRT lines will provide **very high-quality service to the region's most important corridors and destinations:**

- Maryland Parkway
- Boulder Highway
- Resort Corridor
- Charleston Blvd
- Spring Mountain
- Las Vegas Blvd North
- Harry Reid Int'l Airport - SNSA



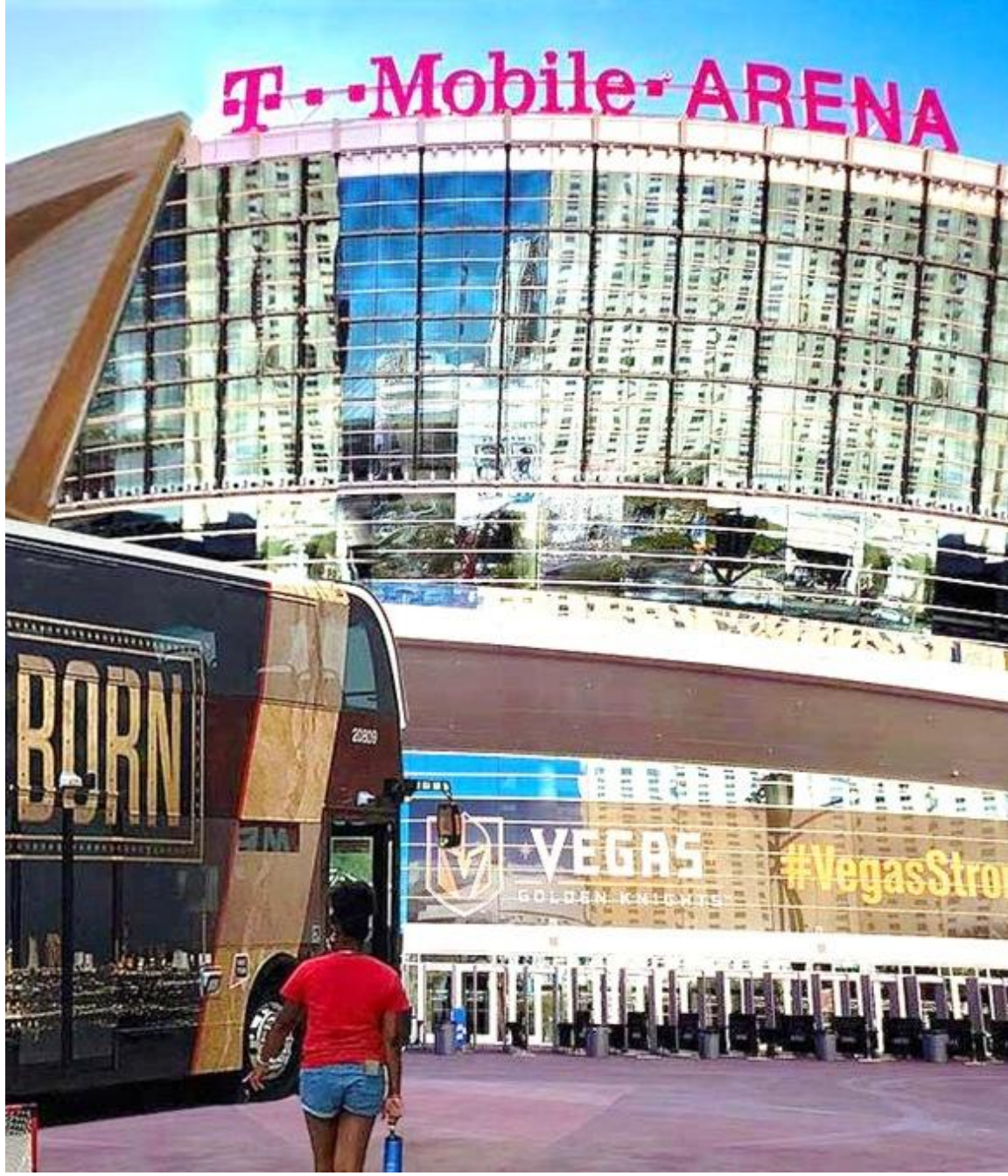
Expanded Service to Major Events

Today:

- Express service to Vegas Golden Knights, Raiders, and UNLV football games

With On Board:

- Service from **more locations**
- Service to **more events**
  (Formula 1 races, Allegiant Stadium, T-Mobile Arena, MSG Sphere, Aces, A's, and future NBA games)



Traffic Signal Improvements

- AI signal timing adjustments
- Advanced intersection analytics implementation
- Work zone technology
- Resort Corridor Active Traffic Management Signs
- Public emergency vehicle pre-emption
- Transit Signal Priority
- Traffic signal and ITS upgrades and implementation



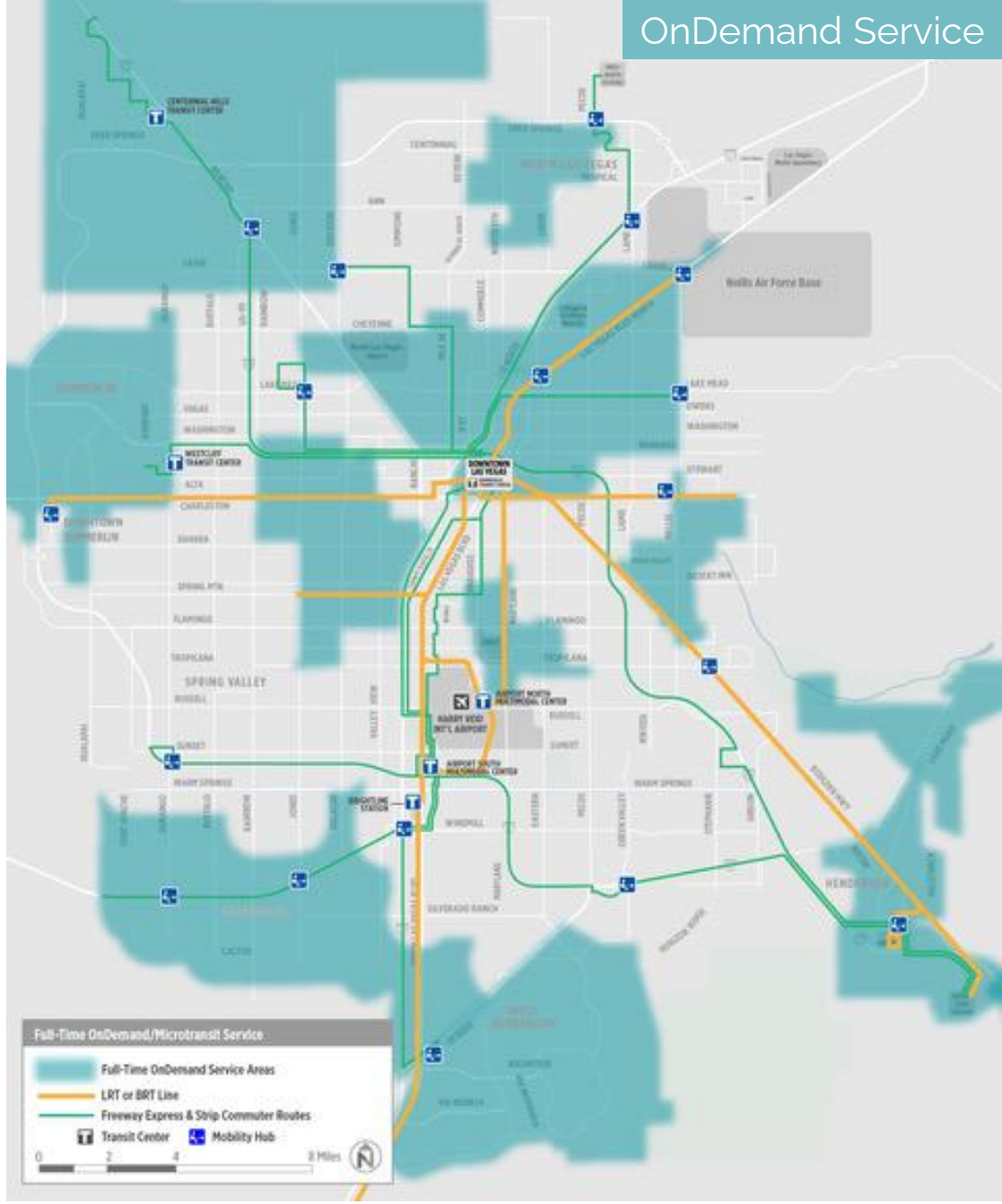
OnDemand Service

New **OnDemand** services for those who are beyond walking distance of regular service

- As a complement to RTC's fixed-route network
- Connections to Frequent Routes and Freeway Express routes

Available to all, but focused on areas with large numbers of high–need residents
Options include:

- **Microtransit** (on-demand van service), including service with autonomous vehicles
- **Rideshare partnerships**



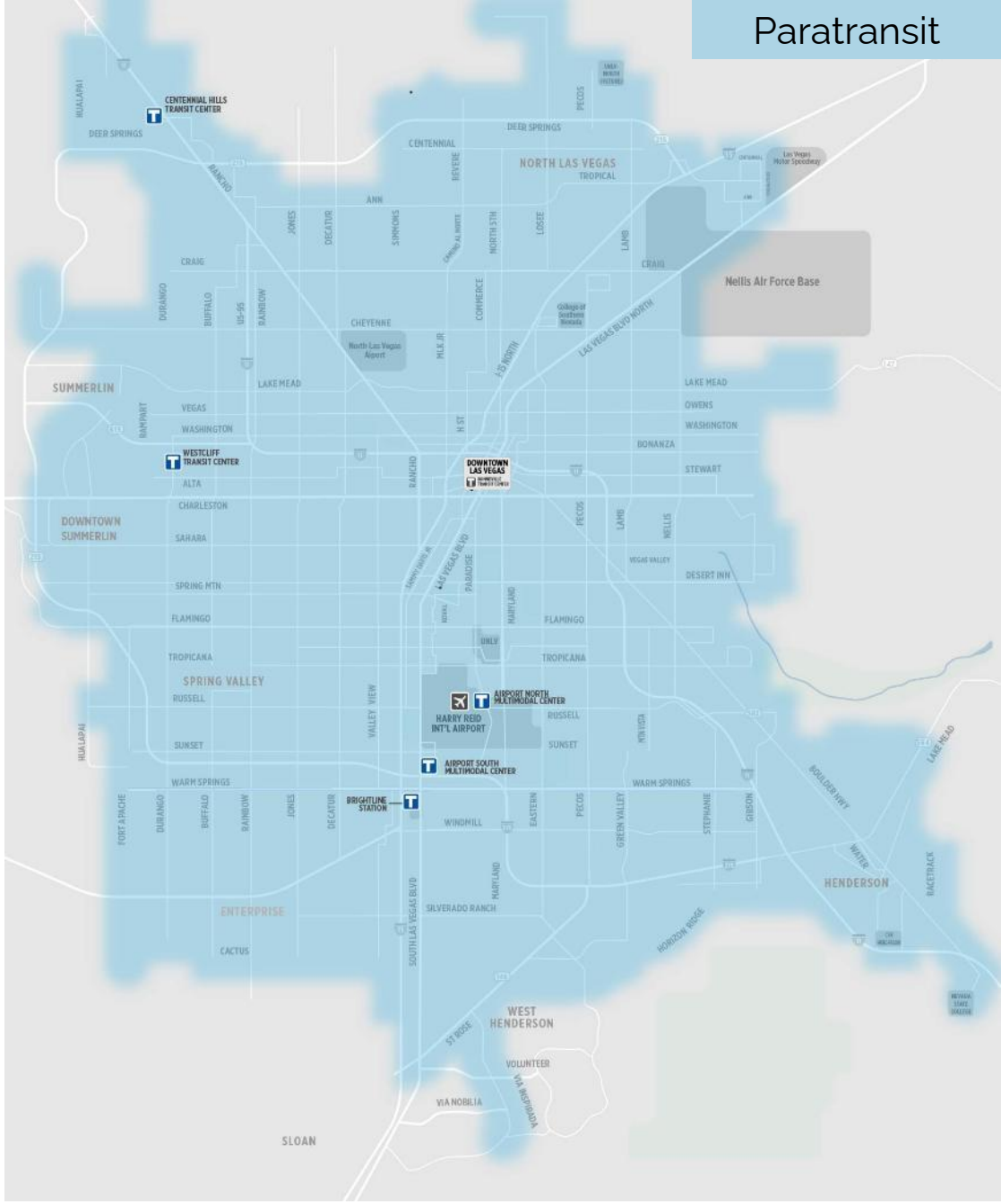
More Paratransit

Expansion to New Areas

- Expansion to areas with new and extended fixed-route service

Expanded Rideshare Options

- Option to choose rideshare when it's more convenient



Improved Safety and Comfort

Improved security system-wide, plus stop improvements:

- Enhancements to improve visibility, including lighting
- Stops moved back from fast-moving traffic
- Protective bollards at stops and stations
- More shade for people waiting at bus stops
- More real-time information so that passengers know when their bus will arrive



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What Has Been Accomplished Since TIBP 1.0?

Airport, Strip and Downtown Mobility



Convention and Event Connectivity



Core Area Access From I-15



Coordinated Regional Implementation



Pedestrian Safety on Las Vegas Blvd.



Workforce-to-Workplace Connectivity

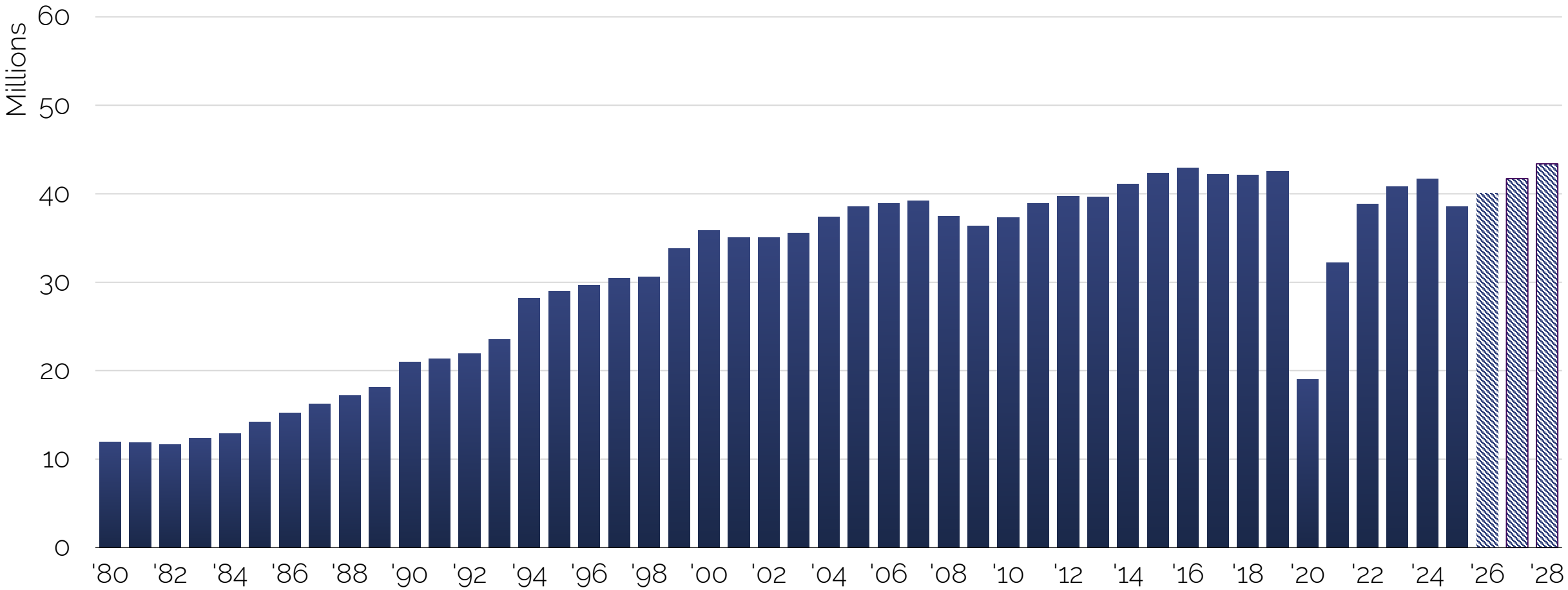


Downtown Circulation and Access



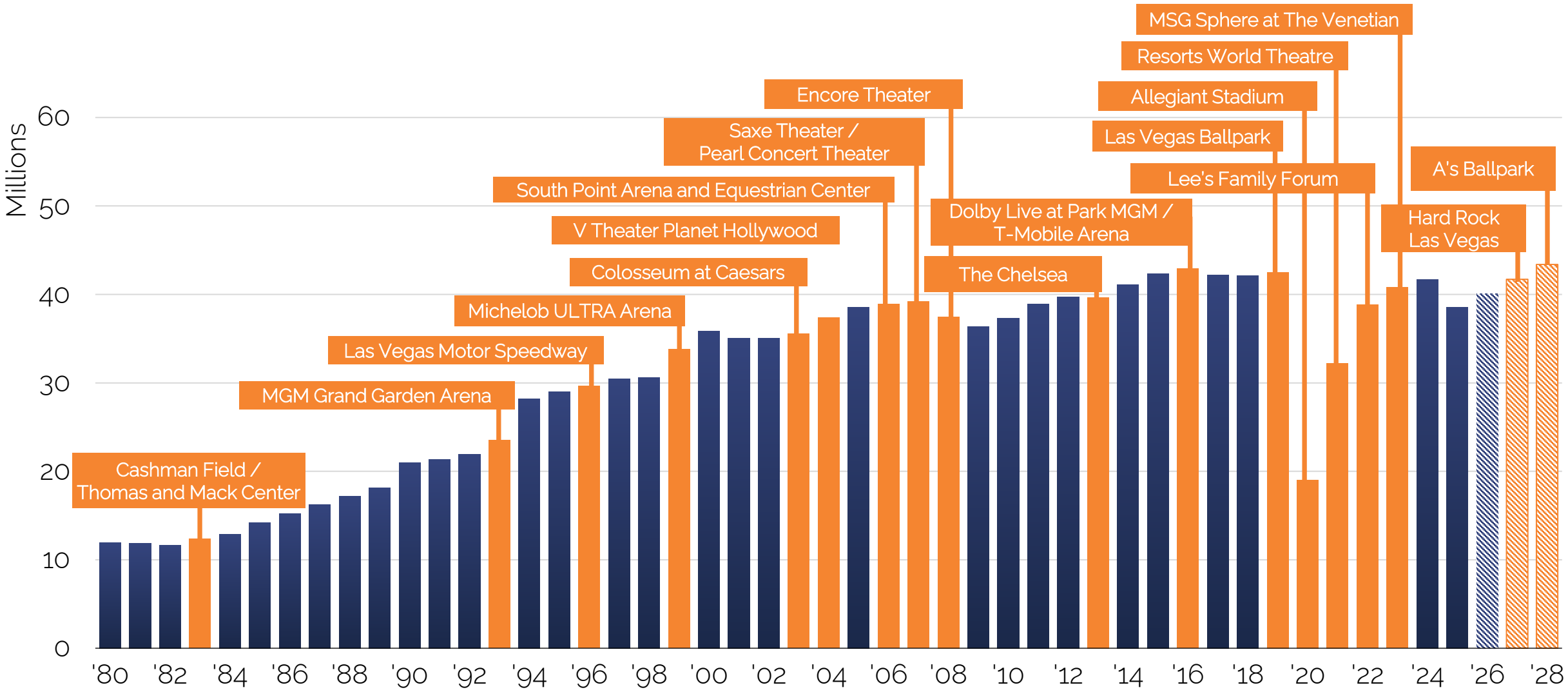
HOW THE COMMUNITY HAS CHANGED SINCE 2016

Venue Openings and Visitor Volume



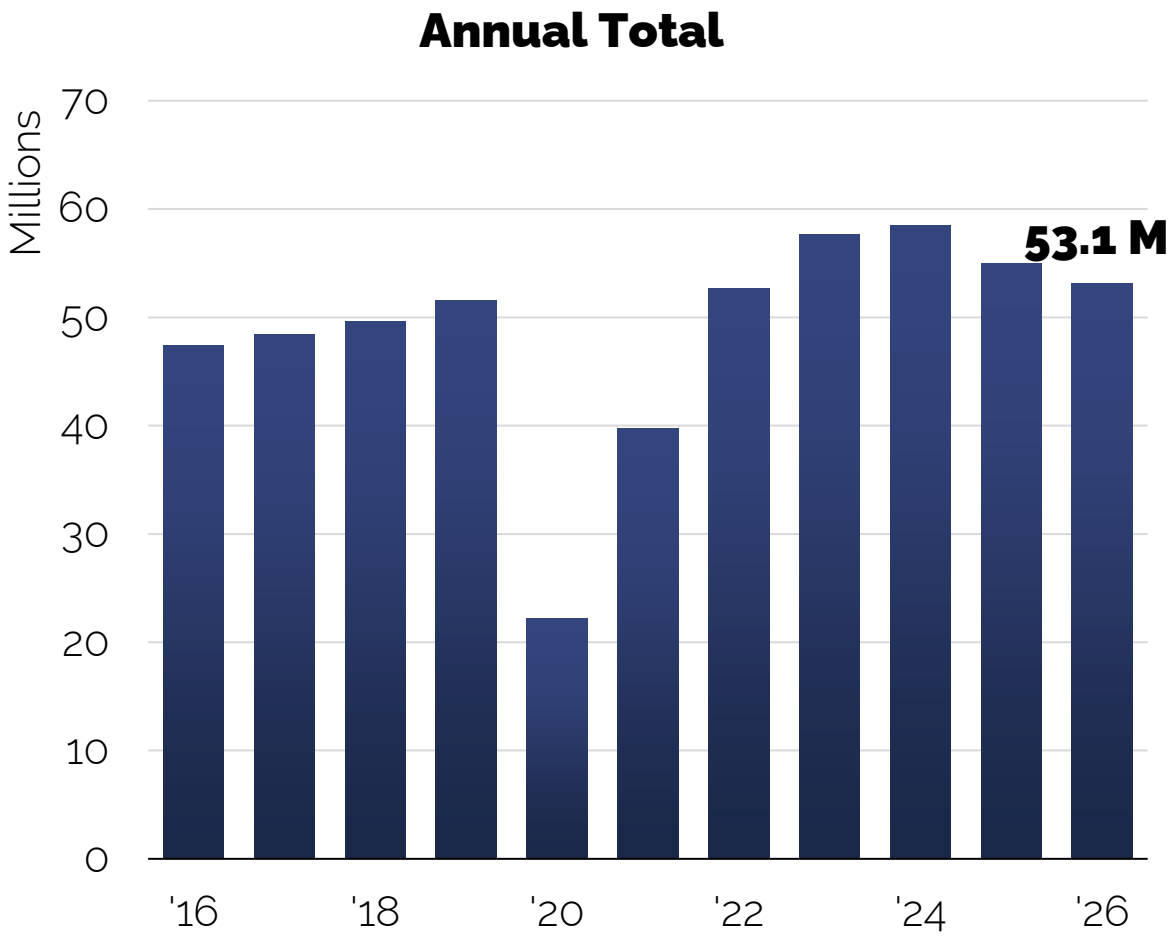
Source: Las Vegas Convention and Visitors Authority; Applied Analysis. Note: Does not include Oakview Arena project with an undetermined completion date.

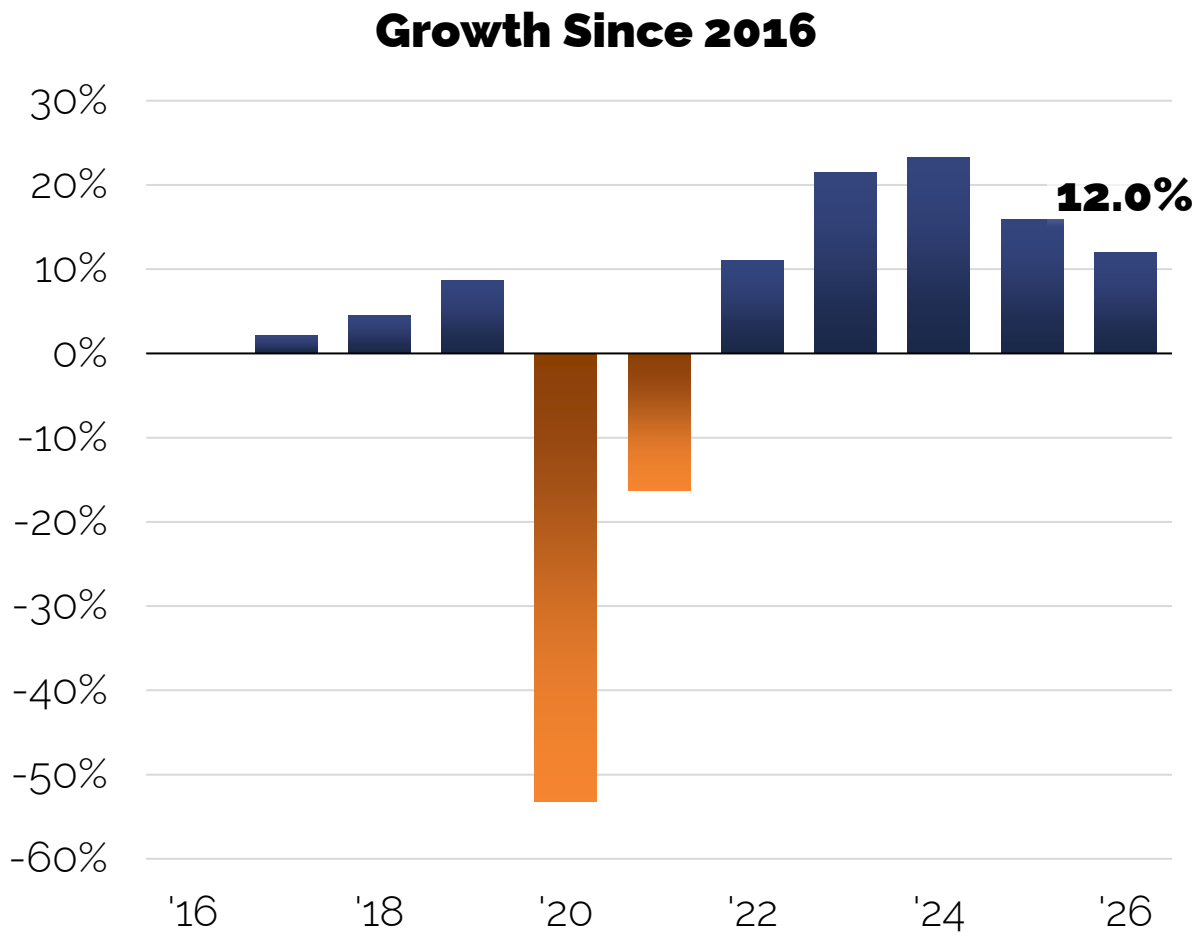
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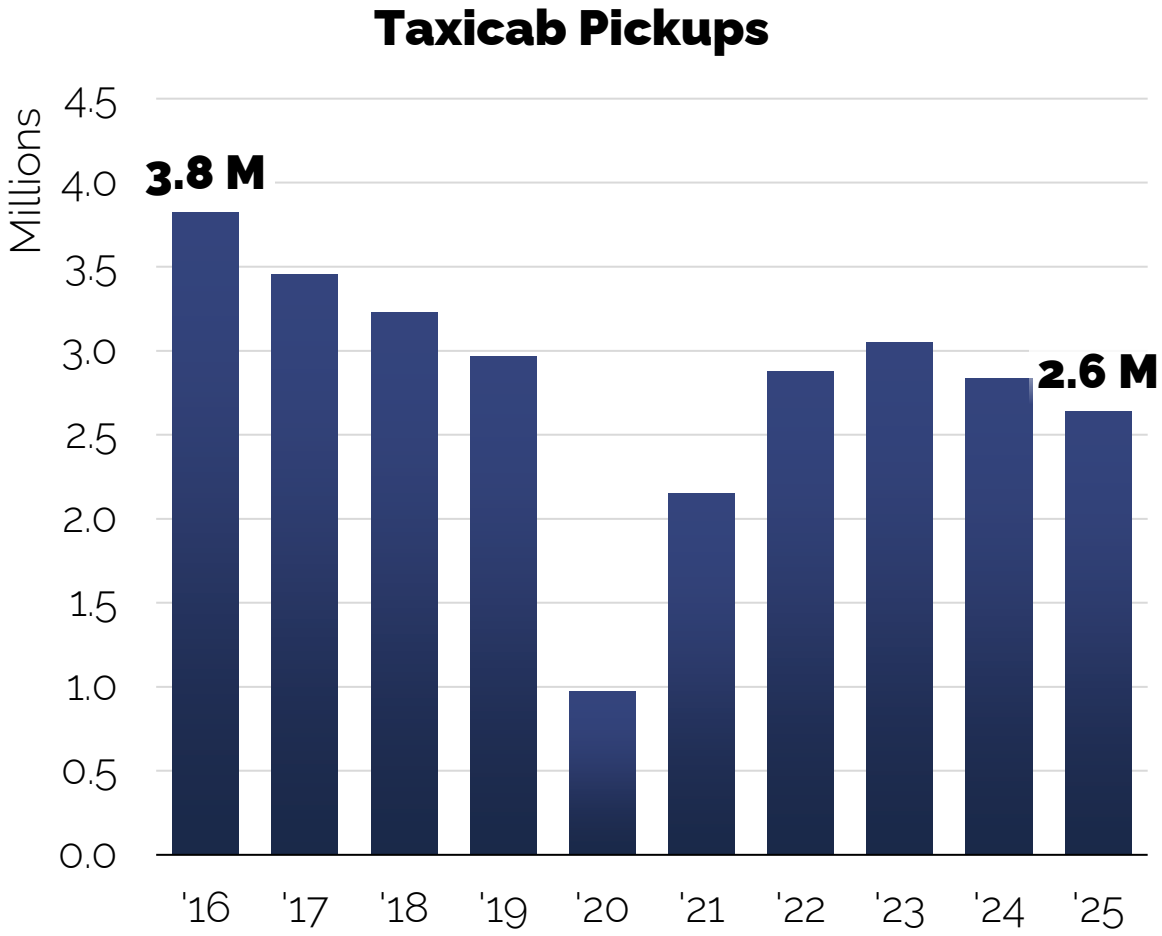
LAS Airport Passengers

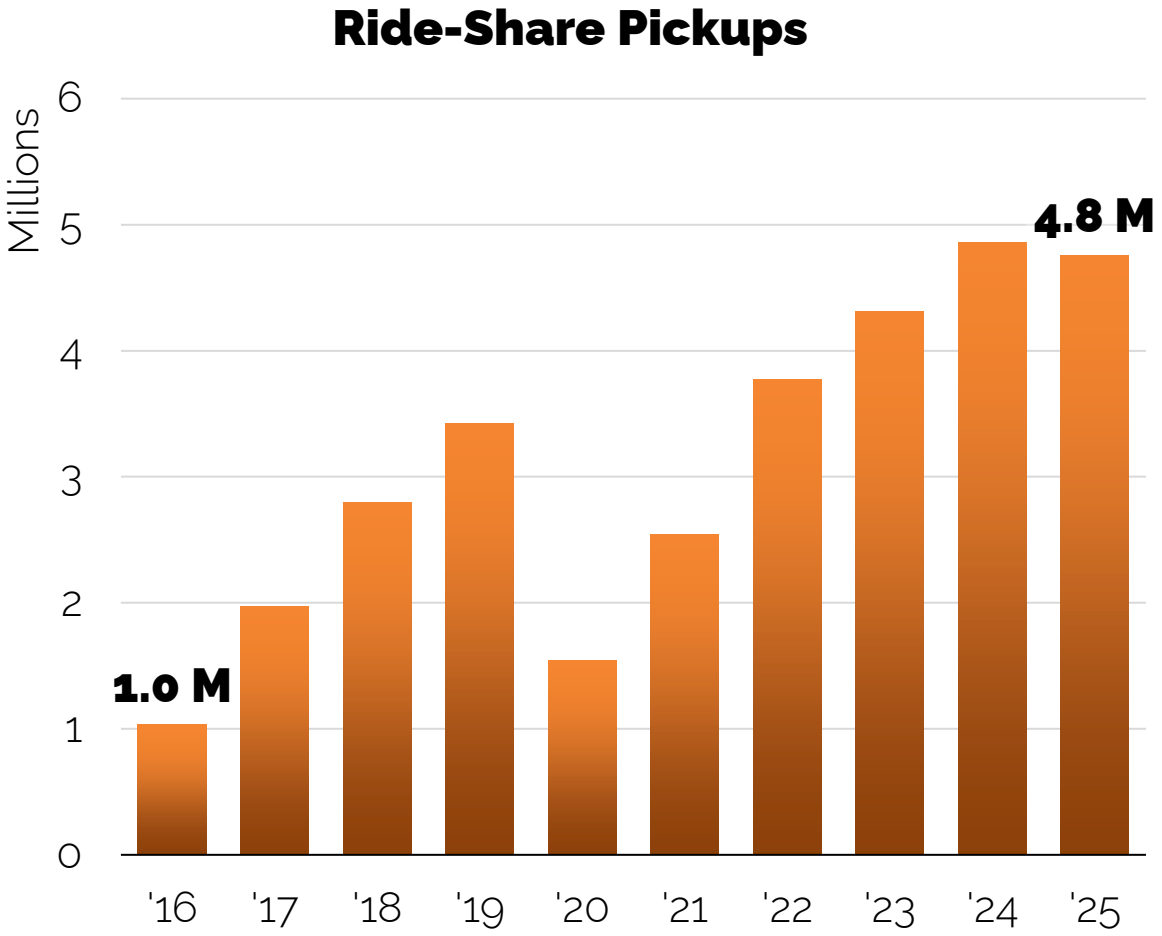




Source: Las Vegas Convention and Visitors Authority. Note: 2026 figure is trailing 12-month-total ending June.

LAS Airport Passenger Pickups

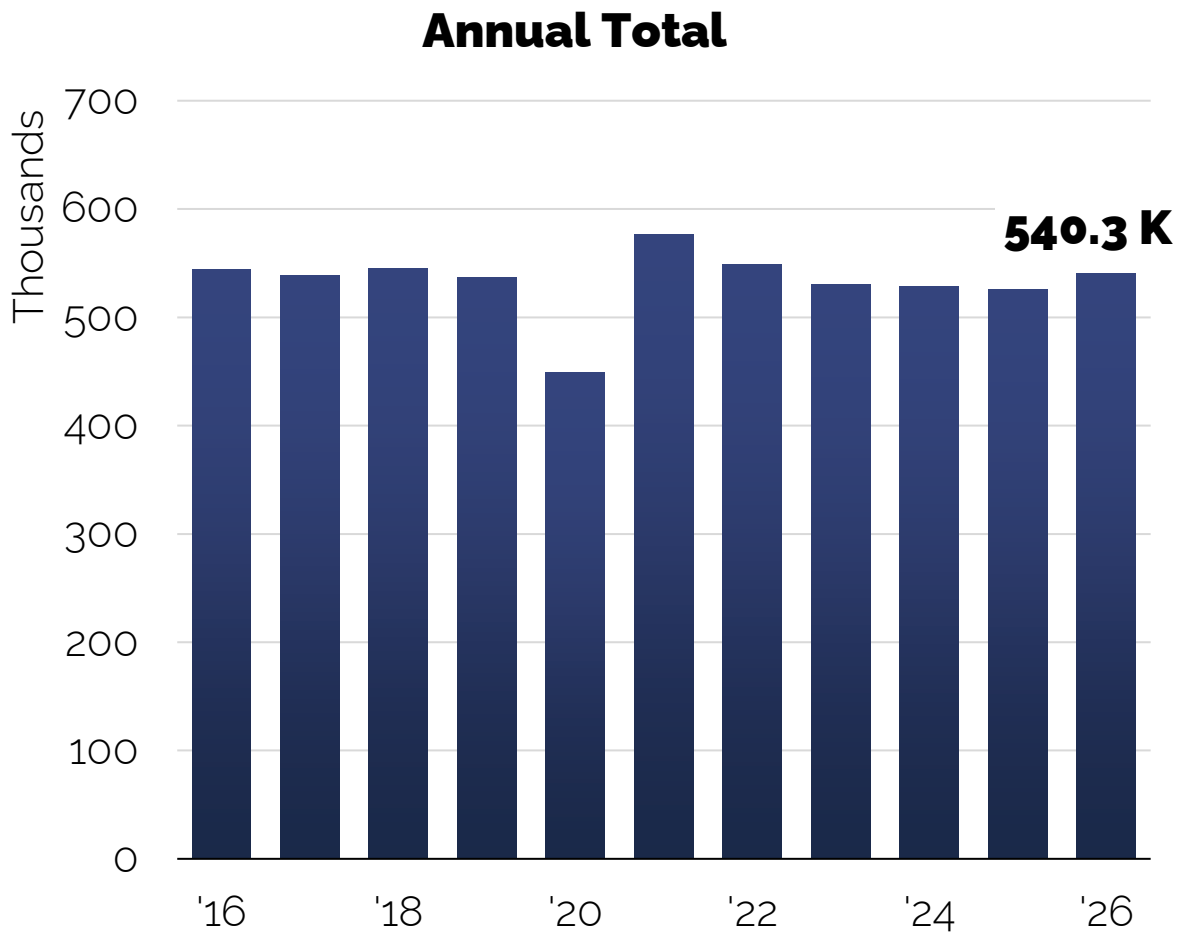


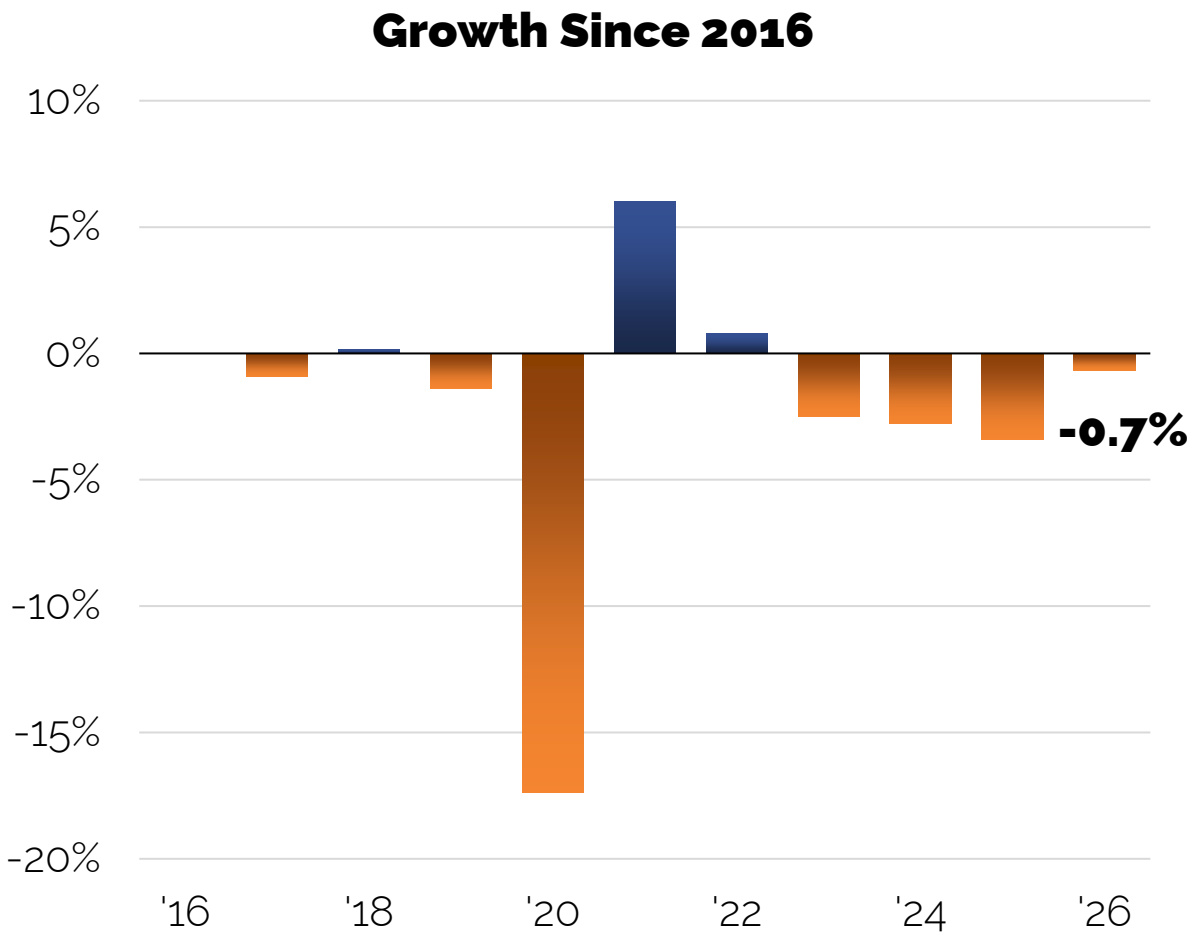


Source: Harry Reid International Airport

Average Daily Auto Traffic

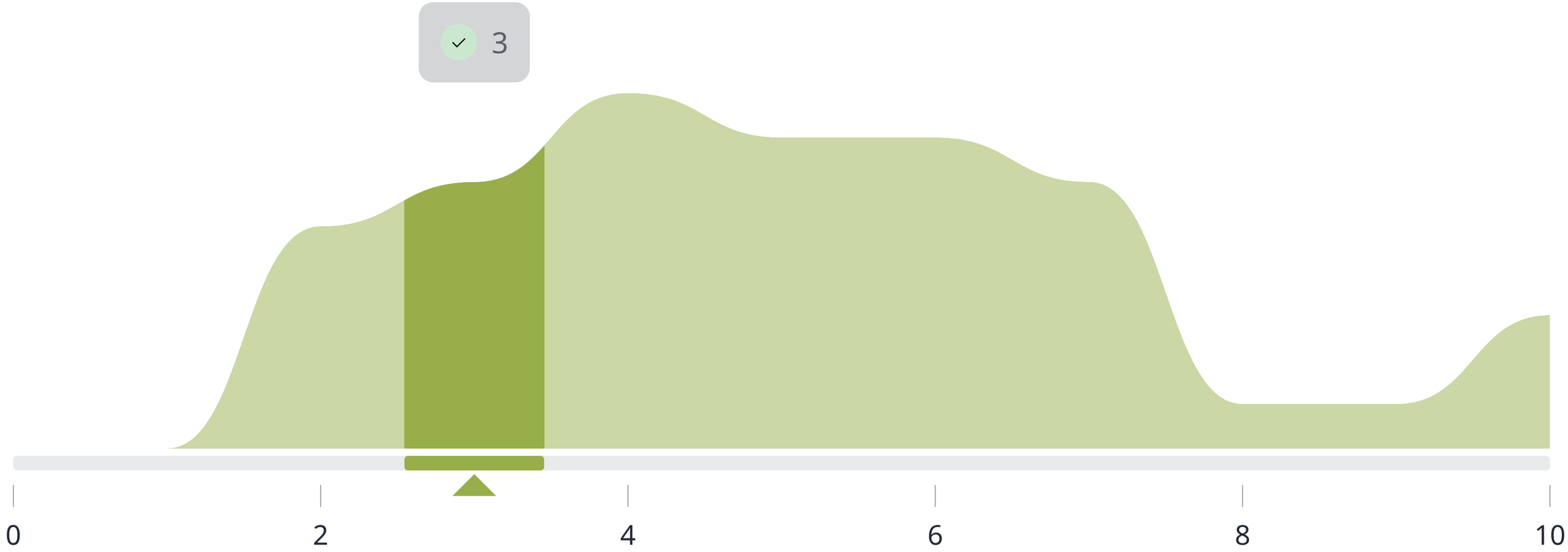
I-15 at NV/CA Border





Source: Las Vegas Convention and Visitors Authority. Note: 2026 figure is trailing 12-month-total ending June.

Considering the expansion of Las Vegas’ offerings, how many casino properties do you think the average visitor visits during each trip?



Las Vegas Visitor Transportation Profile

$207 Local Transportation Spend Per Trip (Avg.)

52.8% of Visitors Arrive via Ground Travel

Very Satisfied with Their Trip

82% Ground Travelers

94% Air Travelers

45% Use Their Personal Vehicle

3.1 Average Number of Casinos Visited

2 in 5 of Visitors Visited Downtown

70% Of Gen Z Arrived Via Ground

Source: Las Vegas Convention and Visitors Authority





3.1

Average Number of Casinos Visited

2025

6.3

Average Number of Casinos Visited

2016



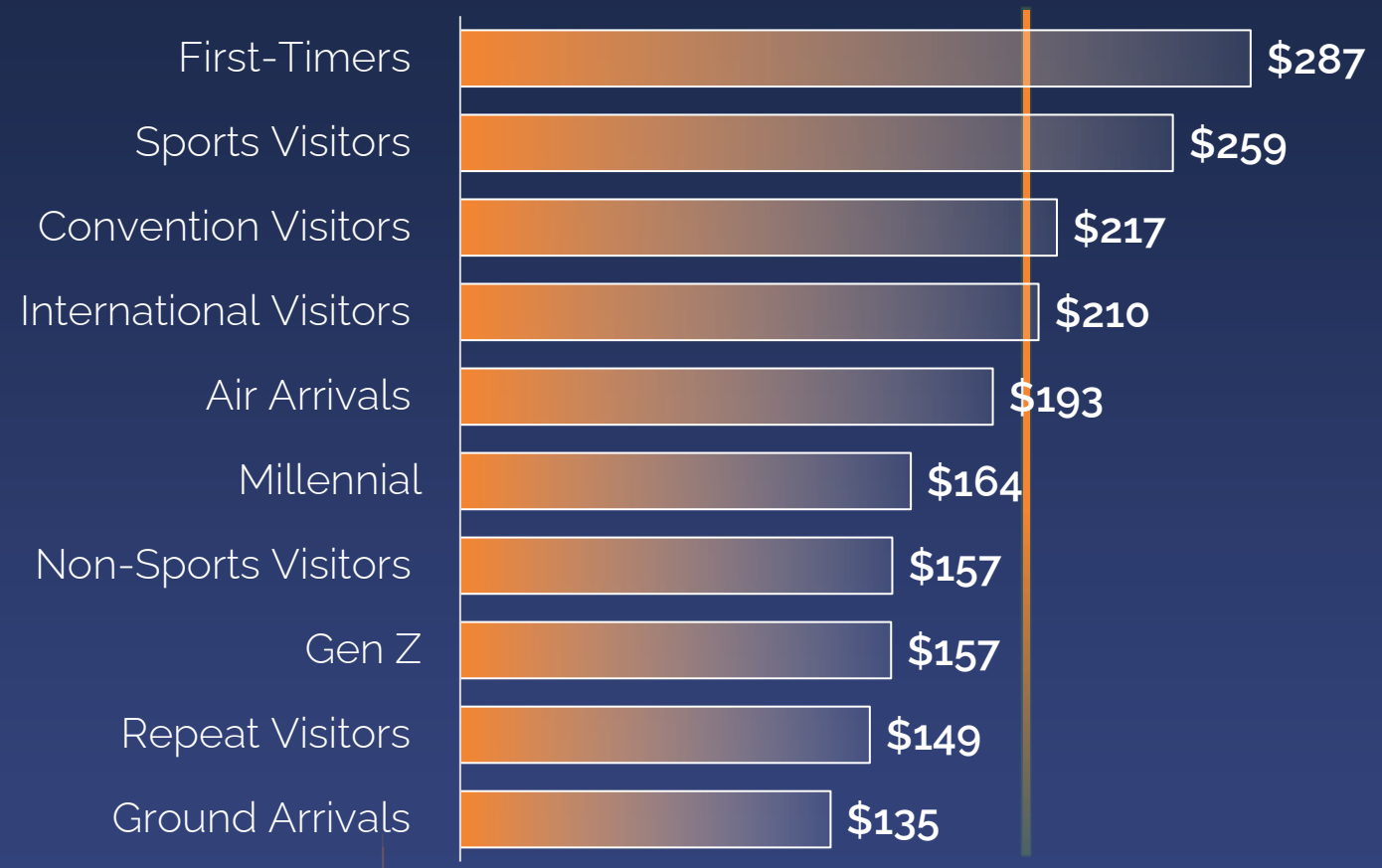
Source: Las Vegas Convention and Visitors Authority



$207

Local Transportation Spend Per Trip (Avg.)

Transportation Spend by Visitor Type



Source: Las Vegas Convention and Visitors Authority

Autonomous Vehicles

Motional

TESLA

ZOOX

WAYMO



Vegas Loop



Source: The Boring Company; Vegas Loop at CES

THE BORING COMPANY

Vegas Loop

ACTIVE	OPENING SOON
LVCC South	Virgin
LVCC West	Hughes Center
LVCC Central	4744 Paradise (by UNLV)
LVCC Central Plaza	Renaissance Hotel
LVCC Riviera	Hyatt Place
Resorts World	Stirling Club
Encore	The Collective
Westgate	And 7 more!
Fontainebleau	
Sahara	
Airport T1	
Airport T3	
Turnberry Towers	



WHY NOW IS THE RIGHT TIME FOR TIBP 2.0

- Demand has outrun the 2016 forecast
- Southern Nevada has diversified, but remains uniquely dependent on the tourism sector
- The venue and event calendars have fundamentally changed
- The mobility toolkit has changed
- A pipeline of transformative projects is already advancing

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TIBP 2.0 Working Groups

ECONOMIC & URBANIZATION WORKING GROUP

Discuss emerging priorities relative to tourism, housing and economic diversification. Discuss potential implications of transportation projects and determine priorities.

TRANSPORTATION WORKING GROUP

Review peer markets and discuss regional projects, including current unfunded projects. Determine project prioritization and community needs.



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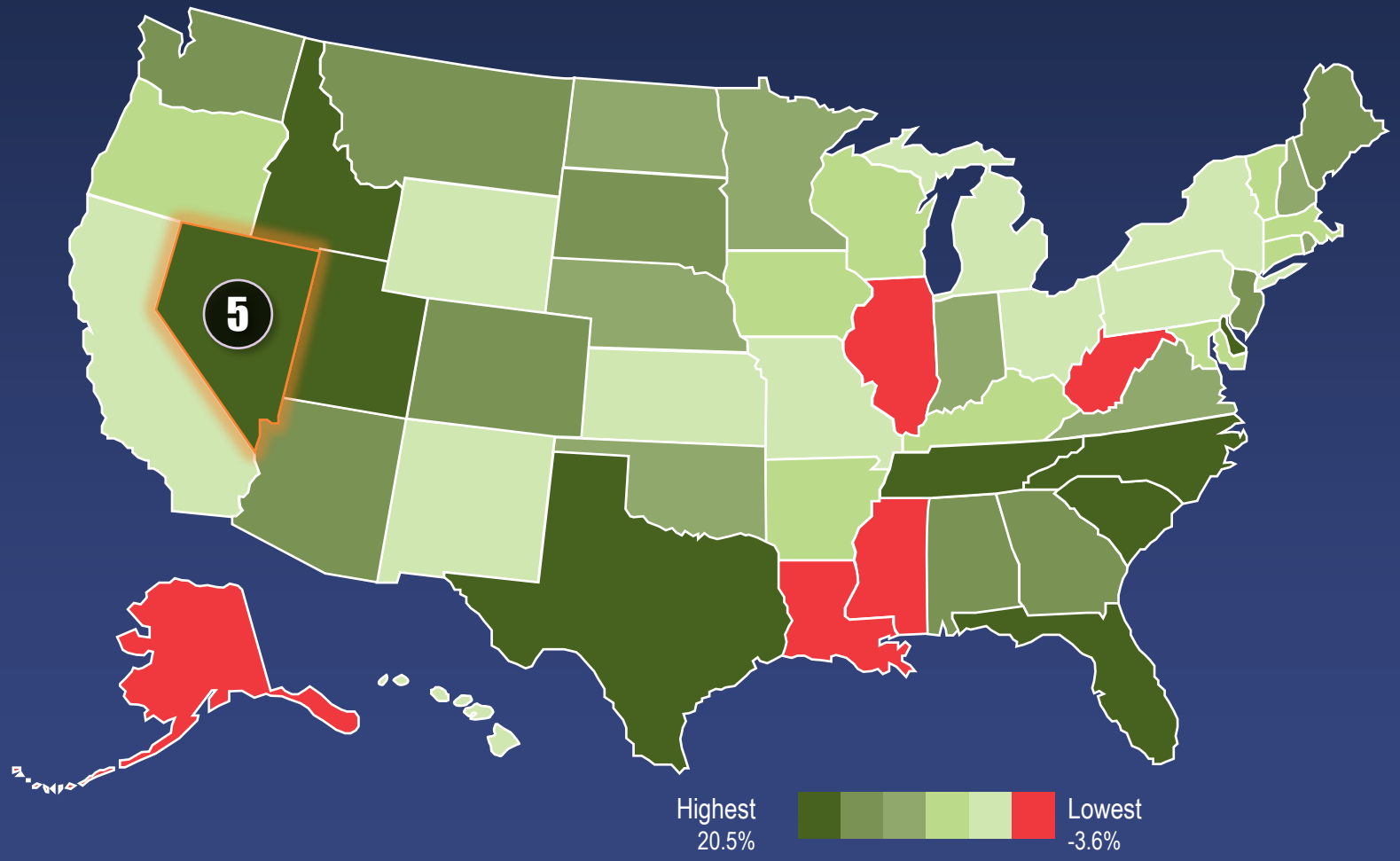
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Population Growth

By State | 2016 to 2025



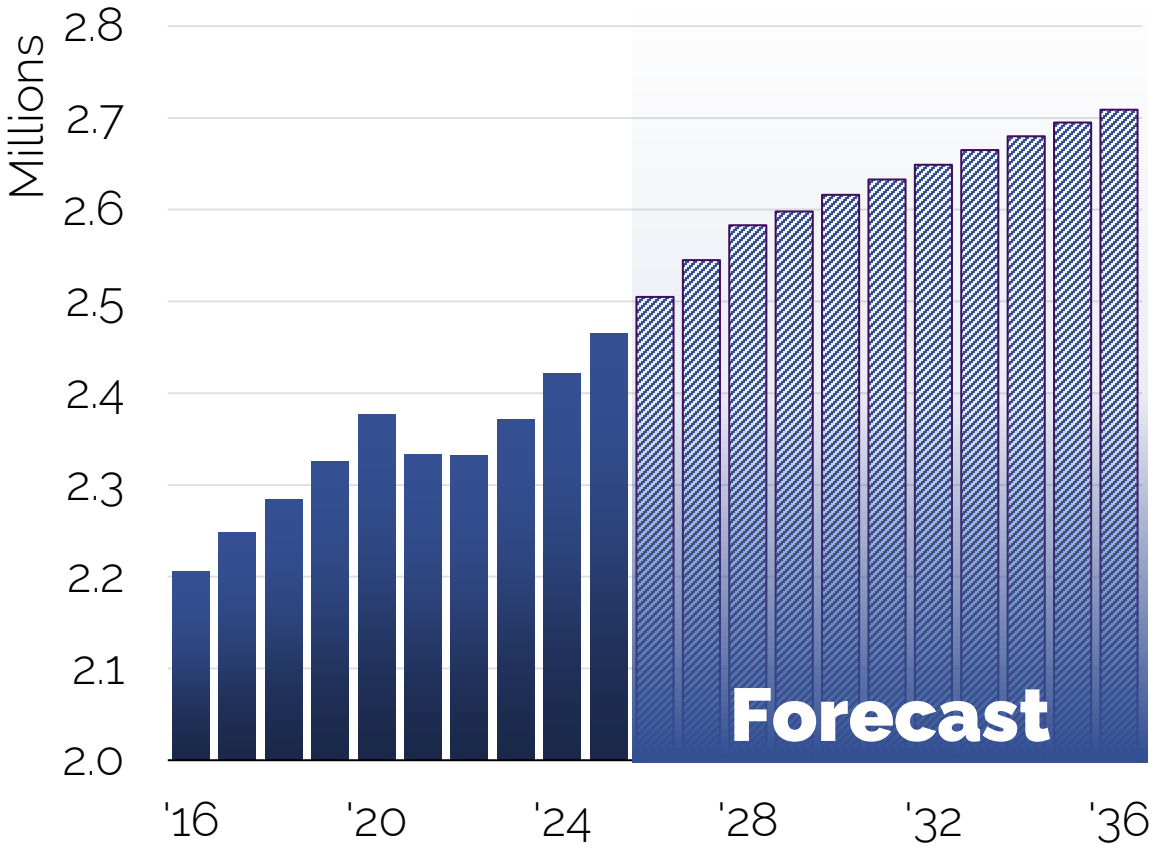
Rank	State	Growth
1	Idaho	20.5%
2	Utah	16.2%
3	Florida	13.7%
4	Texas	13.6%
5	**Nevada**	**12.4%**
6	South Carolina	12.2%
7	Delaware	11.6%
8	North Carolina	10.2%
9	Tennessee	10.0%
10	Montana	9.8%
UNITED STATES		**5.8%**

Source: U.S. Census Bureau

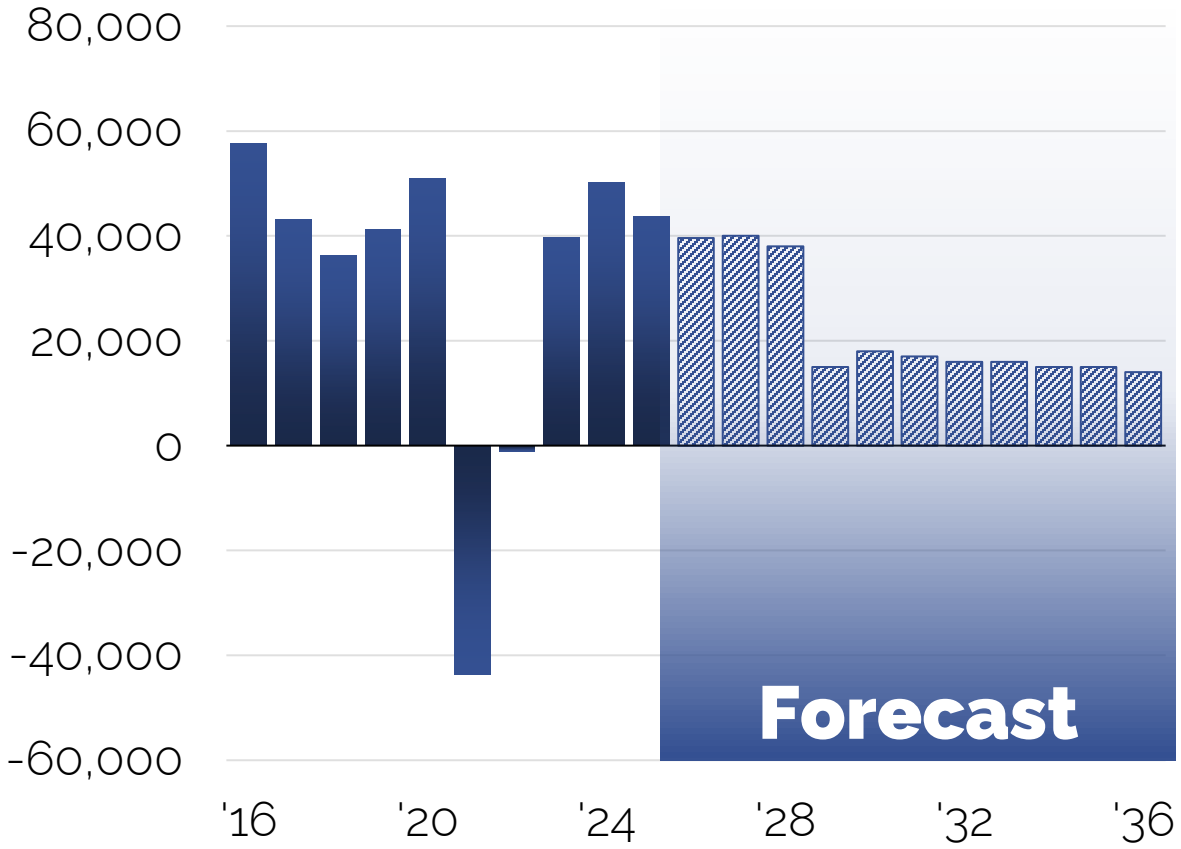
Population Projections

Southern Nevada

Resident Population



Annual Change

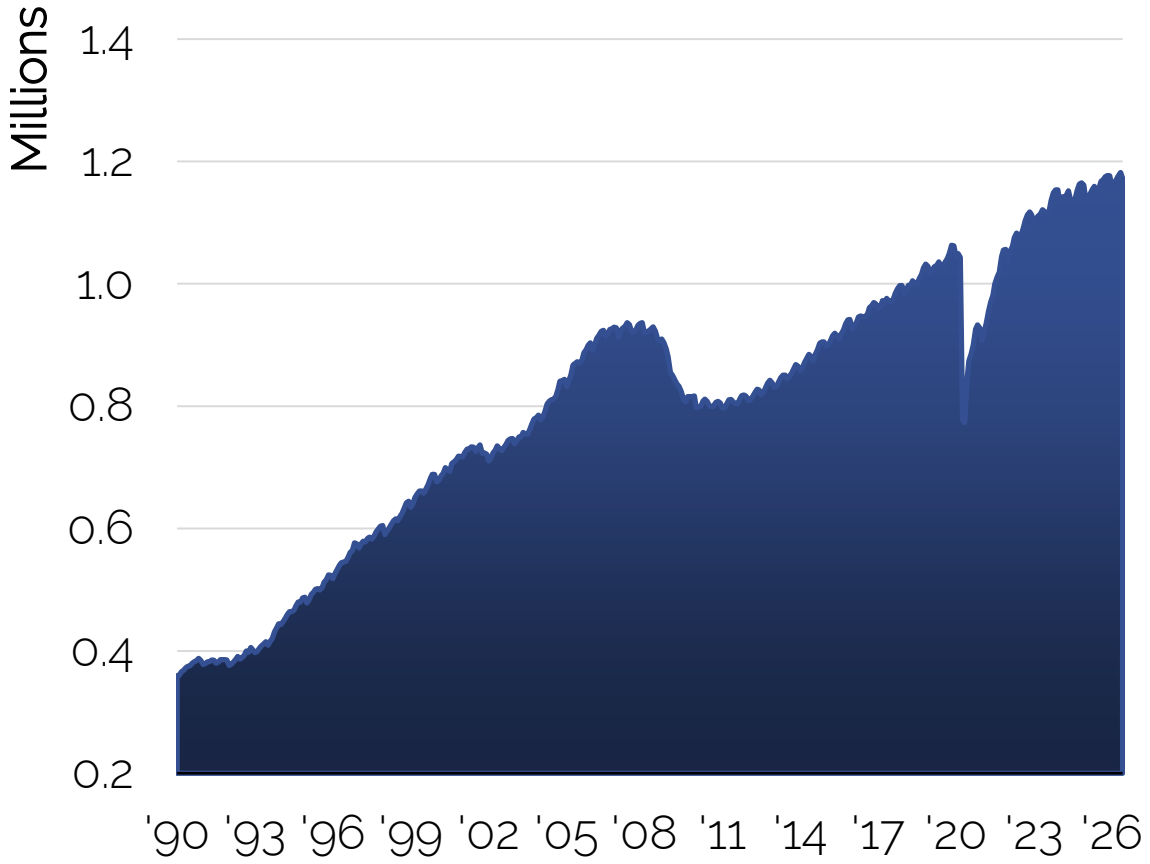


Source: University of Nevada Las Vegas, Center for Business and Economic Research

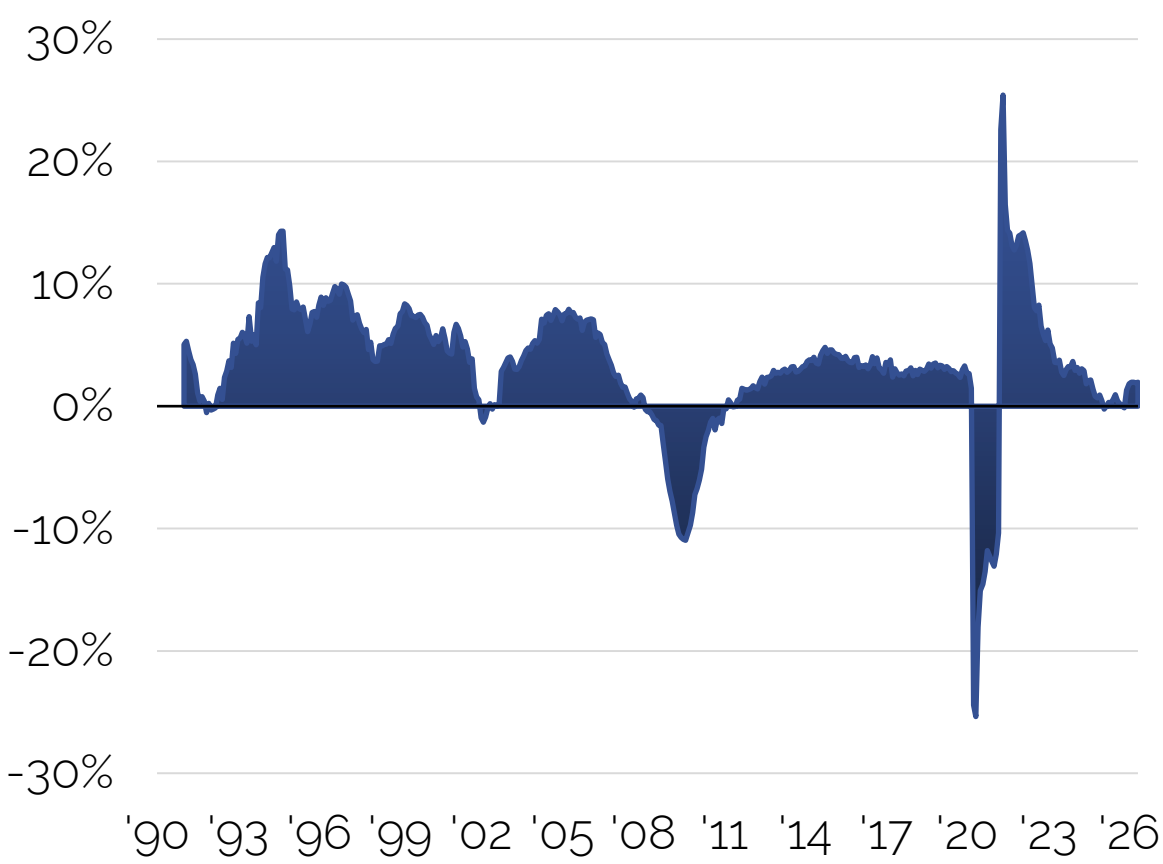
Employment

Las Vegas MSA.

Employment



Annual Growth

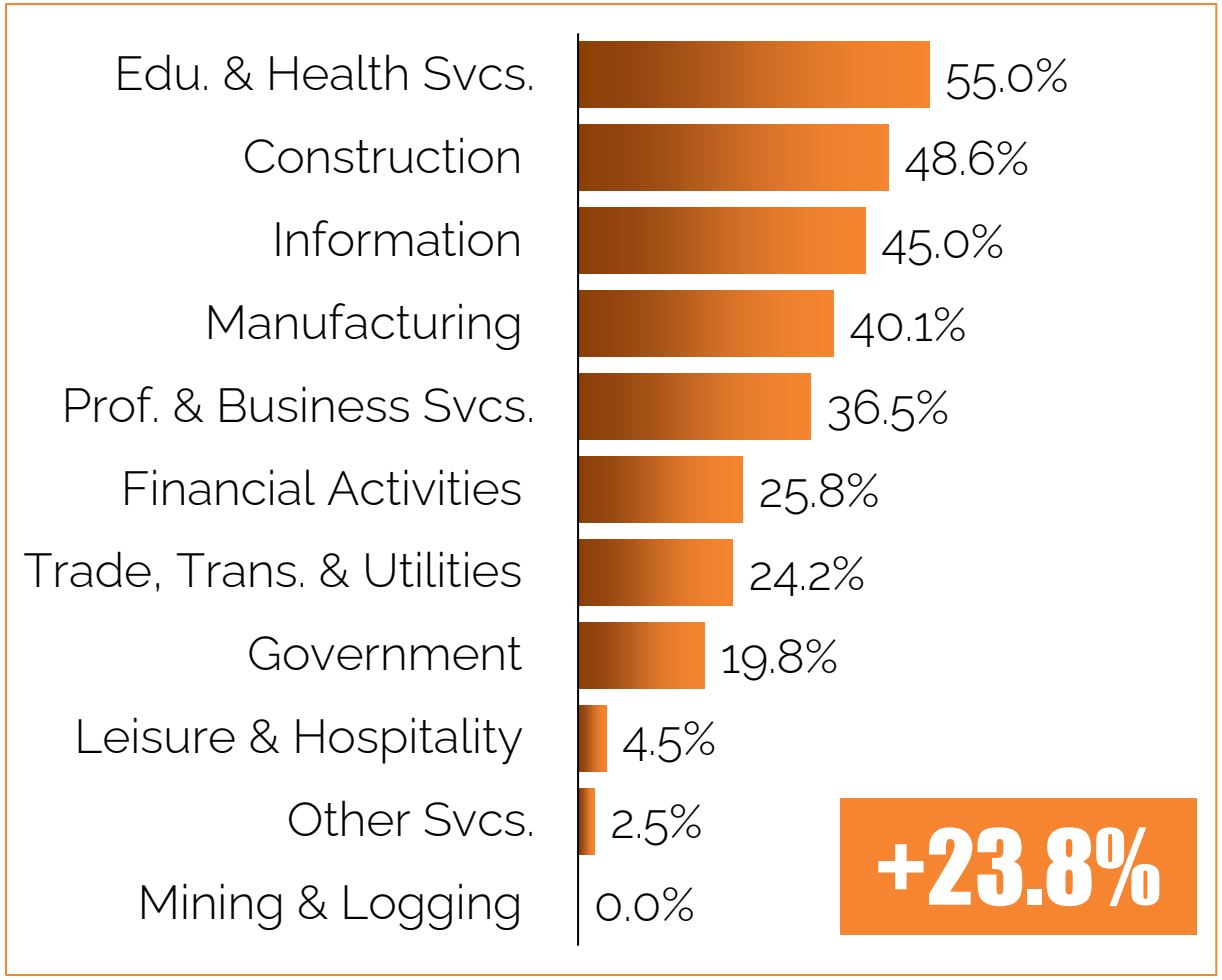


Source: U.S. Bureau of Labor Statistics. Note: Data is not seasonally adjusted.

Employment Growth

Las Vegas MSA | 2016 vs. 2026

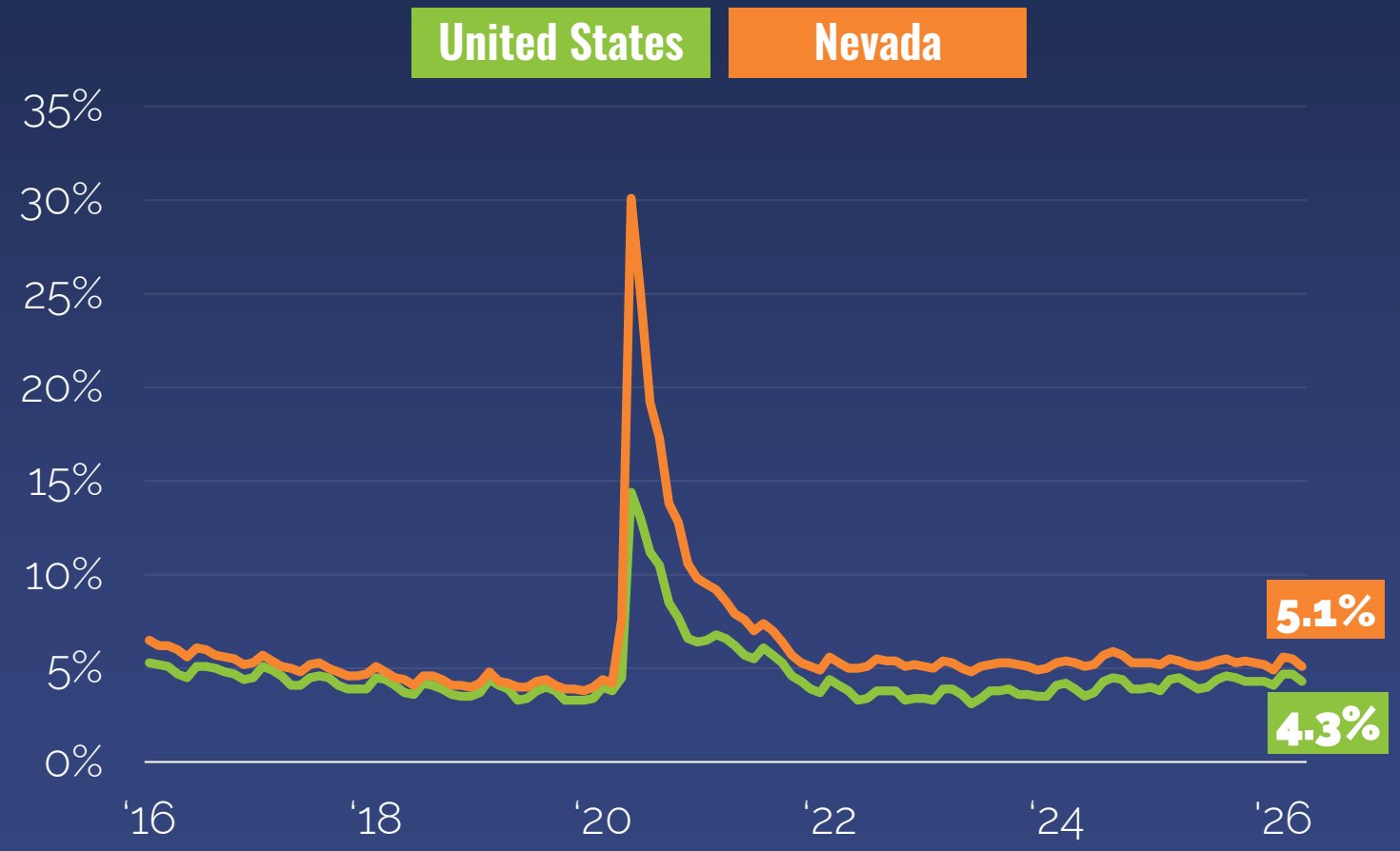




Source: U.S. Bureau of Labor Statistics. Note: Data reflects year-over-year change, not seasonally adjusted as of July.

Unemployment Rate

United States vs. Nevada



Source: U.S. Bureau of Labor Statistics. Note: Data is not seasonally adjusted

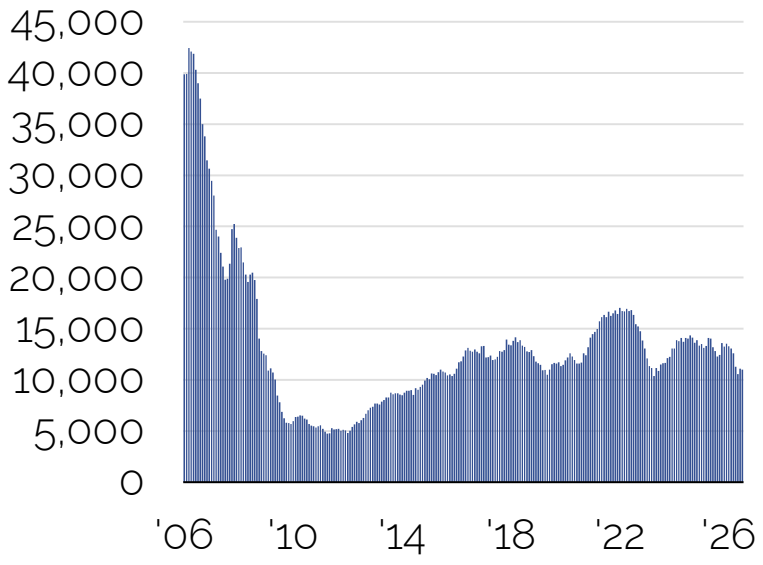
5th

Highest in the Nation

Residential Permits

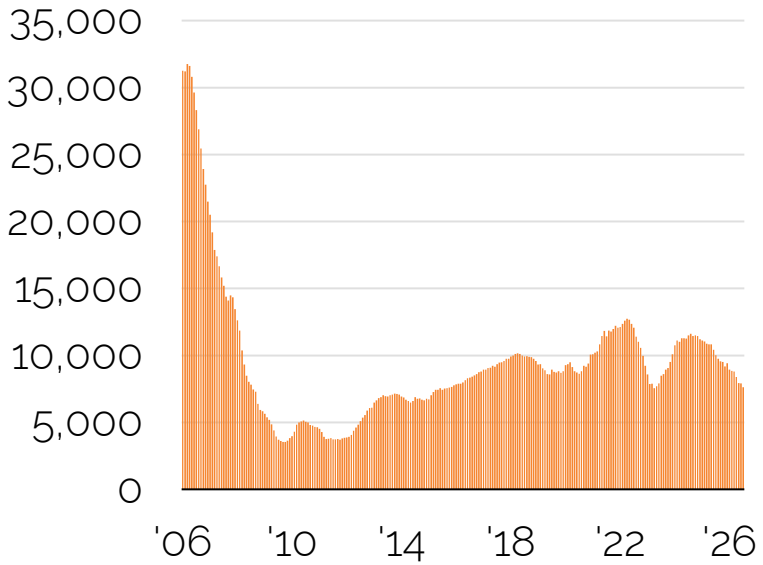
Las Vegas MSA | Privately-Owned Housing Units

Total



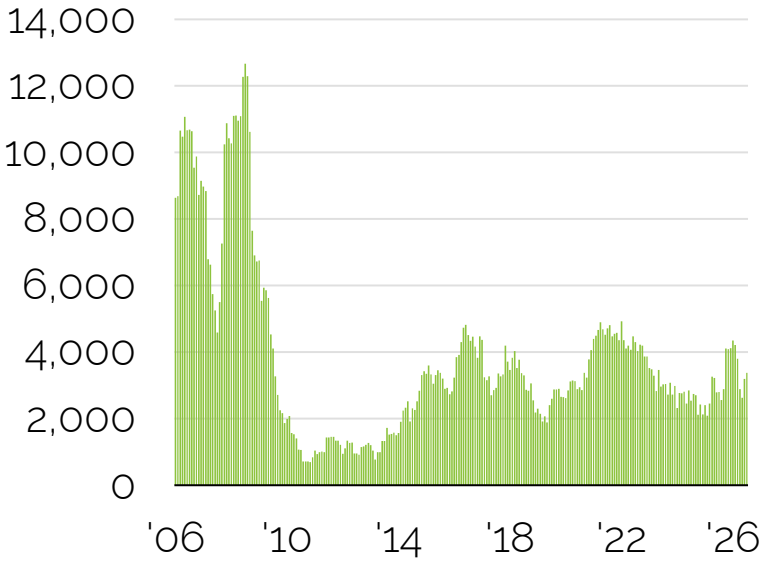
▼ **-1.8 K** Since July '25

Single-Family



▼ **-2.4 K** Since July '25

Multi-Family

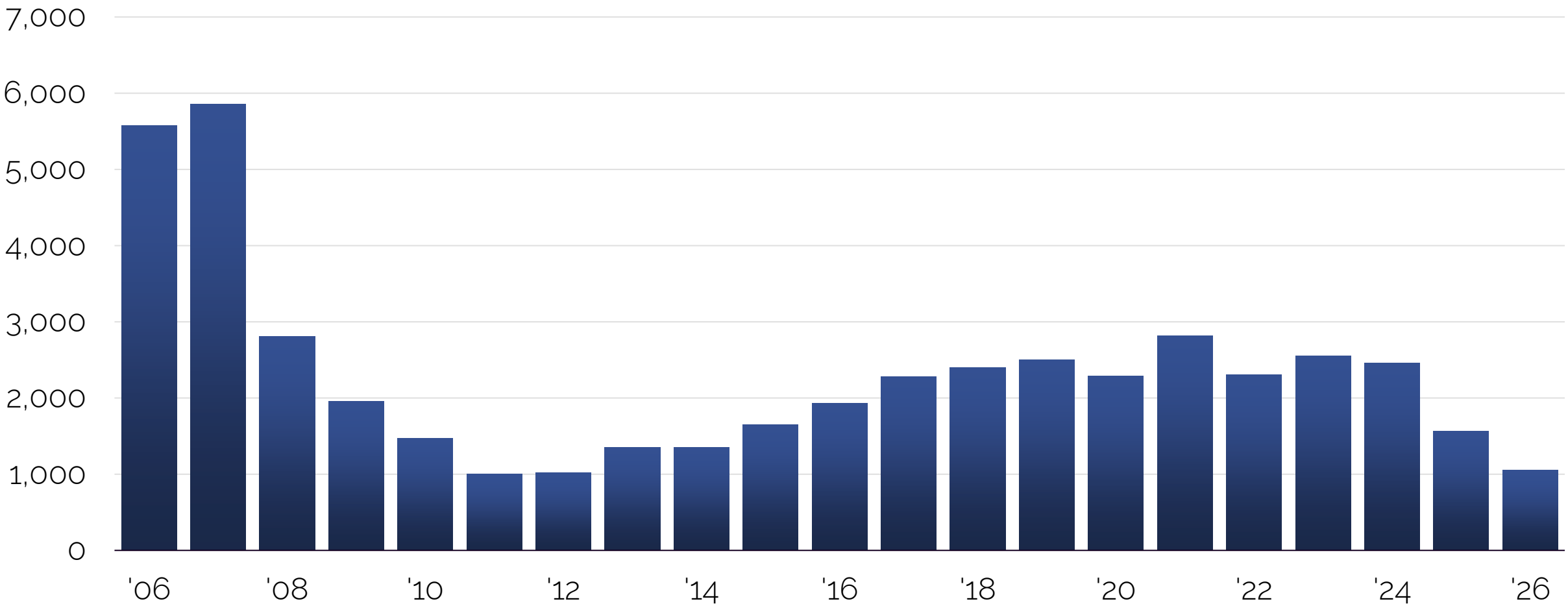


▲ **+578** Since July '25

Source: U.S. Census Bureau. Note: Data reflects trailing 12-month totals. Single-family reflects structure with only 1 unit. Multi-family reflects structures with 2 units or more.

Development Activity

Urban Clark County | Total Developed Acreage



Source: Clark County Assessor; Applied Analysis. Note: Based on construction year.

Development Activity

Southern Nevada

$27 B+

TOTAL EST. COST OF PLANNED & UNDER CONSTRUCTION PROJECTS



Source: Southern Nevada Community Development Map. Note: Not all projects have disclosed costs.



TIBP 2.0 Working Groups

ECONOMIC & URBANIZATION
WORKING GROUP

Discuss emerging priorities relative to tourism, housing and economic diversification. Discuss potential implications of transportation projects and determine priorities.

TRANSPORTATION
WORKING GROUP

Review peer markets and discuss regional projects, including current unfunded projects. Determine project prioritization and community needs.



Land Use Growth in the Resort Corridor





TIBP 1.0
2016


DRAFT
Transportation Investment Business Plan
A Blueprint for Growth and Transformation
GO Fast GO Forward GO Vegas
TIBP
IMAGE: SAM GAO

Current Traffic (2015)

NORTH/SOUTH ROADS

Location	2015 Traffic
Valley View and Spring Mountain	None
Rancho and Mesquite	None
MLK and Alta	None
Dean Martin and Tomkins	None
I-15 and Spring Mountain	Gridlock
Frank Sinatra and Flamingo	Gridlock
Industrial and Desert Inn	Light
Las Vegas Boulevard and Flamingo	Heavy
Koval and Flamingo	Gridlock
Airport Connector and I-215	Light
Paradise and Flamingo	Gridlock
Swenson and Trop	Light
Maryland Parkway and Desert Inn	None

EAST/WEST ROADS

Location	2015 Traffic
I-215 and Airport Connector	Gridlock
Sunset and Paradise	Moderate
Russel and I-15	Light
Hacienda and I-15	None
Tropicana and I-15	Gridlock
Harmon and Las Vegas Boulevard	Light
Flamingo and i-15	Gridlock
Twain and Dean Martin	Light
Spring Mountain and Mel Torme	Gridlock
Desert Inn and Paradise	Light
Sahara and Las Vegas Boulevard	Heavy
Oakey and Industrial	None
Charleston and Grand Central	Heavy
I-11/US-95 and Rancho	Gridlock

Expected Future Traffic (2035)

NORTH/SOUTH ROADS

Location	2015 Traffic	2035 Traffic
Valley View and Spring Mountain	None	Gridlock
Rancho and Mesquite	None	Gridlock
MLK and Alta	None	Moderate
Dean Martin and Tomkins	None	Gridlock
I-15 and Spring Mountain	Gridlock	Gridlock
Frank Sinatra and Flamingo	Gridlock	Gridlock
Industrial and Desert Inn	Light	Gridlock
Las Vegas Boulevard and Flamingo	Heavy	Gridlock
Koval and Flamingo	Gridlock	Gridlock
Airport Connector and I-215	Light	Heavy
Paradise and Flamingo	Gridlock	Gridlock
Swenson and Trop	Light	Gridlock
Maryland Parkway and Desert Inn	None	Gridlock

EAST/WEST ROADS

Location	2015 Traffic	2035 Traffic
I-215 and Airport Connector	Gridlock	Gridlock
Sunset and Paradise	Moderate	Gridlock
Russel and I-15	Light	Gridlock
Hacienda and I-15	None	Gridlock
Tropicana and I-15	Gridlock	Gridlock
Harmon and Las Vegas Boulevard	Light	Gridlock
Flamingo and i-15	Gridlock	Gridlock
Twain and Dean Martin	Light	Gridlock
Spring Mountain and Mel Torme	Gridlock	Gridlock
Desert Inn and Paradise	Light	Gridlock
Sahara and Las Vegas Boulevard	Heavy	Gridlock
Oakey and Industrial	None	Gridlock
Charleston and Grand Central	Heavy	Gridlock
I-11/US-95 and Rancho	Gridlock	Gridlock

Resort Corridor Capacity Study 2026

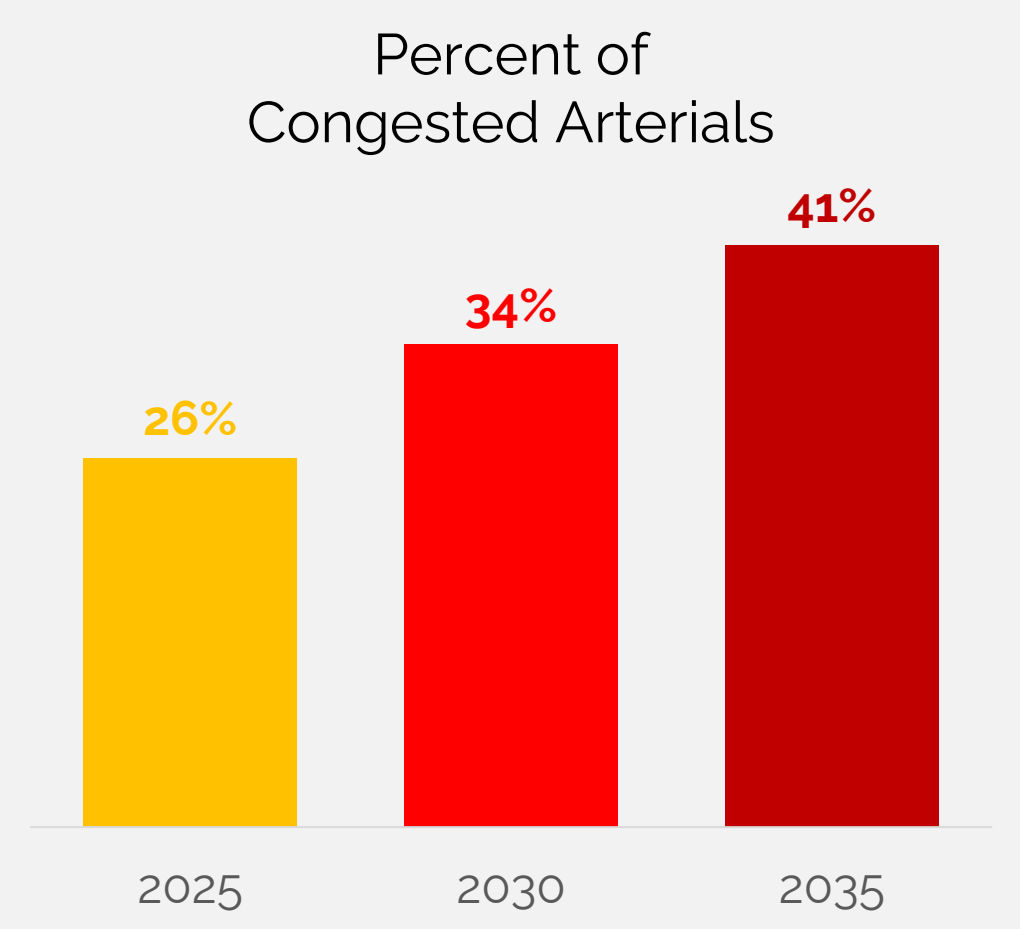


Expected Future Traffic

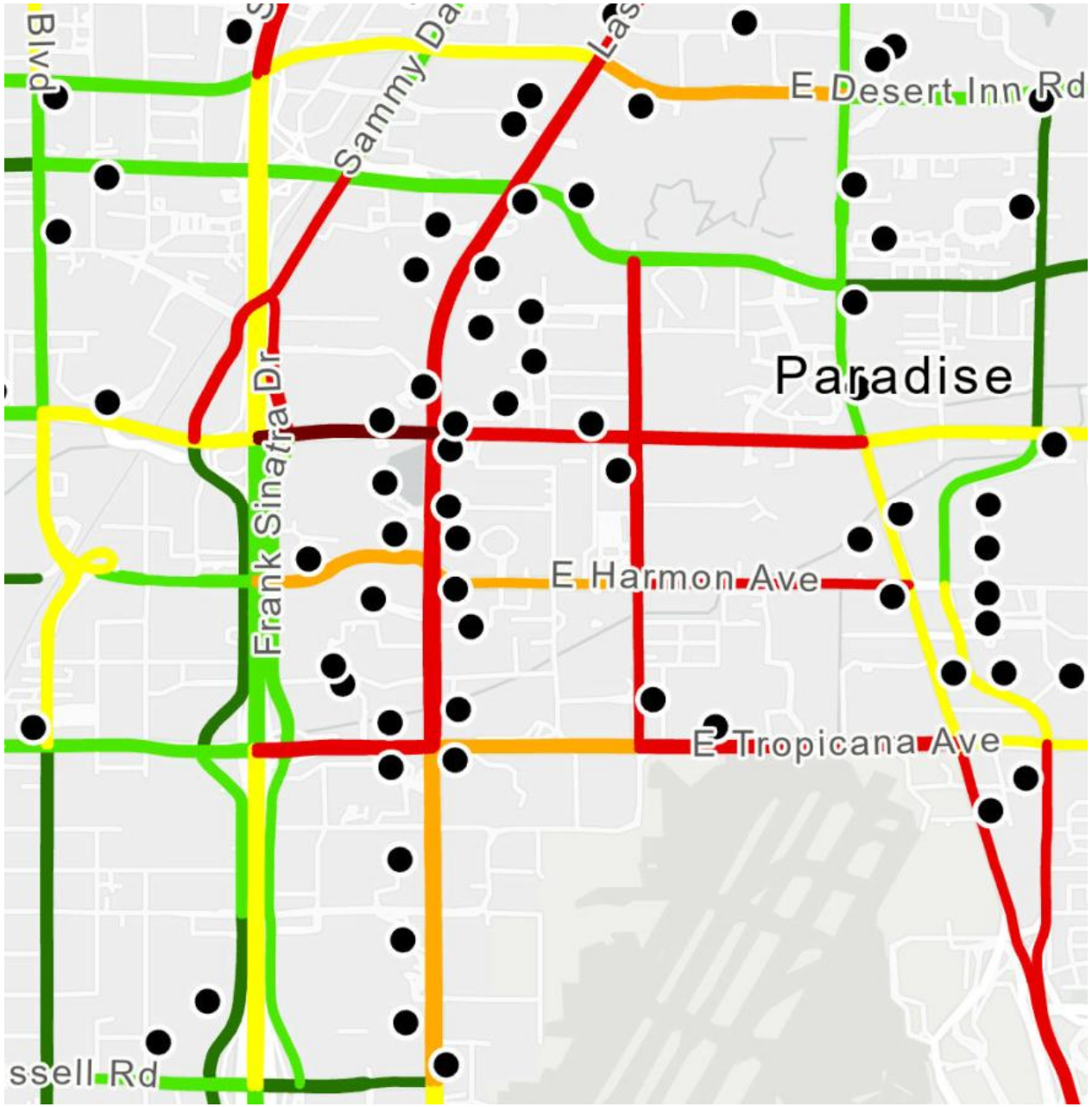
Location	2025	2035
Flamingo from I-15 to Las Vegas Boulevard	Gridlock	Gridlock
I-11 (US 95) from Valley View to Rancho	Gridlock	Gridlock
I-15 from I-11 to Charleston	Gridlock	Gridlock
Las Vegas Boulevard from Desert Inn to Sands	Heavy	Gridlock
I-215 from Las Vegas Boulevard to Maryland	Heavy	Gridlock
Blue Diamond from Las Vegas Boulevard to I-15	Heavy	Gridlock
Decatur from Warm Springs to I-215	Gridlock	Gridlock

Source: 2035 Friday 5–6 PM ingress period. Background conditions without events. 2035 results include both the Monorail and Vegas Loop fully operating.

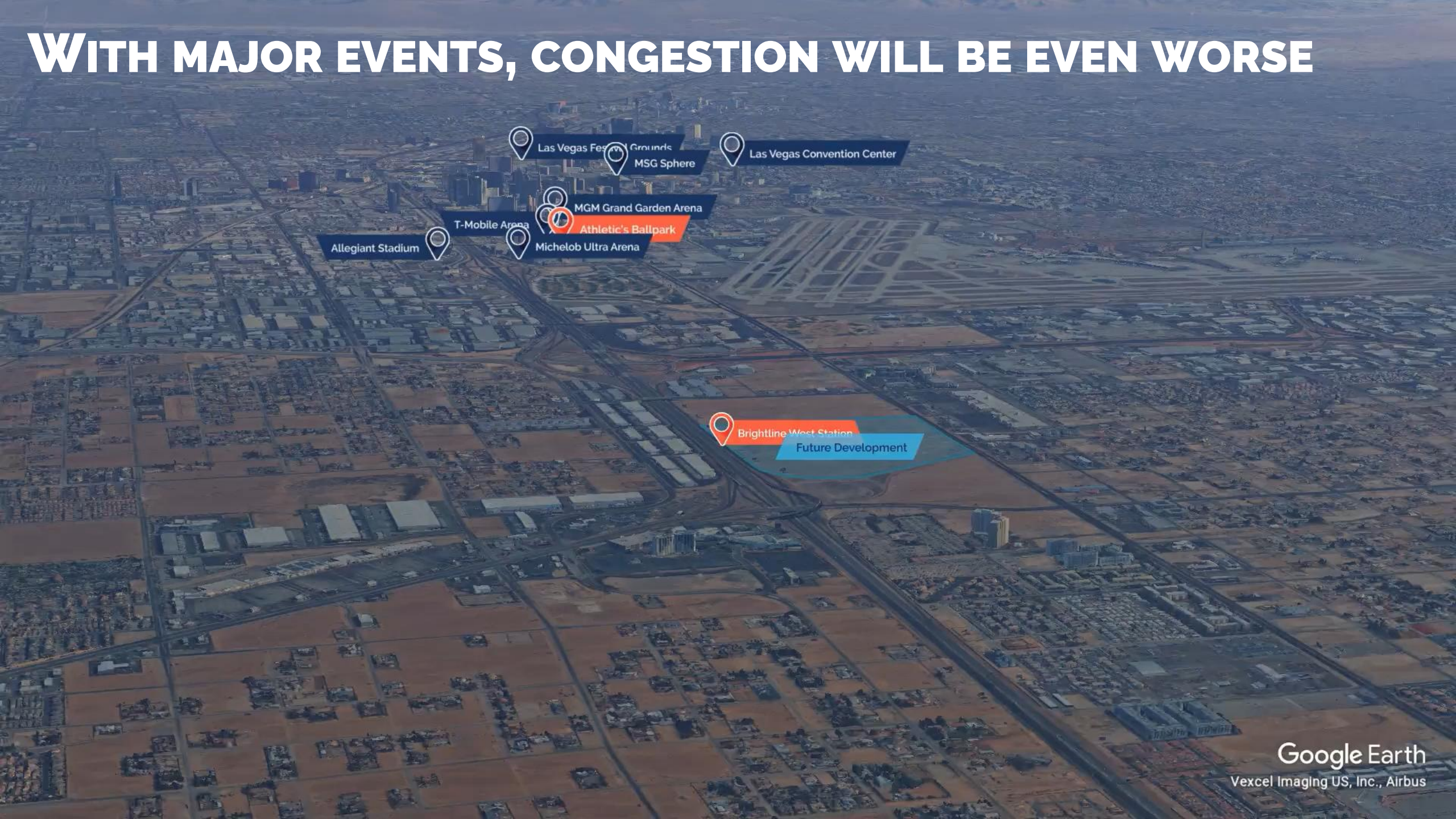
Everyday Congestion without Events



Source: 2035 Friday 5–6 PM ingress period. Background conditions without events. 2025 and 2030 includes only Monorail, and 2035 results include only Vegas Loop..



With major events, congestion will be even worse



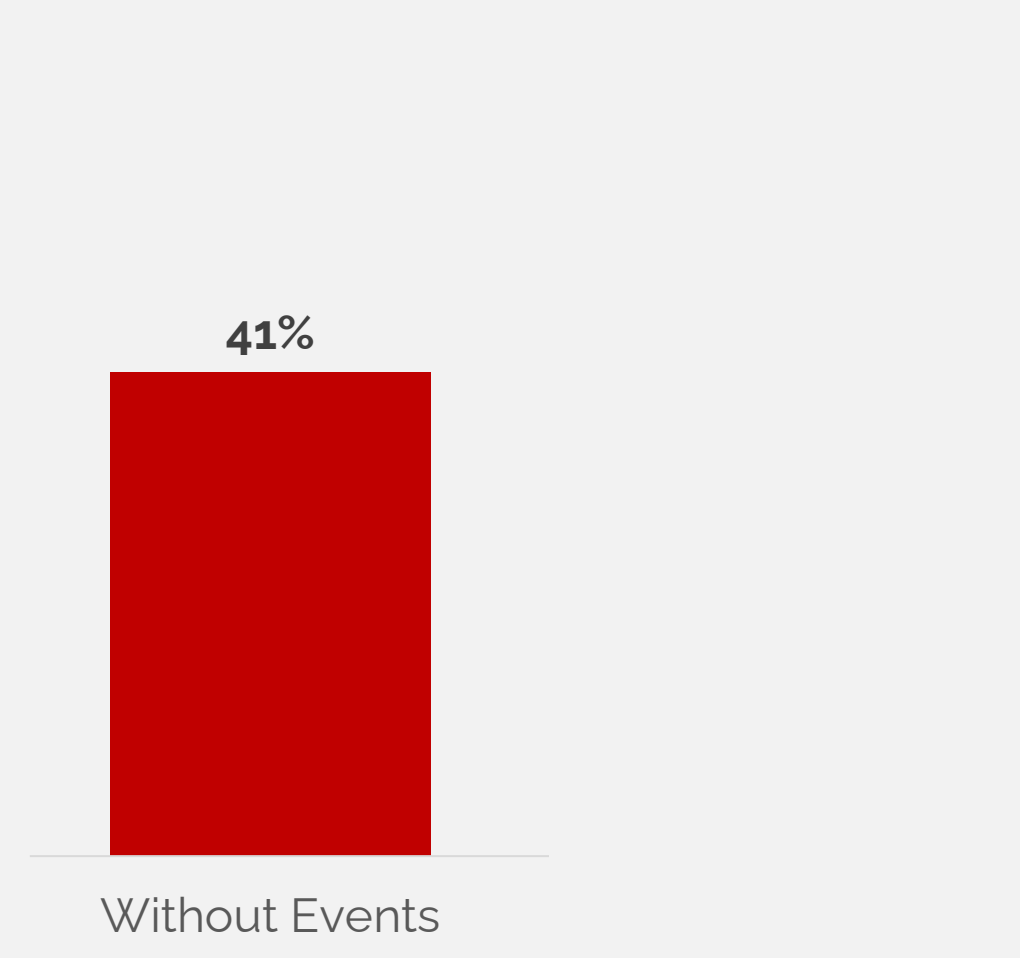
With major events, congestion will be even worse

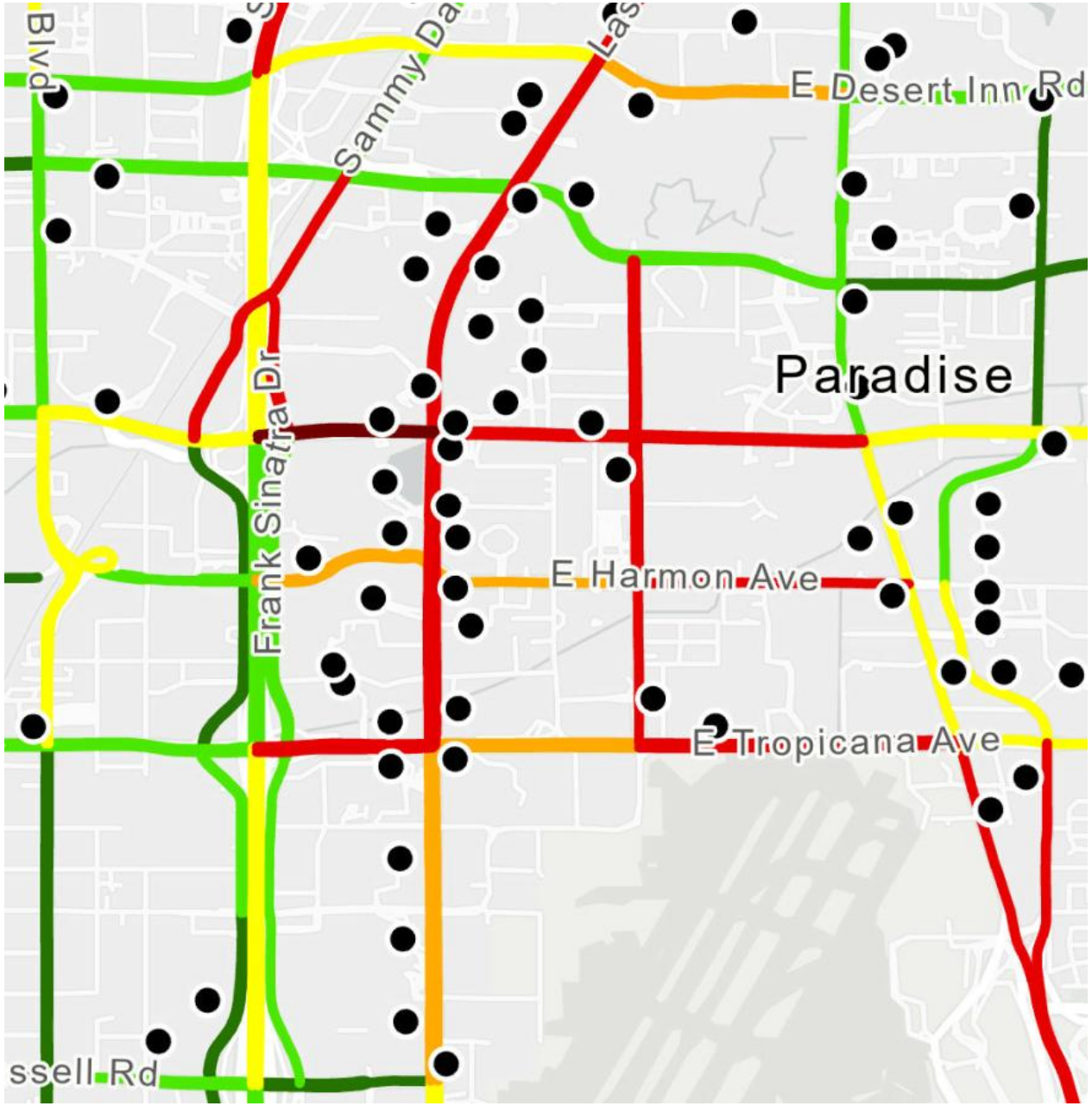


With major events, congestion will be even worse



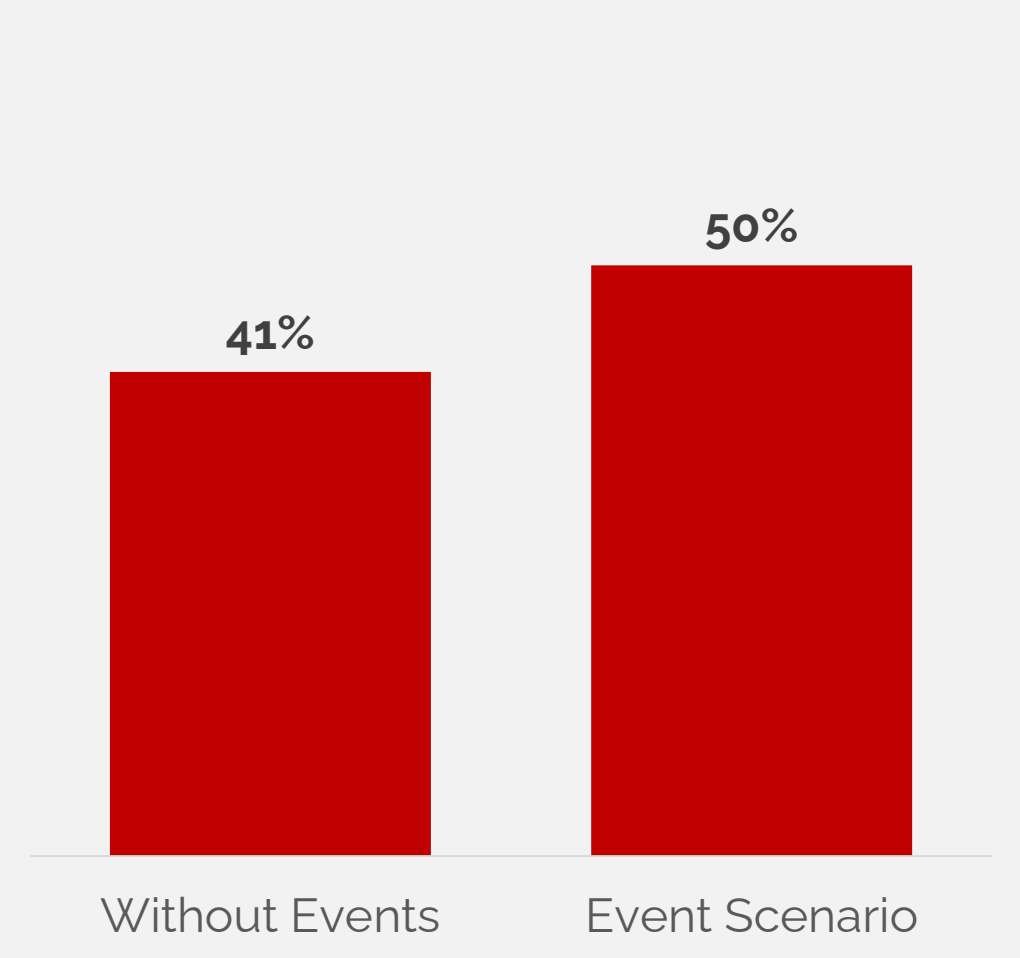
Percent of Congested Arterials in 2035



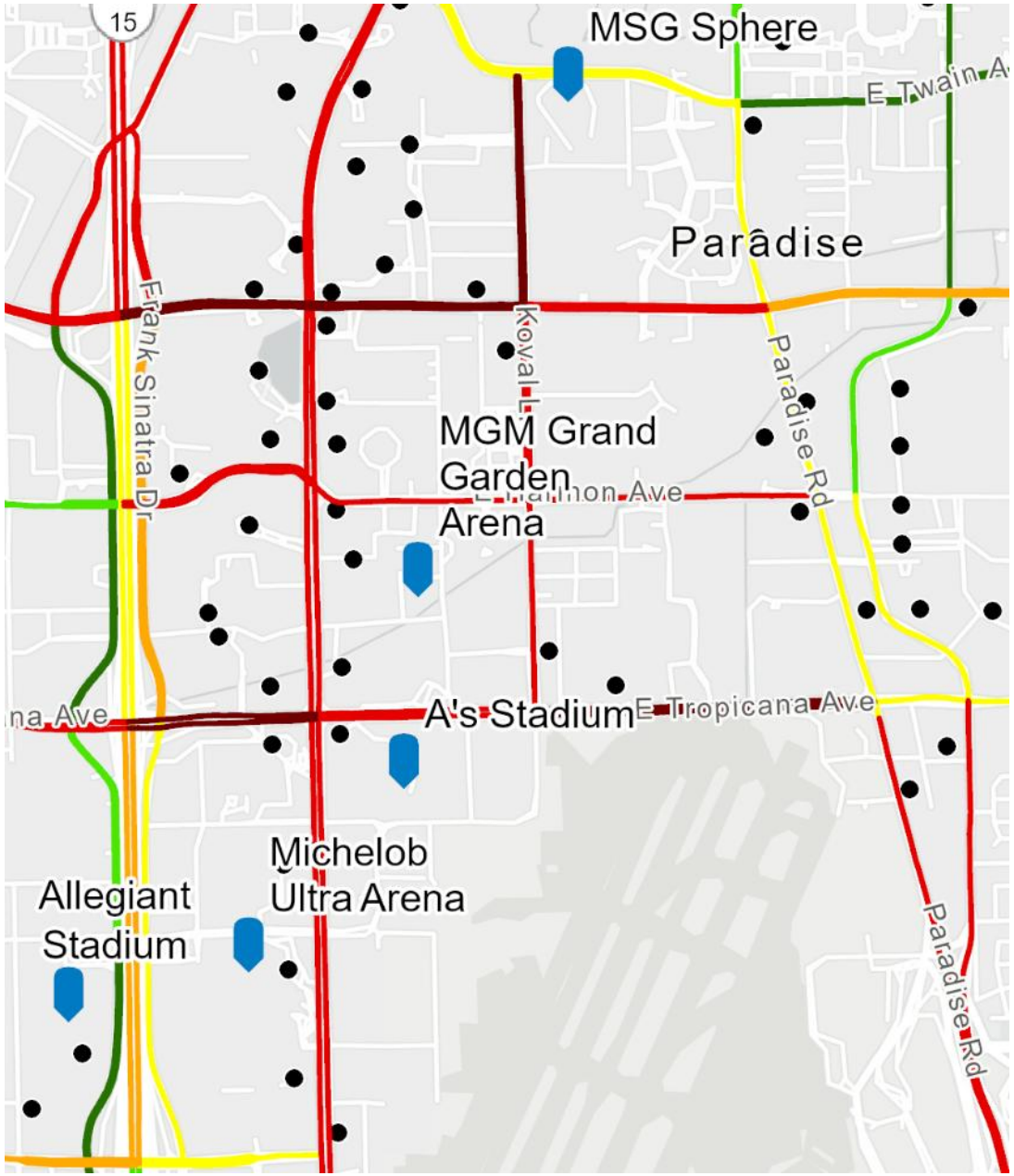


Source: 2035 Friday 5–6 PM ingress period. Background conditions with Large scenario events. Only Vegas Loop is operational.

Percent of Congested Arterials in 2035

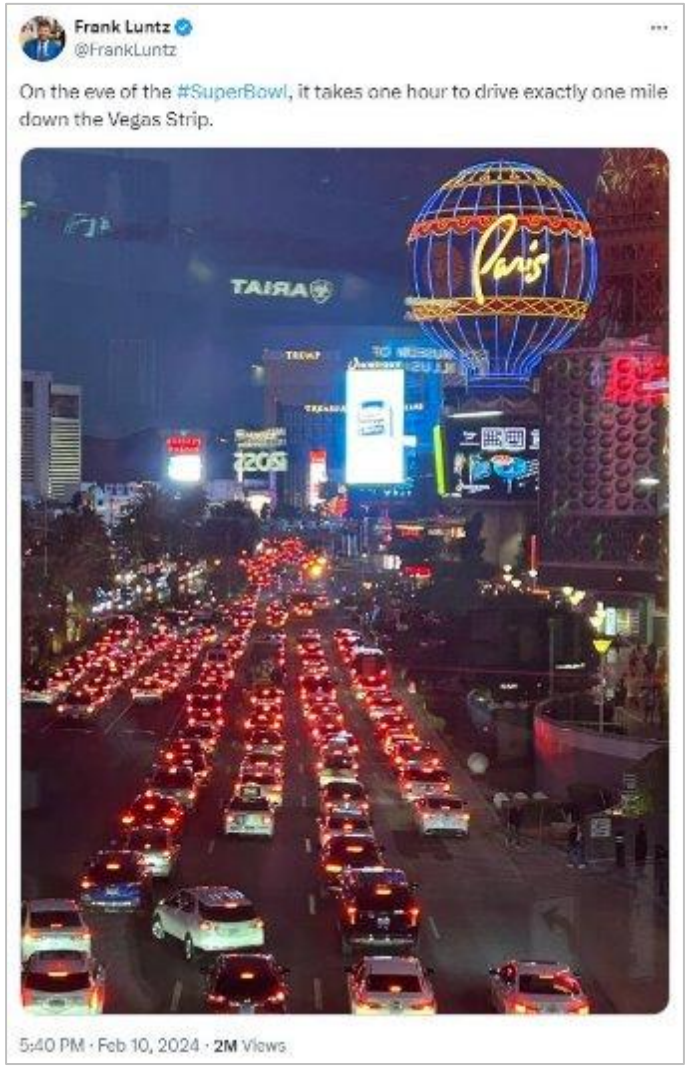


Source: 2035 Friday 5–6 PM ingress period. Background conditions with Extra Large events. Only Vegas Loop operational..



With major events, congestion will be even worse

- Challenges are already occurring
- They will get much worse





Source: Las Vegas Super Bowl Host Committee @lvsuperbowlhc

TIBP 2.0 UPDATE



TIBP Improvements Implemented Since 2016

Project NEON

- Grand Central Pkwy–Industrial Rd Connector
- MLK Boulevard Extension to Oakey Boulevard
- I-15/NEON Gateway Direct-Access HOV Drop Ramp (south of Charleston)

I-15/Trop Interchange

- I-15/Tropicana Avenue Interchange Reconstruction
- I-15 Direct-Access HOV Drop Ramp at Harmon Ave
- Koval Lane Widening (north of Tropicana Ave)

I-215 / Airport Connector Improvements

- I-215 / Airport Connector Interchange
- Airport Connector improvements providing access to Harry Reid International Airport

Valley View–Harmon Connection

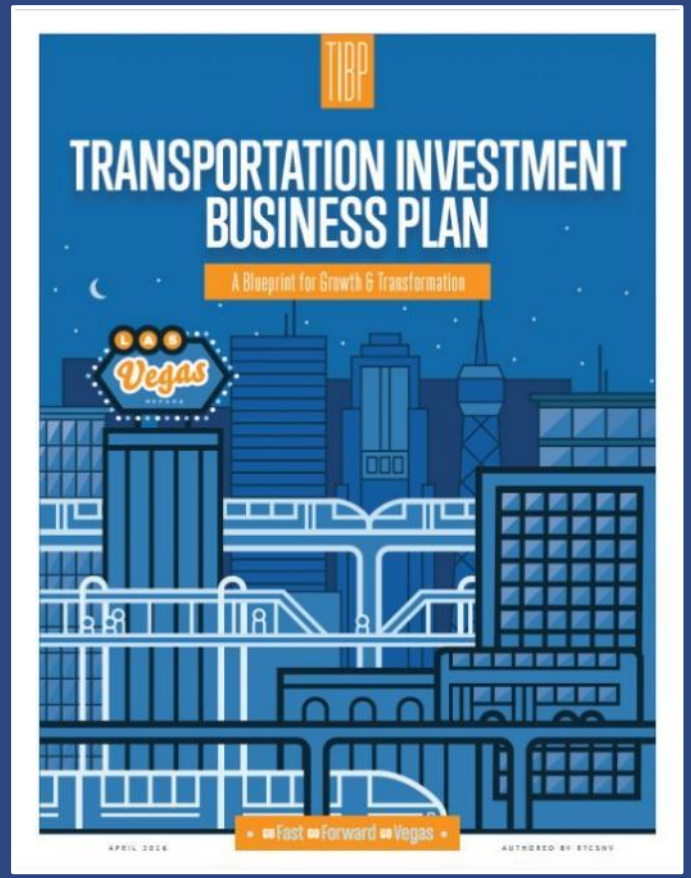
- Valley View Blvd–Harmon Ave Connection with Grade Separation over UPRR

Flamingo Road Corridor Improvements

- Flamingo Rd Transit Improvements

Maryland Parkway Bus Rapid Transit

- 12.5-mile Red Line - Complete Street Improvements



TIBP 1.0

On Board 2.0 and TBIP 2.0 Update Process

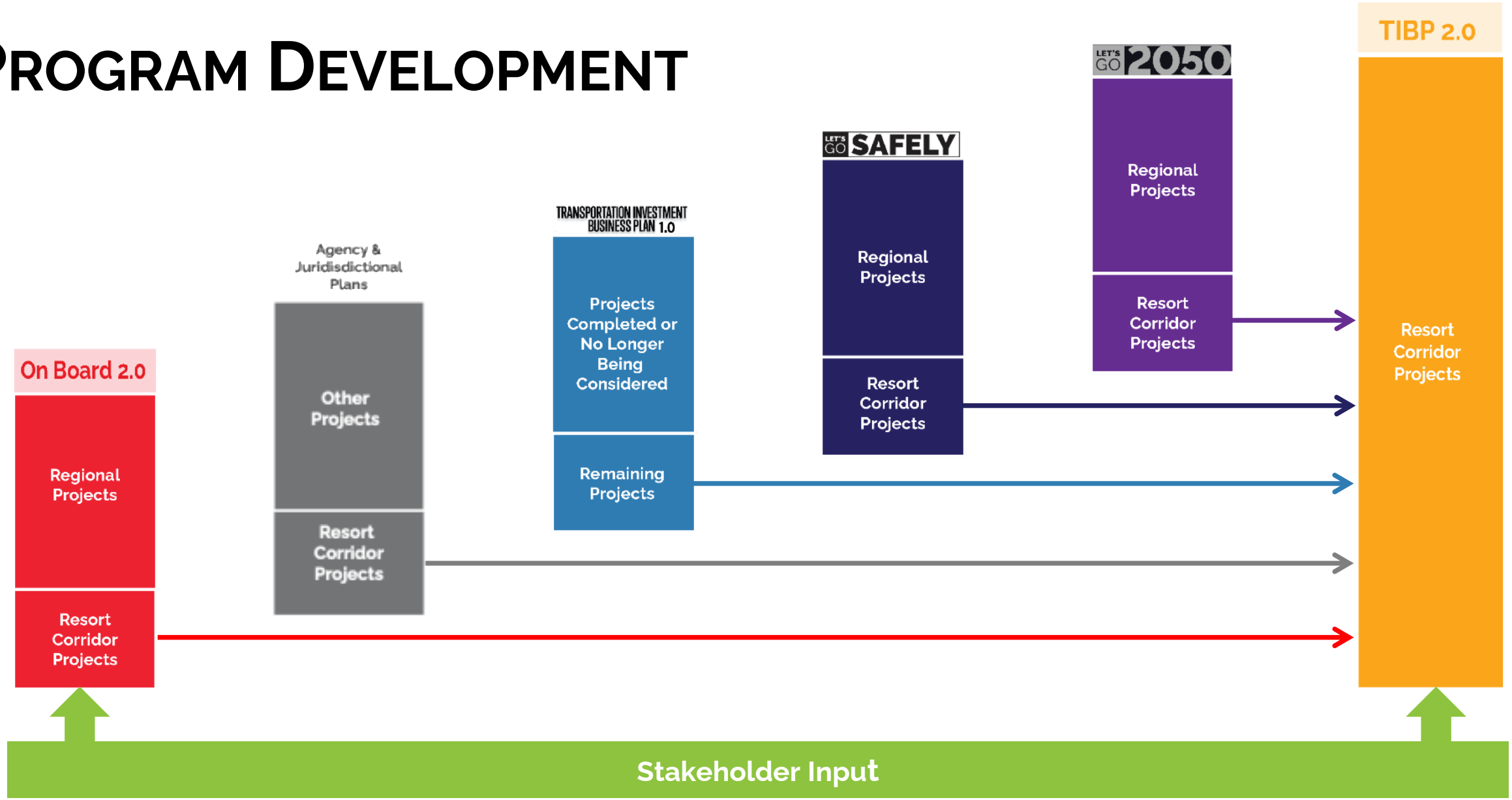
New plans being developed based on:

- Findings and recommendations from recent studies
- Updated data and new analyses
- Stakeholder input

Plan inputs

- 2016 TIBP
- 2020 On Board program
- 2025 RTP
- "Perfect Storm" capacity study
- DOA Strategic Plan
- Let's Go Safely
- Clark County Resort Corridor Master Transportation Plan
- RTC Capital Improvement Program

PROGRAM DEVELOPMENT



Study Area

- On Board = Regionwide
- TIBP 2.0 = Resort Corridor, area bound by:
  - Decatur Boulevard (west)
  - Maryland Parkway (east)
  - Blue Diamond Road (south)
  - I-15 (north)



TBIP 2.0 Program Structure

01 CONGESTION RELIEF

- Traffic signals and intelligent transportation systems
- Local roadway and intersection improvements
- Freeway improvements
- Vegas Loop

02 SAFER TRAVEL

- Complete streets
- Sidewalk and crossing improvements
- Vision Zero improvements
- Transit safety and security

03 BETTER TRANSIT

- LRT and BRT network
- Existing service improvements
- New services and service areas
- Service for high-need populations
- Equipment and facility upgrades

04 AIRPORT & RAIL ACCESS

- Harry Reid International Airport
- Southern Nevada Supplemental Airport (SNSA)
- Brightline

REGIONWIDE SCOPE Particular focus on the Resort Corridor

AGENDA ITEMS

01
Introduction
Introduction and overview of working group goals

02
RTC Update
Update on Transit and Recent Initiatives

03
On Board
Update on Long-Term Mobility Plan

04
TIBP 2.0
Overview of TIBP and Structure

05
Group Priorities
Working Group Overview and Priorities

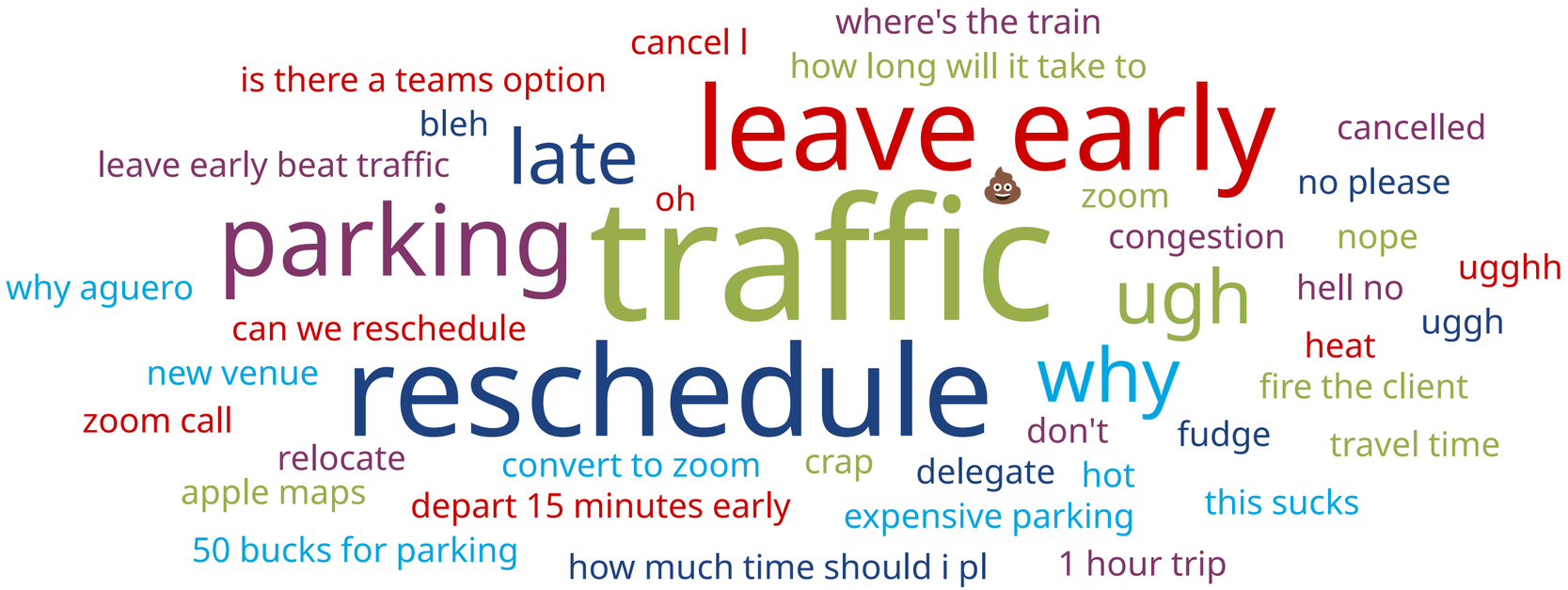
06
Polling Exercise
Sentiments, Gaps and Emerging Trends

07
Open Discussion
Conduct a Period for Discussion

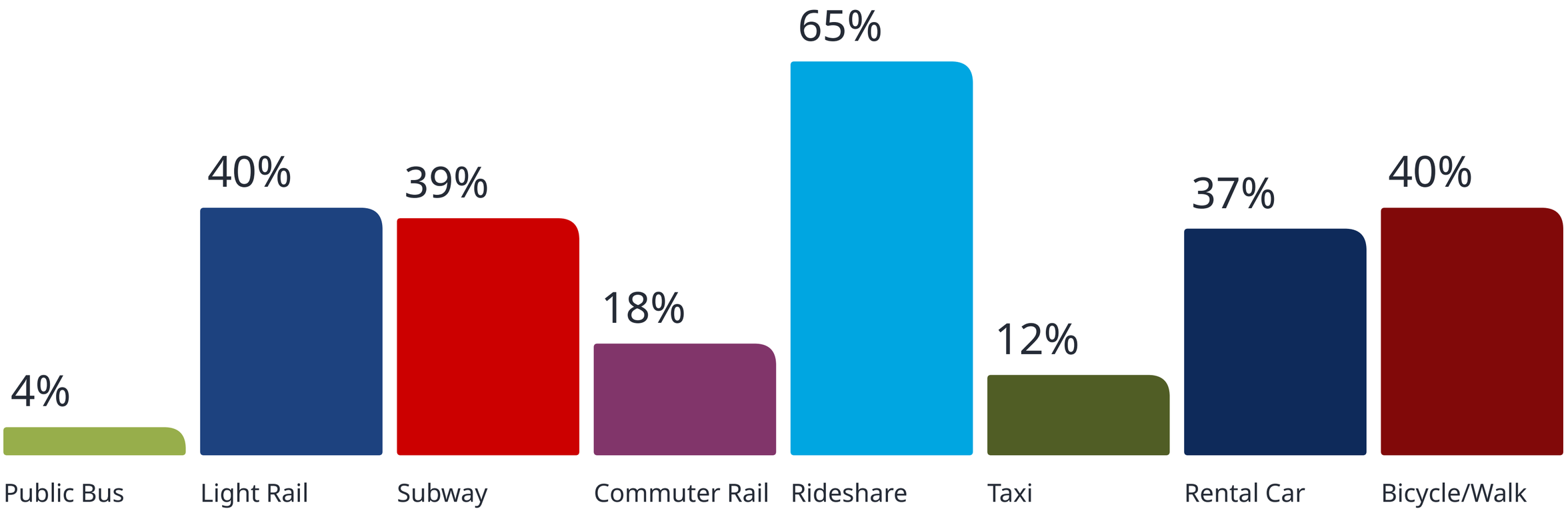
08
Next Steps
Meeting Calendar and Group Sign-ups



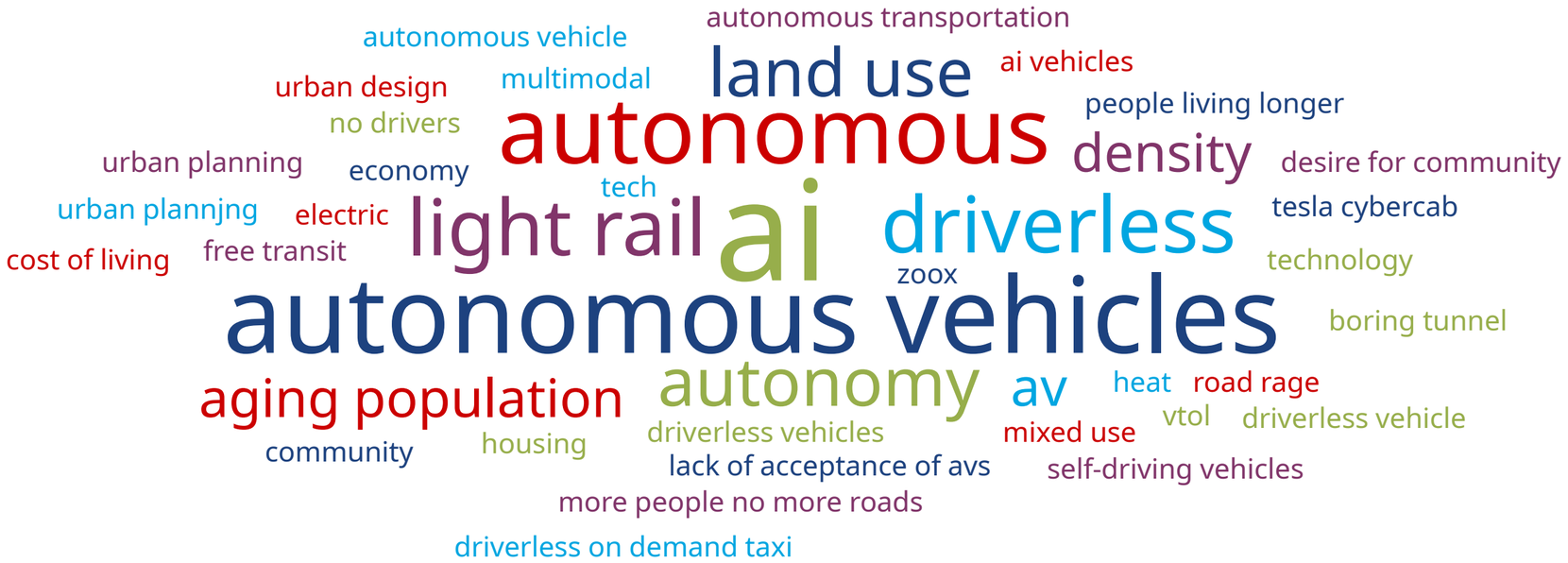
It’s Friday at 5:30 p.m., and you’re meeting a potential client at Las Vegas Boulevard and Flamingo. What’s your first thought?



When visiting another city or region, what are your preferred ways of getting around after you arrive?



What emerging trend, technology, or societal change will influence transportation through 2050?



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TIBP 2.0 Working Groups

TRANSPORTATION
WORKING GROUP

Review peer markets and discuss regional projects, including current unfunded projects. Determine project prioritization and community needs.

ECONOMIC & URBANIZATION
WORKING GROUP

Discuss emerging priorities relative to tourism, housing and economic diversification. Discuss potential implications of transportation projects and determine priorities.

TIMELINE

September: WG Meeting #1
Determine trends and identify gaps within the region

October: WG Meeting #2
Peer comparison and identify emerging priorities

November: WG Meeting #3
Review regional projects, fiscal constraints and implications

December: WG Meeting #4
Confirm priorities or identify any changes

January: WG Meeting #5
Final working group approval

February
Report creation

March
TIBP 2.0 implementation



NEXT MEETING

Monday, October 26

Location: Nevada State Museum

- Transportation Working Group: 9 am – 11 am
- Economic and Urbanization Working Group: 1 pm – 3 pm



Working Group Sign-Up Form

Scan the
QR Code

OR

Go to
Menti.com

Enter code
7881 8892



Thank You