

TIBP 20

TRANSPORTATION INVESTMENT BUSINESS PLAN

TRANSPORTATION WORKING GROUP



Welcome

AGENDA ITEMS

01

Introduction

Welcome, Agenda, Desired Outcomes, and Trends

02

Pipeline & Needs

Current Project Pipeline and Long-Term Needs

03

Peer Corridors

Strategies Used in Other Major Corridors

04

Small Group Activity

Individual Reflection, Discussion, Polling Exercise

05

Open Discussion

Reflections and Big Ideas

06

Next Steps

Next Steps and Next Meeting



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September Meeting Recap

01
TIBP 1.0 PROGRESS
Projects delivered in the Resort Corridor since 2016

02
A CHANGED CORRIDOR
New venues, major events, and shifting visitor travel

03
REGIONAL GROWTH
Population, jobs, housing, and development pipeline

04
CONGESTION OUTLOOK
Rising congestion by 2035, worse on event days

05
NEW MOBILITY
Autonomous vehicles, rideshare, and Vegas Loop

06
TIBP 2.0 FRAMEWORK
Four program areas and two working groups



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City of Las Vegas – Public Works

Transportation Investment Business Plan Stakeholder Meeting
October 26, 2026



City of Las Vegas Downtown Districts

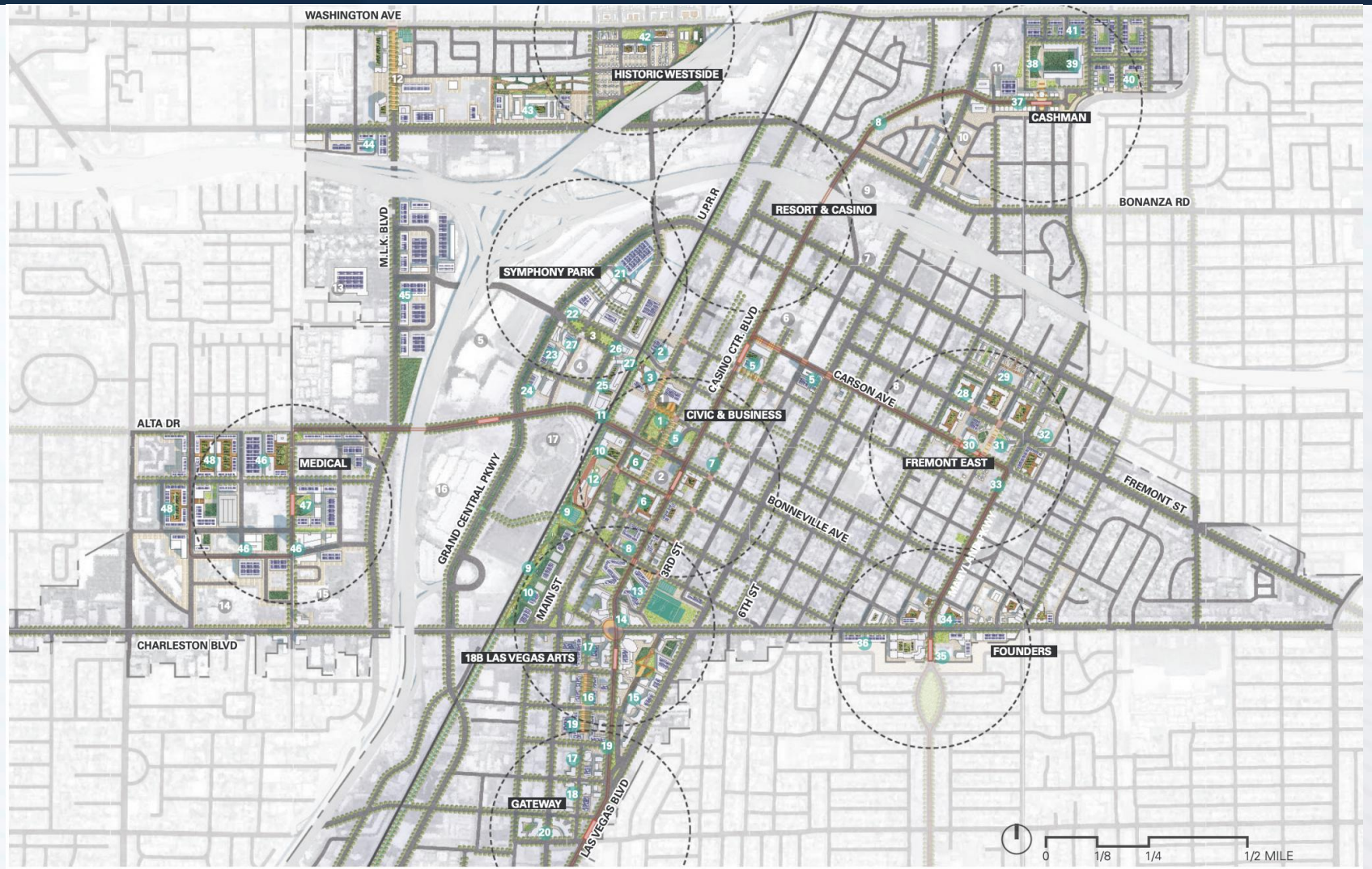
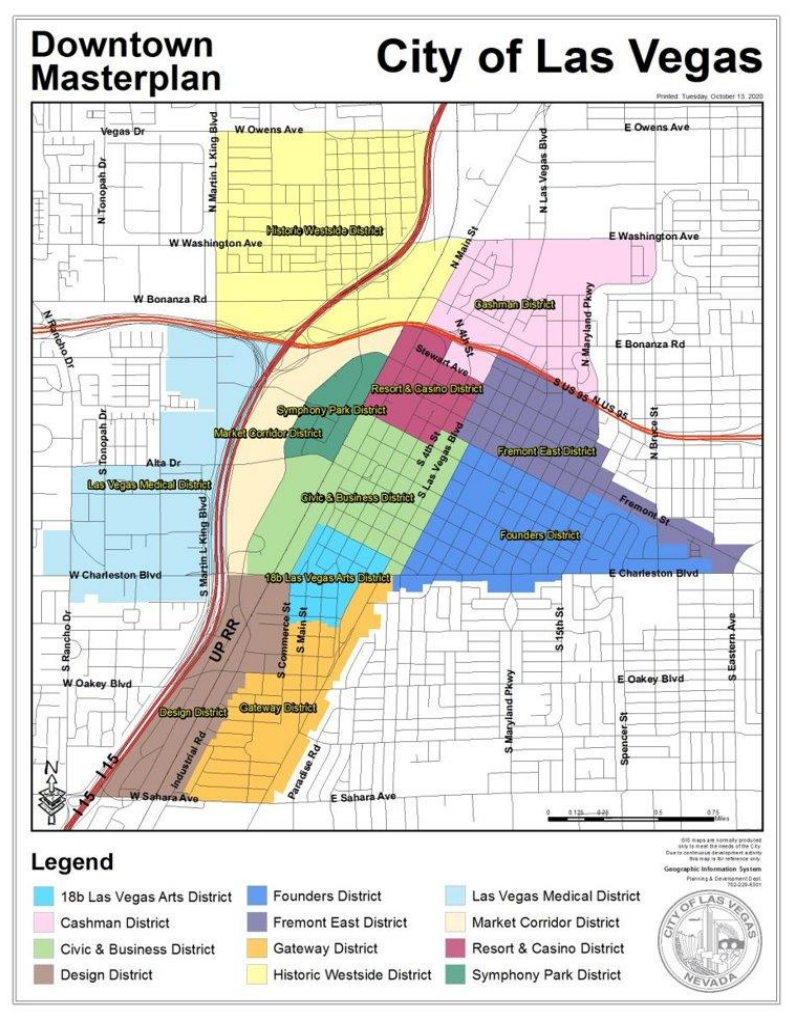


FIG 3.2: CONCEPTUAL ILLUSTRATIVE PLAN

(* DRAWINGS ARE CONCEPTUAL AND NOT INTENDED TO BE INTERPRETED AS DEFINITIVE PROPOSALS;
* NOTE THAT SEVERAL OF THE DISTRICTS' NAMES ARE CHANGED AS THE RESULT OF EXTENSIVE PUBLIC INPUT.)

City of Las Vegas Downtown Districts



City of Las Vegas Downtown Projects

Historic Westside
Washington Ave and H St
Bonanza Rd and F St

Cashman District
Bonanza Rd, Las Vegas Blvd to Eastern Ave
LVB, Stewart Ave to Washington Ave
Washington Ave, LVB to Bruce St

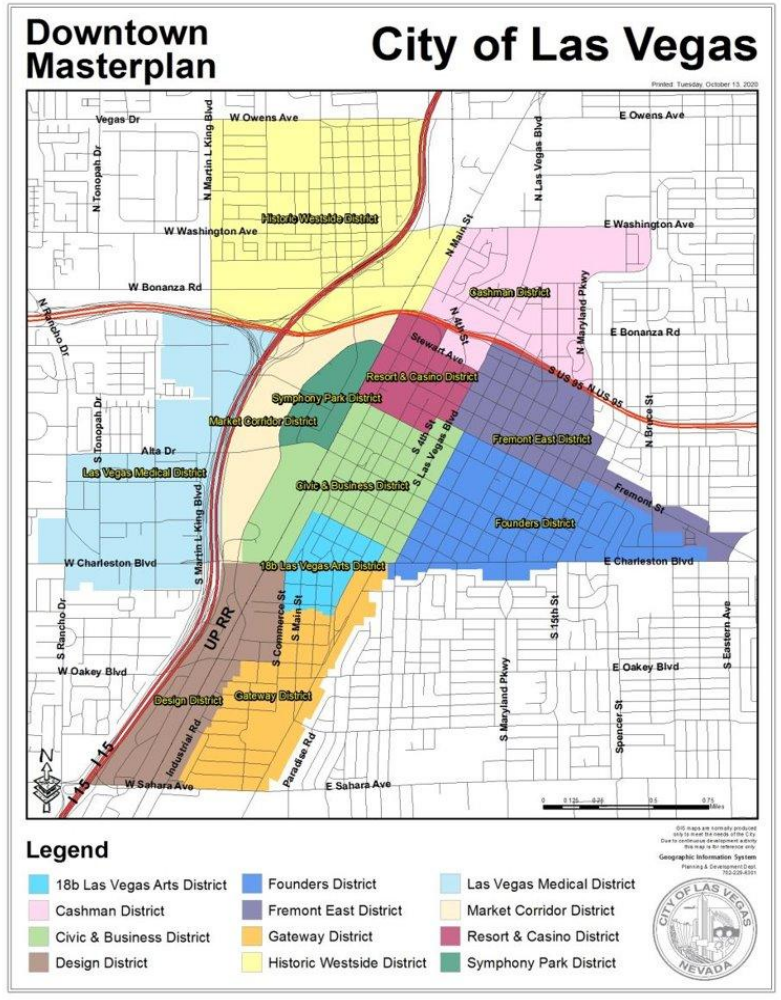
Las Vegas Medical District
Rancho Dr, Sahara Ave to Charleston Ave
Rancho Dr, Charleston Ave to Mesquite Ave

Symphony Park
Ped Bridge at Symphony Park

Resorts & Casino District
SMART Grant – Passive Ped Detection

Fremont East District
SS4A SAFEConnect in East Las Vegas
Stewart Ave, 6th St to Nellis Blvd

Civic & Business District
Charleston Blvd Underpass Reconstruction



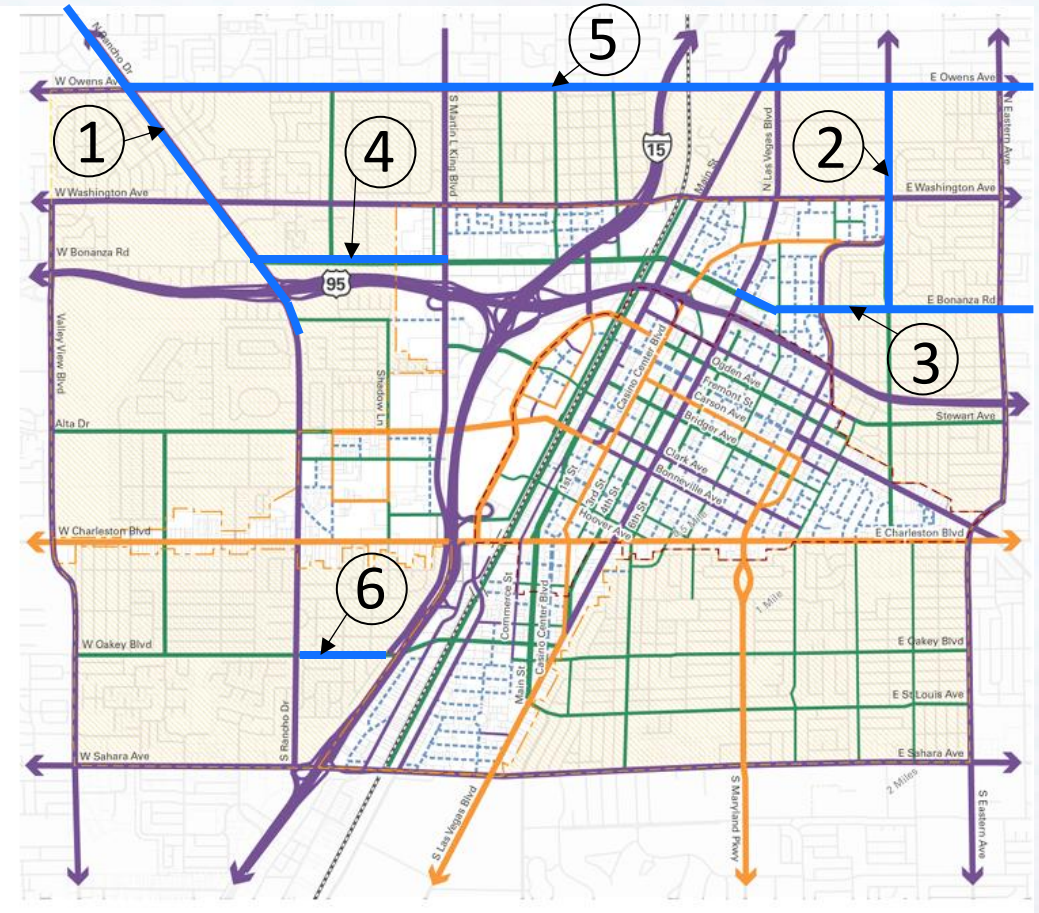
Founders District
Charleston Blvd, Main St to Maryland Pkwy

18b Las Vegas Arts District
Colorado Ave, Commerce St to 3rd St

Gateway District
Ped Bridge, Sahara Ave and LVB
Paradise Rd, Sahara Ave to LVB
Oakey, Main St to LVB
Wyoming Ave, LVB to Industrial Rd
Utah Ave, Industrial Rd to 3rd St
Imperial Ave, Commerce St to 3rd St

Outside Downtown Masterplan Limits Projects
Bruce St, Bonanza Rd to Owens Rd
Rancho Dr, Mesquite Ave to Rainbow Blvd
Bonanza Rd, Las Vegas Blvd to Eastern Ave
Bonanza Rd, Rancho Dr to MLK Blvd
Owens Ave, Rancho Dr to Las Vegas Wash
Oakey Blvd, Rancho Dr to MLK Blvd

City of Las Vegas Downtown Gateway Projects



Downtown Gateway Projects

1. Rancho Dr, Mesquite Ave to Rainbow Blvd
2. Bruce St, Bonanza Rd to Owens Rd
3. Bonanza Rd, Las Vegas Blvd to Eastern Ave
4. Bonanza Rd, Rancho Dr to MLK Blvd
5. Owens Ave, Rancho Dr to Las Vegas Wash
6. Oakey Blvd, Rancho Dr to MLK Blvd

Advanced Mobility Technology Integration



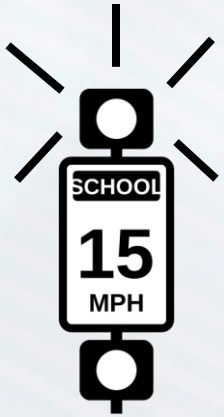
Passive Pedestrian Detection



Next Gen Cloud-Based Signal Prioritization System



Advanced Intersection Analytics



School Zone Flasher System Upgrade

Downtown Loop





Investment Priorities



Vision Zero &
Safety Implementation



Complete Streets &
Multimodal Connectivity



Advanced Mobility
Technology Integration



Asset Management &
System Reliability



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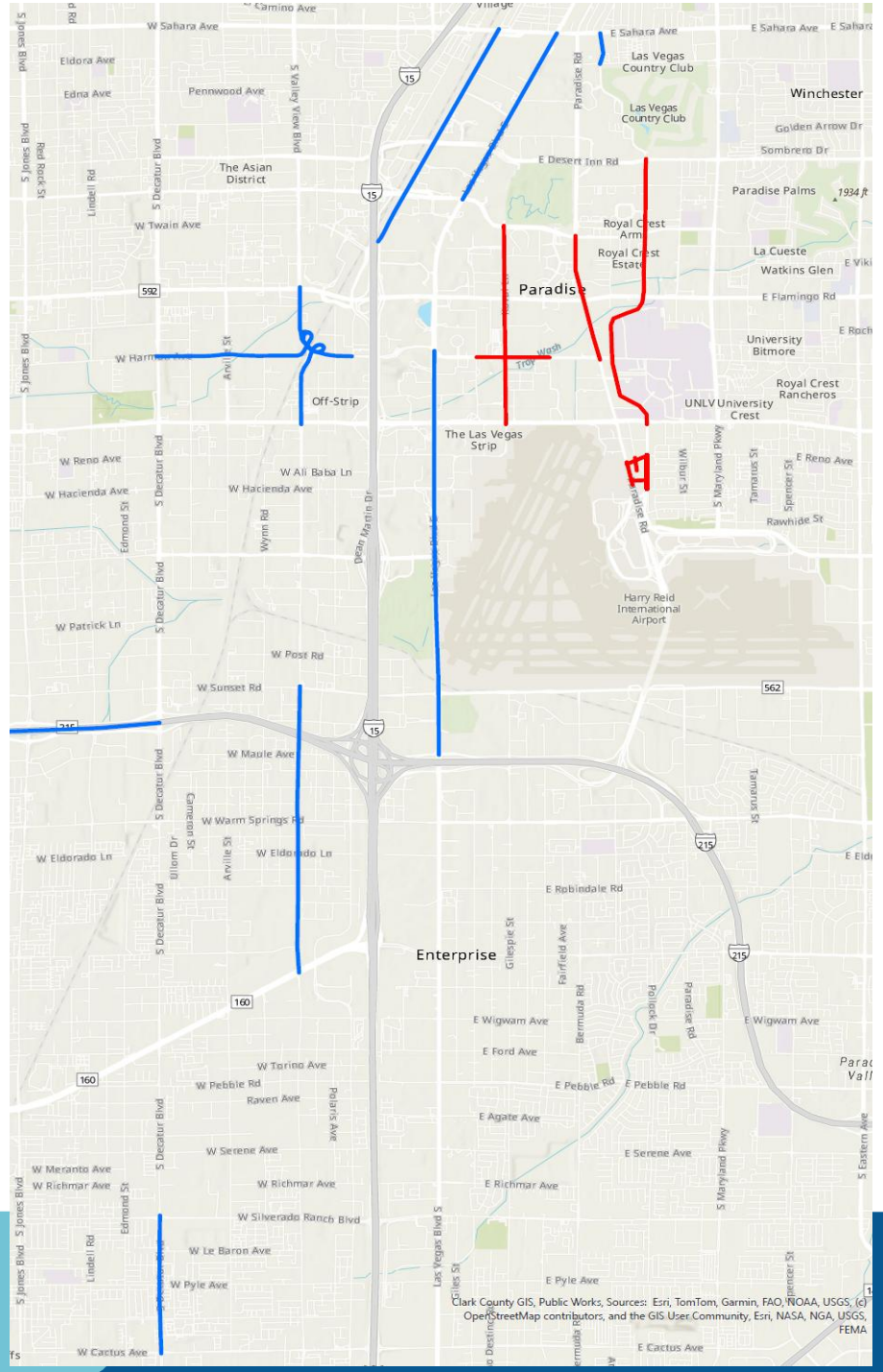
Clark County Projects within TIPB Area

October 26, 2026

Presented by: Kaizad Yazdani, Senior Deputy Director

Congestion Relief

Roadway & Intersection Improvements

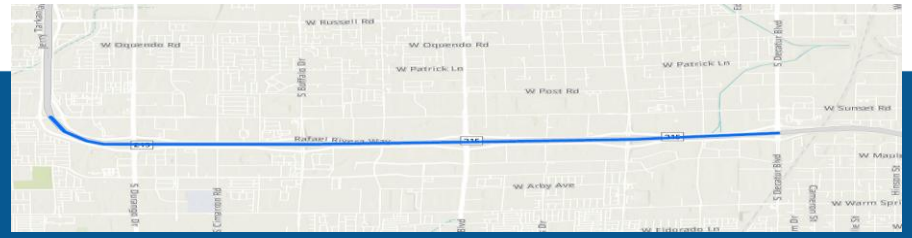


Major Projects Completed:

- Las Vegas Blvd (CC-215 to Harmon, Spring Mtn to Sahara)
- Las Vegas Blvd Pedestrian Bridge at Park Ave
- Valley View (Blue Diamond to Sunset)
- Decatur (Cactus to Silverado Ranch)
- Joe W. Brown (Sahara to Karen)
- Valley View/Harmon Grade Separation
- CC215 Improvements (Decatur to I15)
- Resurfacing Projects (Sammy Davis, Dean Martin, Frank Sinatra)

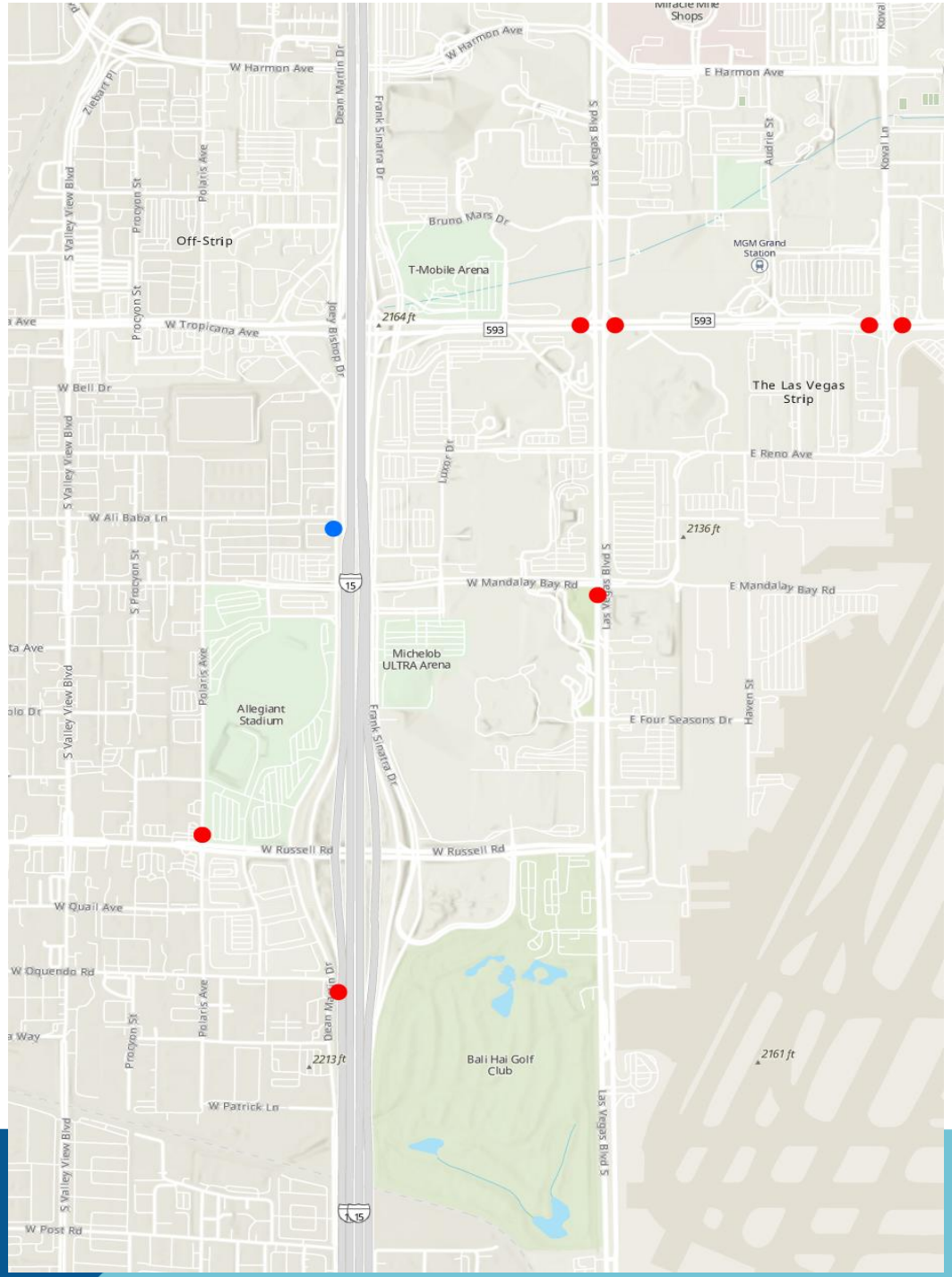
Major Projects In-Design:

- Koval Lane (Tropicana to Sands)
- Tompkins Ave Extension
- Tropicana University Center Drive Overpass
- University Center Dr. (Tropicana to Desert Inn)
- Paradise (Sands to Harmon)
- Harmon (Audrey to Lamar)
- Gantry Signs for Events



CLARK COUNTY NEVADA

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Congestion Relief

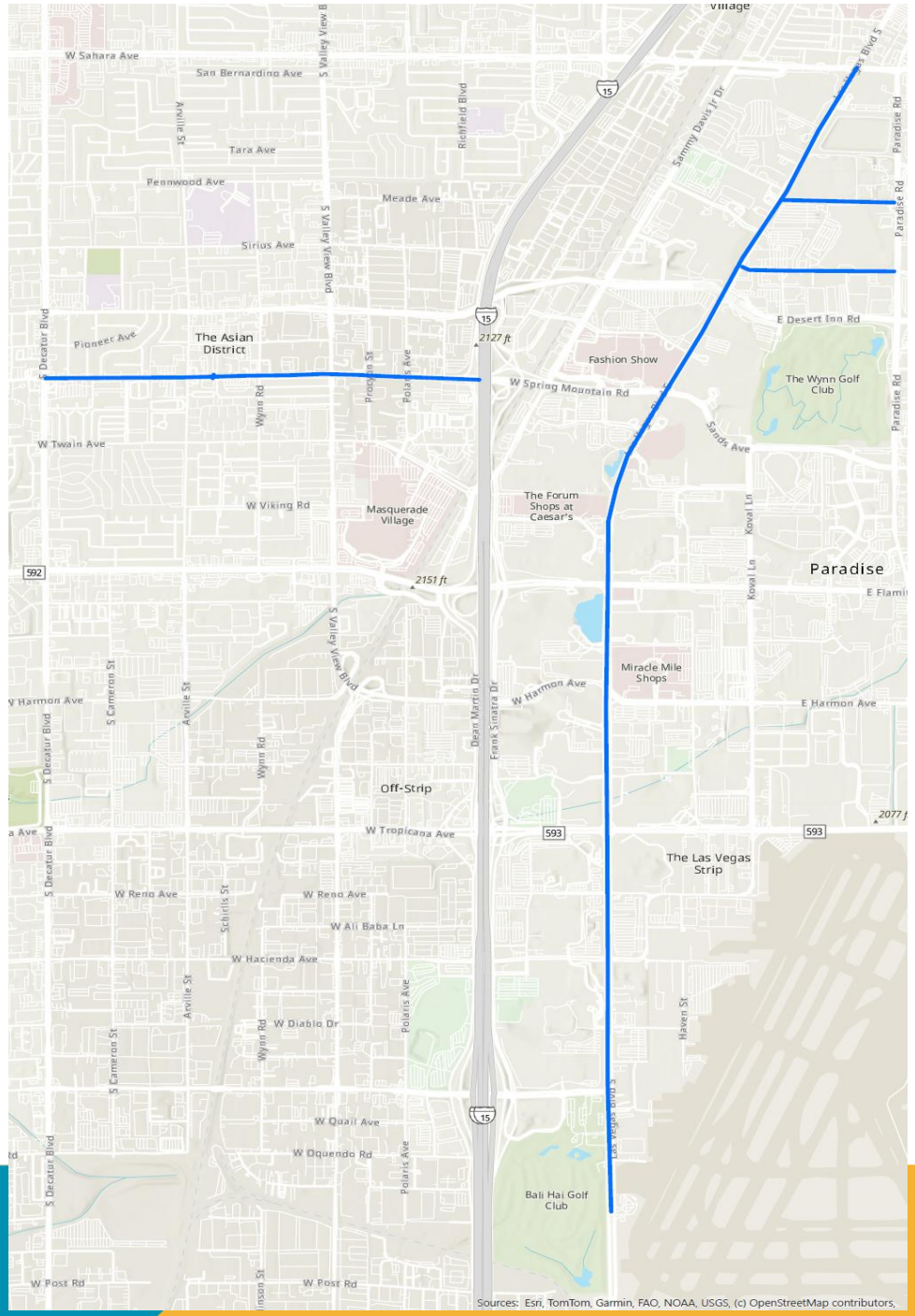
Traffic Signal & ITS Improvements

- ATMS Projects Completed:
  - ATMS Sign on Dean Martin, south of Ali Baba

- ATMS Projects Planned:
  - Dean Martin Dr (Oquendo, Polaris)
  - ATMS Sign on Polaris, north of Russell
  - ATMS Sign on Dean Martin, south of Oquendo
  - A's Stadium
    - ATMS Sign on Tropicana, east and west of Koval
    - ATMS Sign on Tropicana, west of LV Blvd
    - ATMS Sign on LV Blvd, south of Mandalay Bay Rd

CLARK COUNTY NEVADA

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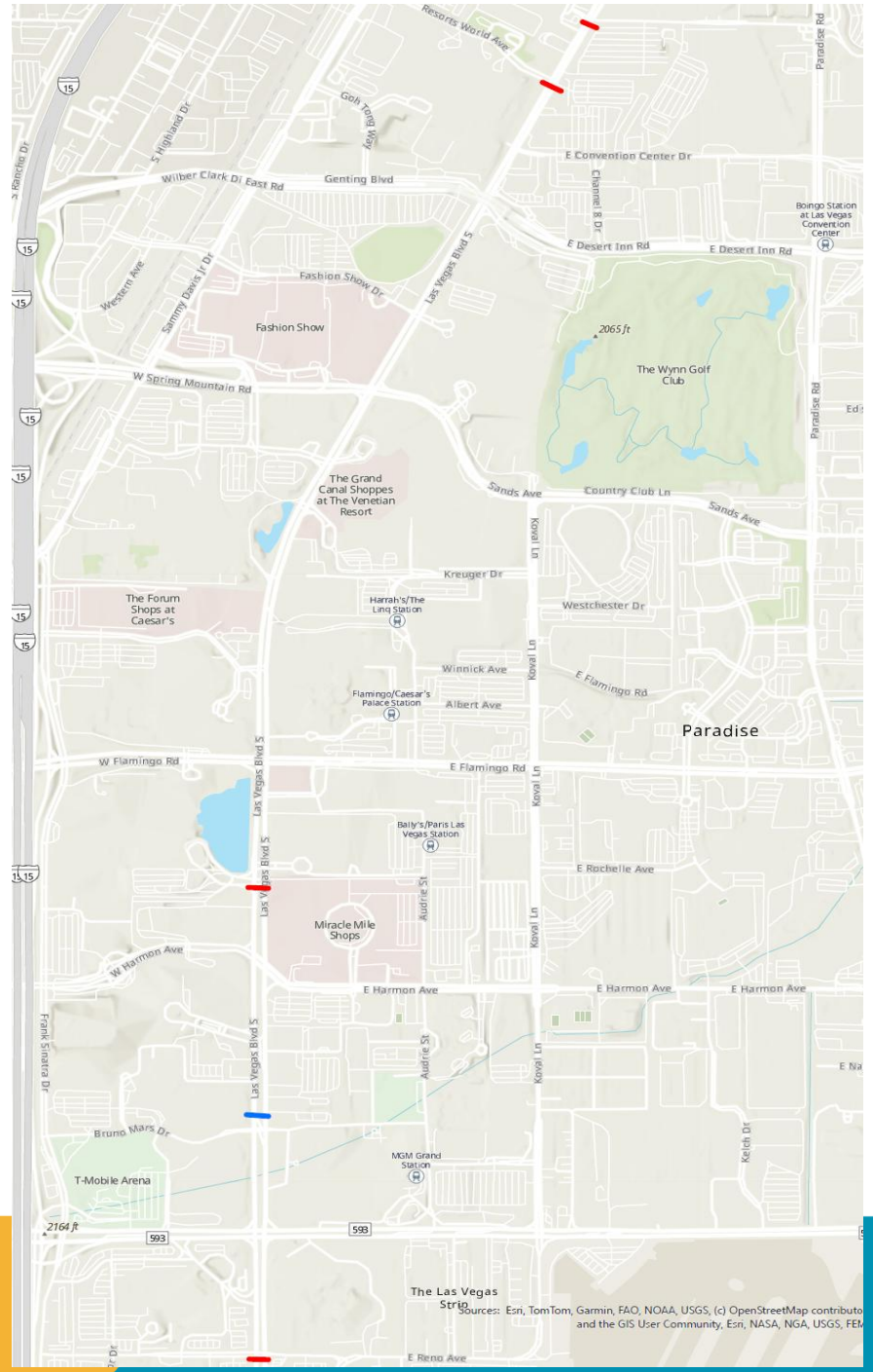


Safer Travel

Complete Streets

- Spring Mountain Road
  - Phase 1: Pedestrian Flasher (east of Arville)
  - Phase 3: Decatur toward I-15
- Convention Center Drive/Elvis Presley Complete Streets
- LV Blvd from Sahara to Welcome to LV Sign Complete Streets
- LV Blvd (Sahara to Welcome to LV Sign) Bollards

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Safer Travel

Sidewalk & Crossing Improvements

- Major Projects Completed:
  - Park Ave Pedestrian Bridge across LV Blvd

- Major Projects Planned:
  - Pedestrian Bridge at LVB/Bellagio Dr
  - Pedestrian Bridge at LVB/Resorts World Dr
  - Pedestrian Bridge at LVB/Elvis Presley Blvd
  - Pedestrian Bridge at LVB/Reno

CLARK COUNTY NEVADA

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THE BORING COMPANY

OVERVIEW

OCTOBER 2026



THE BORING COMPANY

COMPANY MISSION

The Boring Company (TBC) constructs safe, fast-to-dig, and low-cost public transportation tunnels in order to eliminate traffic congestion.



Tunnel Boring Machine Manufacturing/Engineering

TBC is the only American large diameter boring machine manufacturer, with The Boring Factory in Bastrop, TX



Project Construction/Engineering

Vegas Loop is the largest active infrastructure project in the US (by CY of concrete); Music City Loop will likely be second!



Loop System Operations

TBC has built 6 times more transportation tunnel in the last 5 years than the rest of the US combined

CONFIDENTIAL AND PROPRIETARY

VEGAS LOOP
WHAT IS LOOP?

Loop is an express, primarily underground, zero-emissions, public transportation system

EXPRESS

Travel directly to your destination without stopping at intermediate stations

For a 10-station/5-mile system, an express system reduces end-to-end travel time from 14 minutes to 6 minutes relative to a non-express system – no need to stop 8 times along the way!

PUBLIC TRANSPORTATION

Passengers are transported in Tesla Model X, Y and Cybertrucks

ALL-ELECTRIC

Battery-powered, zero emissions

SAFETY AND SECURITY

Loop received the Gold Standard Award from the Transportation Security Administration - the highest safety recognition for transportation systems in the US

CONFIDENTIAL AND PROPRIETARY

THE BORING COMPANY

VEGAS LOOP
SAFETY AND SECURITY

VEHICLE

Loop vehicles (Tesla Model X, Y and Cybertruck) are NHTSA 5-star rated

Lowest overall probability of injury of any vehicles ever tested by NHTSA

SYSTEM

DHS Gold Standard Award

Real-time gas and smoke detection

Automatic wet standpipe system for fire suppression

Bidirectional, redundant ventilation system

Direct communications within tunnel to 24/7 Operations Control Center via Blue Light Stations, LTE cell service, and secured WiFi links

Emergency communications system for Police and Fire Departments

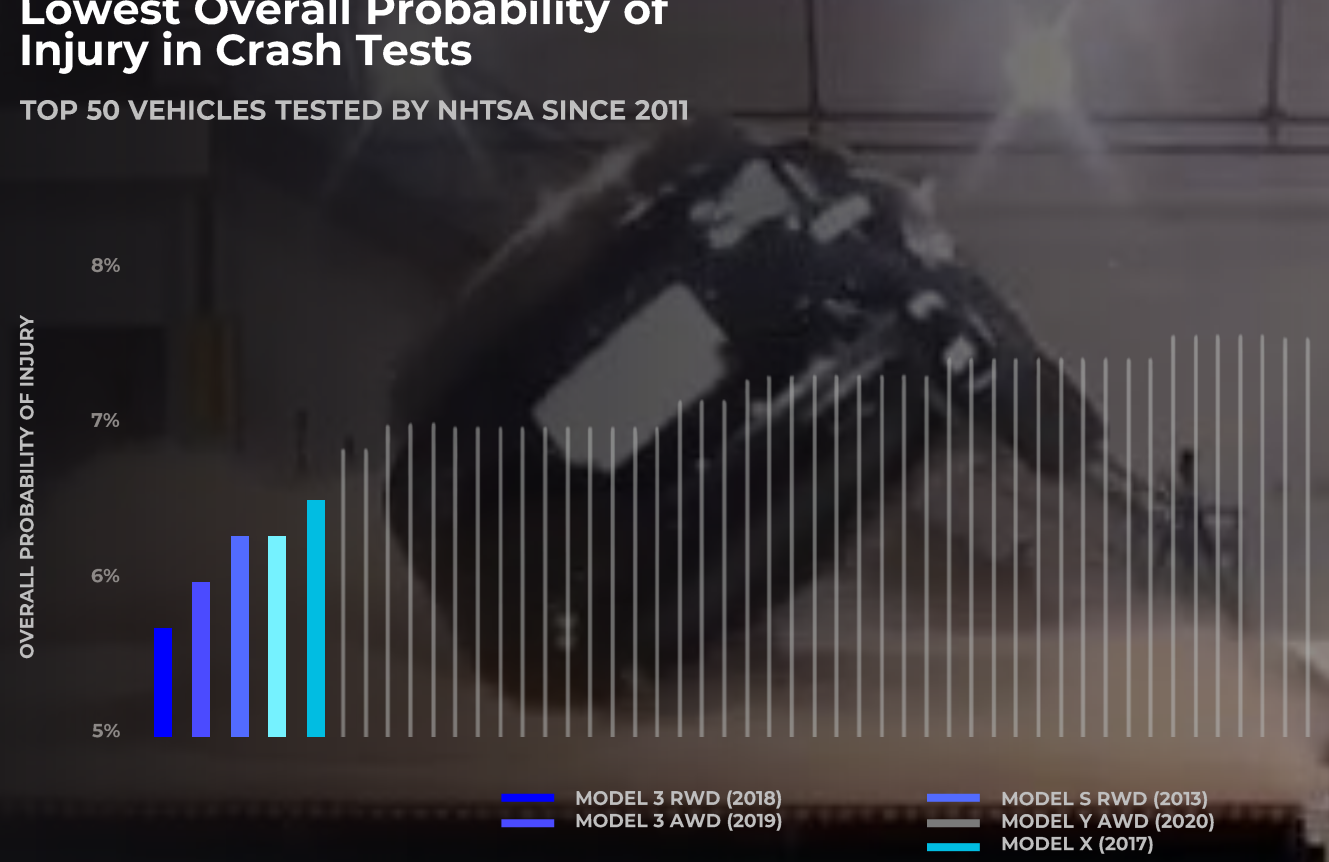
No third rail or touch-hazards

Fully illuminated tunnel with redundant lighting systems

Highest rated CISA cybersecurity score

100% monitoring coverage (no blind spots)

Recurring drills and table top exercises with Clark County Fire Department and Las Vegas Metro Police Department



CONFIDENTIAL AND PROPRIETARY

THE BORING COMPANY

VEGAS LOOP
PROJECT OVERVIEW

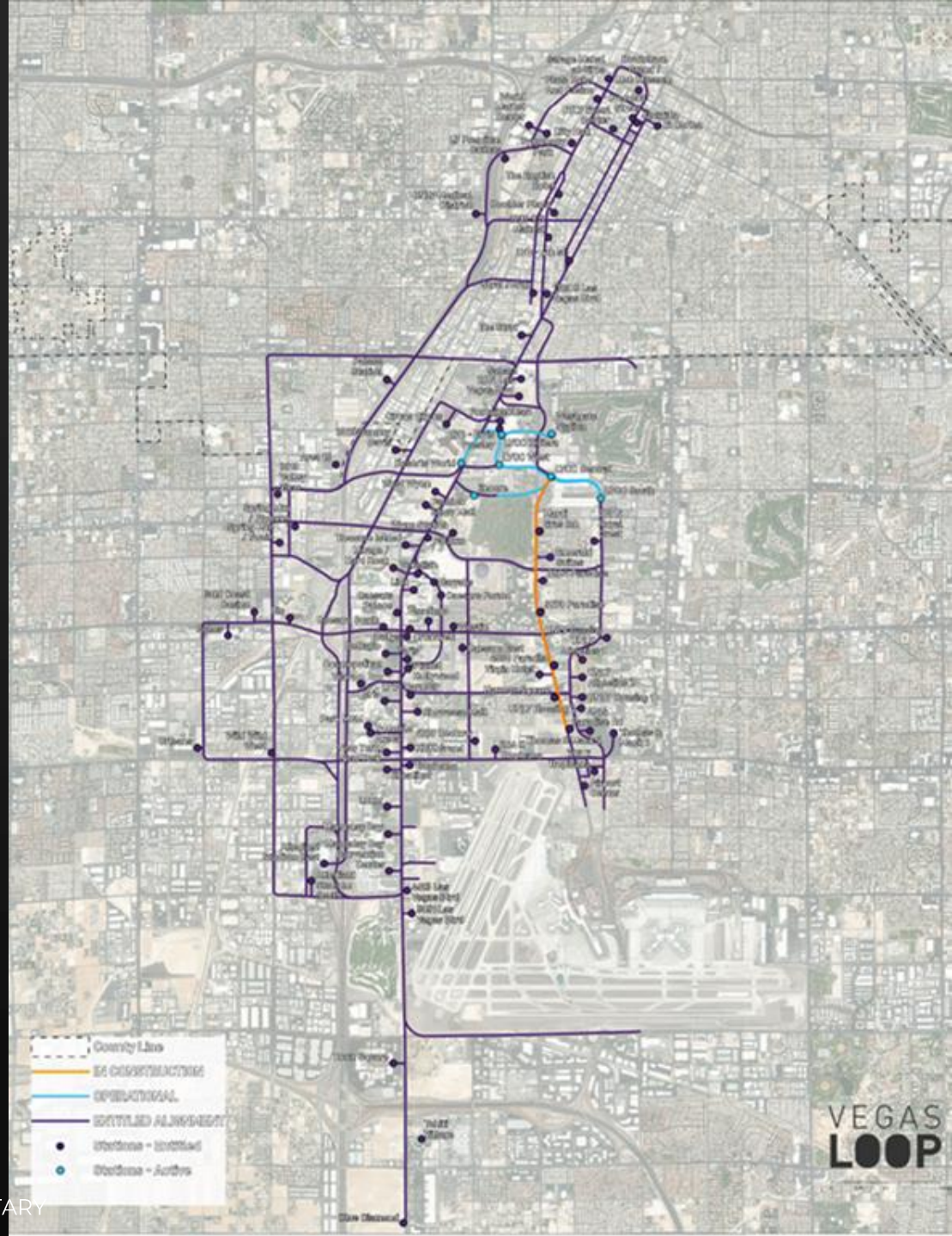
Approved Tunnel System: 70+ miles and 123 stations

Operational Stations: 14, including Encore, Fontainebleau, Resorts World, Westgate and the Las Vegas Convention Center

Passengers Transported: More than 4 million

Ridership: Currently 1M per year, once airport line opens expecting 5M - 10M per year

TRIP	DISTANCE	TRAVEL TIME VIA LOOP
HARRY REID INTL AIRPORT – Virgin	2.0 MILES	3 MINUTES
ALLEGIANT – UNLV	3.0 MILES	4 MINUTES
DOWNTOWN LAS VEGAS – LVCC	5.0 MILES	6 MINUTES
DOWNTOWN LAS VEGAS – HARRY REID INTL AIRPORT	7.0 MILES	8 MINUTES



CONFIDENTIAL AND PROPRIETARY

CCDOA OVERVIEW

Bryant Holt
Senior Director of Aviation

Clark County
Department of Aviation



CLARK COUNTY DEPARTMENT OF AVIATION

HARRY REID INTERNATIONAL LAS VEGAS

VGT NORTH LAS VEGAS AIRPORT

HND HENDERSON EXECUTIVE AIRPORT

Overton Perkins Field
Jean Sport Aviation Center

AVAILABLE TRANSPORTATION MODES AT LAS

CURRENT STATE



- Personal vehicles
- Taxi
- Ride share
- Limousines
- RTC buses
- Shuttles
- VEGAS LOOP

Autonomous Robotaxis:

- ZOOX

AVAILABLE TRANSPORTATION MODES AT LAS

IN PROGRESS



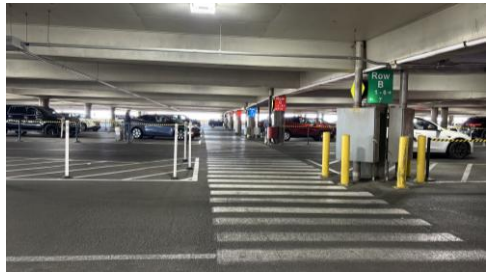


Integration of more autonomous technology

- WAYMO
- THE BORING COMPANY

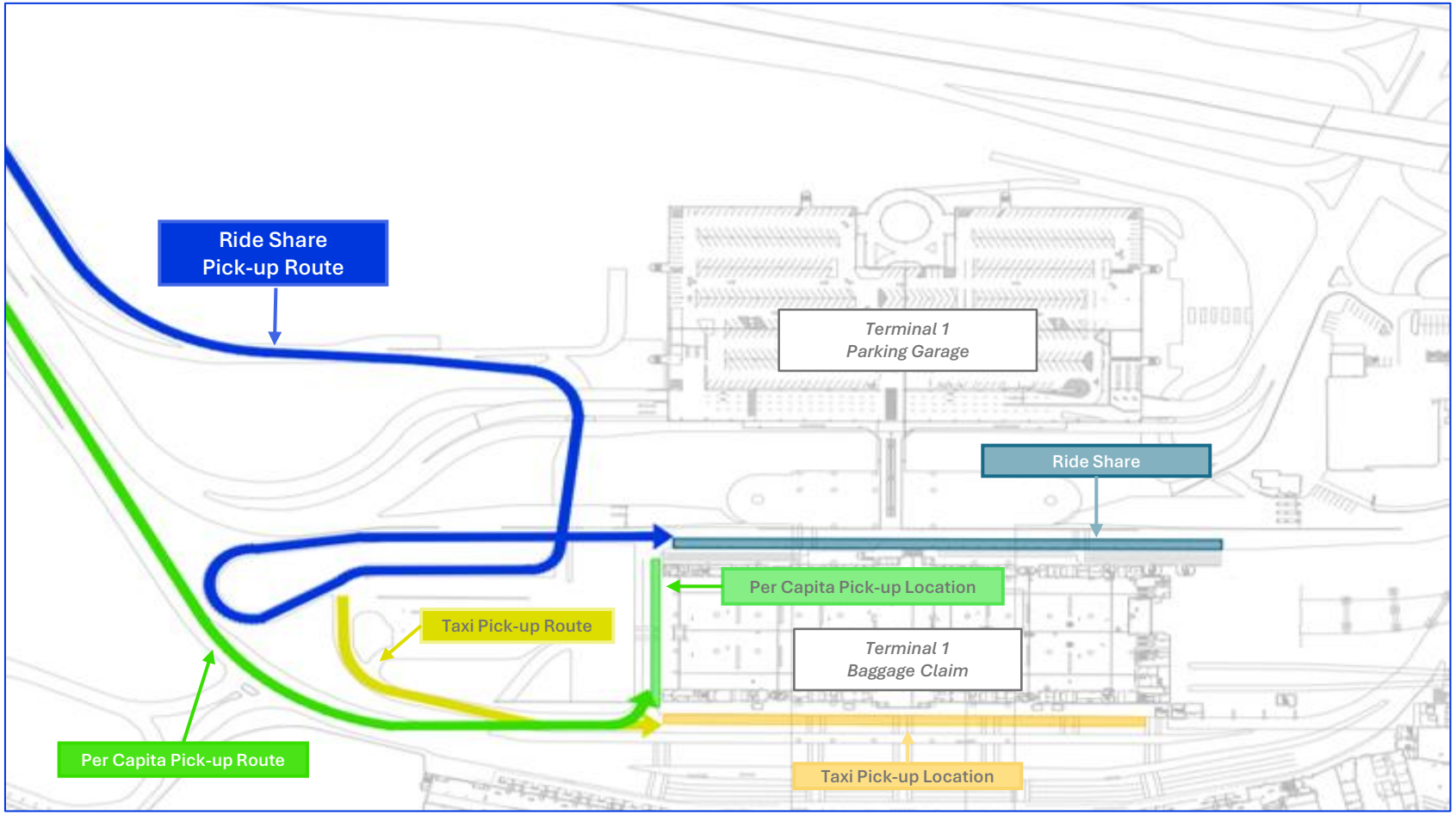
GROUND TRANSPORTATION IMPROVEMENTS

IN PROGRESS

	CURRENT	FUTURE
PER CAPITA		
TAXI		
RIDE SHARE		

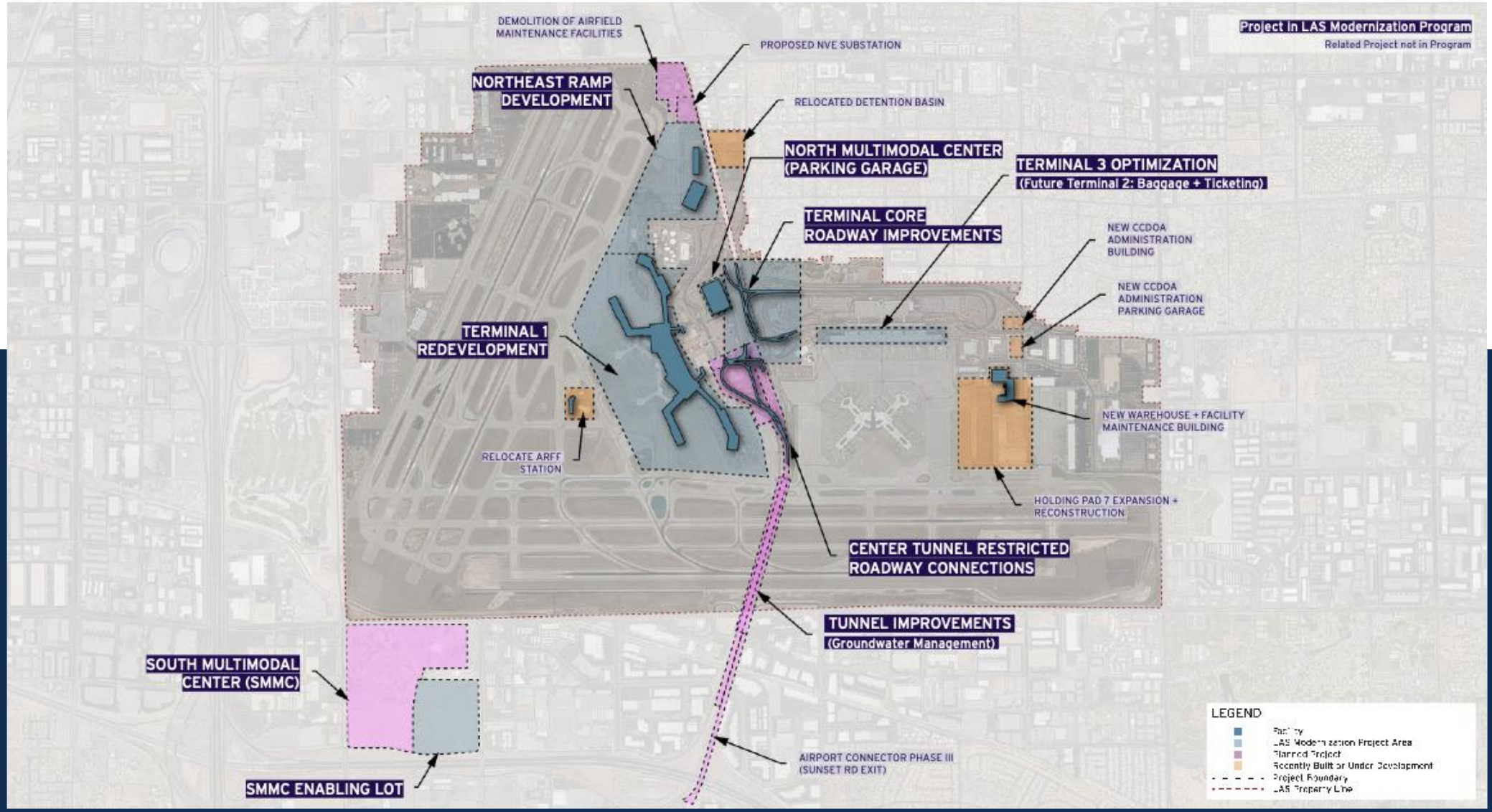
GROUND TRANSPORTATION IMPROVEMENTS

IN PROGRESS



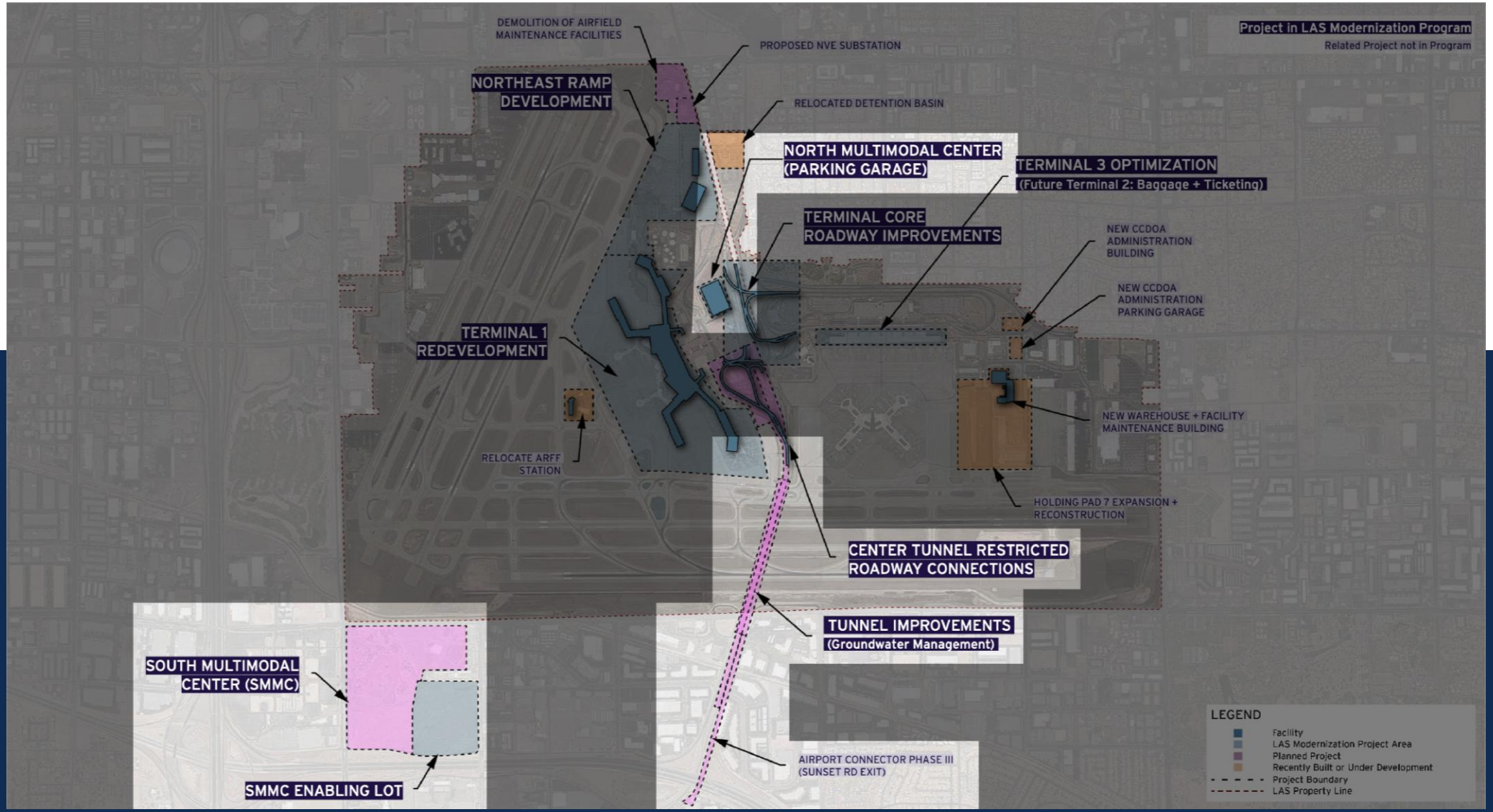
LAS MASTER PLAN

FUTURE STATE



LAS MASTER PLAN

FUTURE STATE

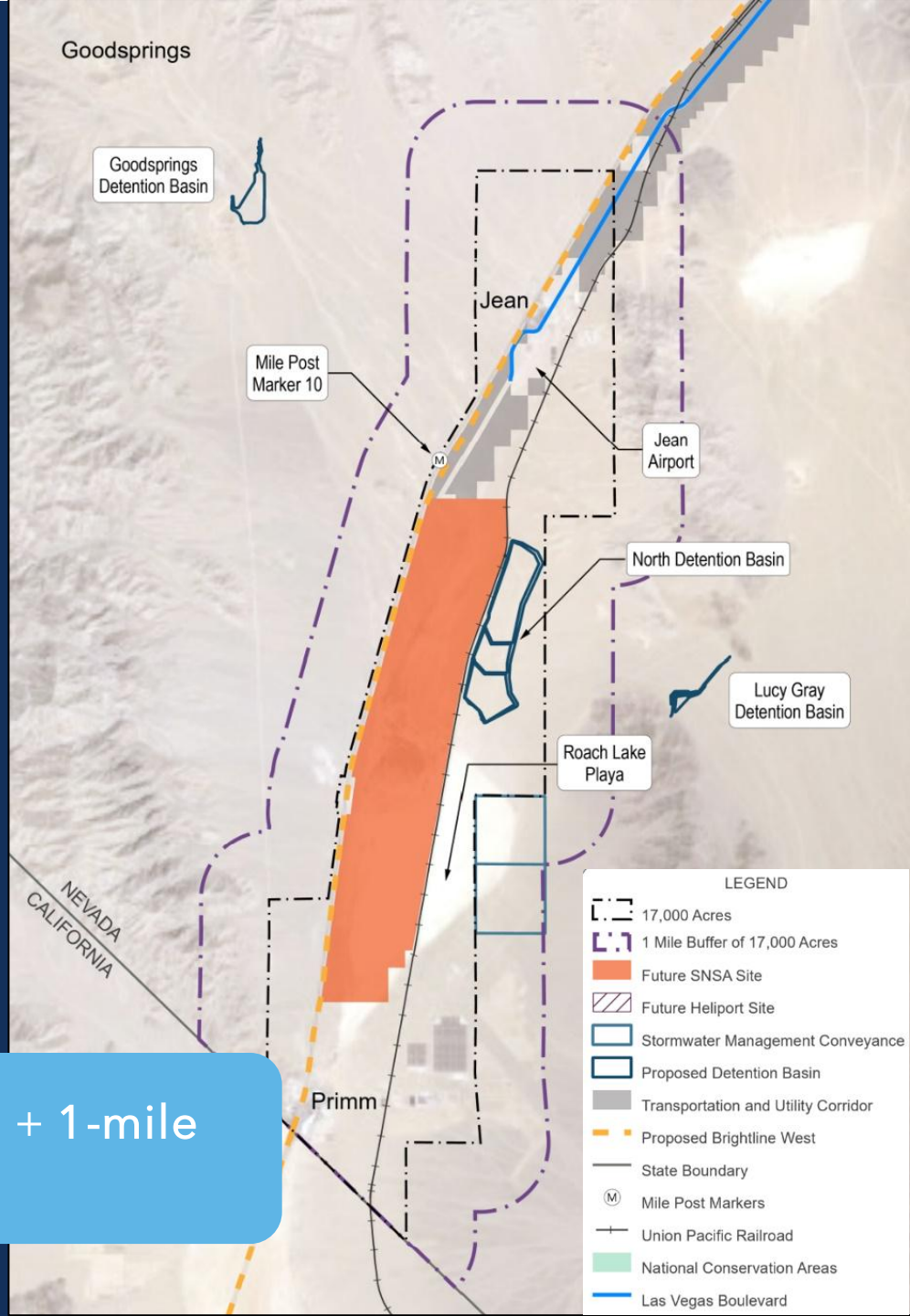


SOUTHERN NEVADA SUPPLEMENTAL AIRPORT

FUTURE STATE

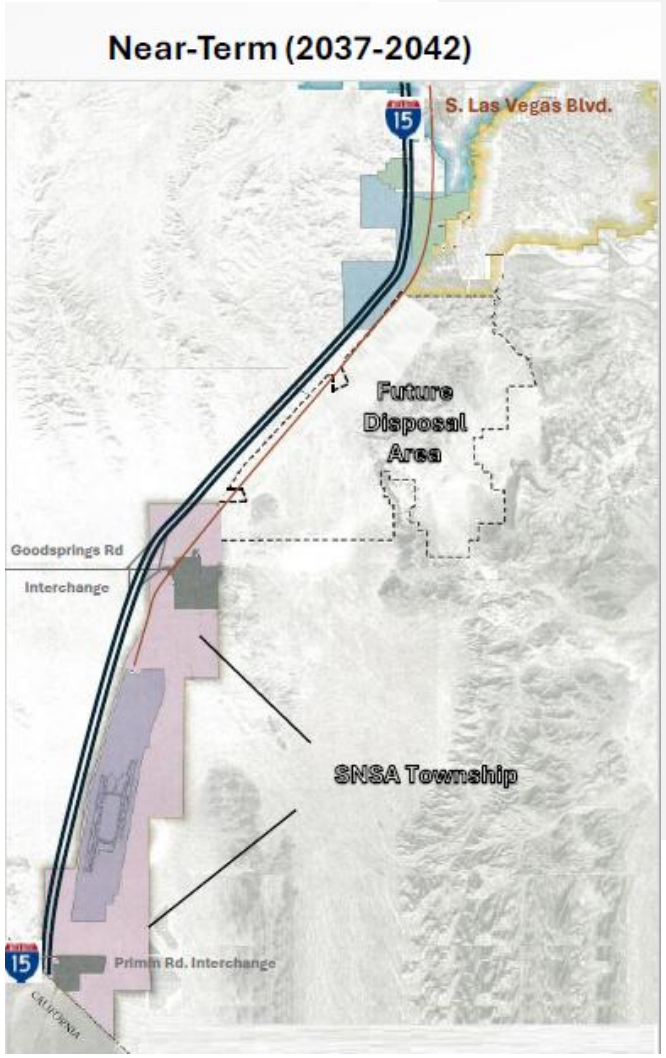
- Serve as second commercial airport for Southern Nevada
- Located approx. 30 miles away from LAS
- Currently under the federal environmental review/permitting process with our Joint Lead Agencies (FAA and BLM) – pending favorable Record of Decision in 2028.

Size: **6,000 acres** for airport surrounded by **17,000 acres** + **1-mile buffer zone** for compatible development.



SNSA ACCESSIBILITY: SHORT TERM

FUTURE STATE



- S. Las Vegas Blvd will not be available to support mass transit for SNSA. The DOA's Feasibility Study concludes that I-15 will support all vehicular traffic through at least five years after the airport opens.
- SNSA opening day transportation accessibility requirements must account for vehicles (private for passengers & employees, taxi, rideshare, buses, shuttles and other commercial vehicles)
- Preliminary analysis indicated that the Jean interchange would be feasible with proposed improvements.

SNSA PEAK HOUR TRIP GENERATION

	2037 (OPENING YEAR)		2042 (OPENING + 5 YEARS)	
	OUTBOUND	INBOUND	OUTBOUND	INBOUND
Passengers	1,536	1,198	2,258	2,117
Passengers to Vehicle Trip Factor	0.80			
Peak-Hour Vehicle Trips	1,229	958	1,806	1,694
Number of Lanes (Freeway Operations)	1	1	2*	1
Number of Lanes (Arterial Operations)	2*	1	2	2

Notes: * Borderline between 1 and 2 lanes
Source: CA Group, Inc., November 2025.

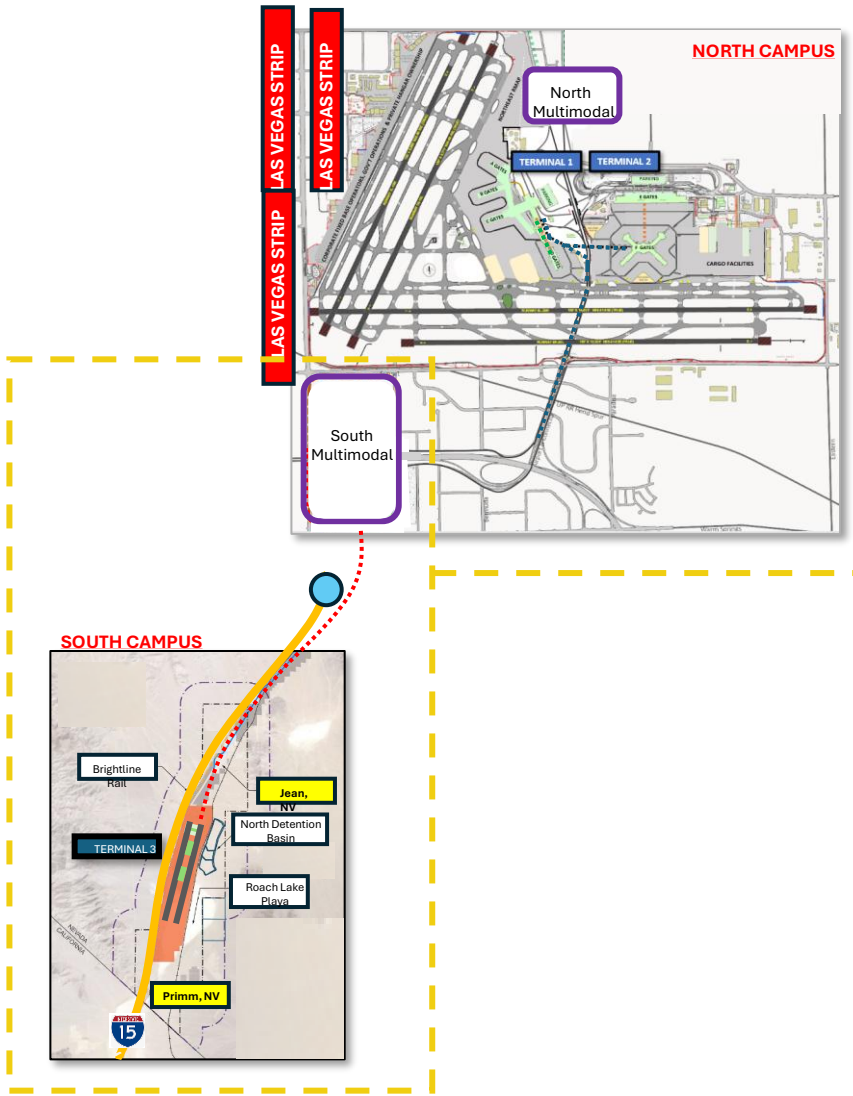
SNSA ACCESSIBILITY: LONG TERM

FUTURE STATE

- Major improvements to roadways and other infrastructure would be necessary to manage the anticipated growth.
- The potential future mass transit plan could have airport traffic share S. Las Vegas Blvd. to transport passengers via partially restricted lanes.

BIG PICTURE: POINTS OF OPPORTUNITY

FUTURE STATE



MAXIMIZATION

Focus on modernizing LAS Airport to maximize the capacity and efficiency of the campus.

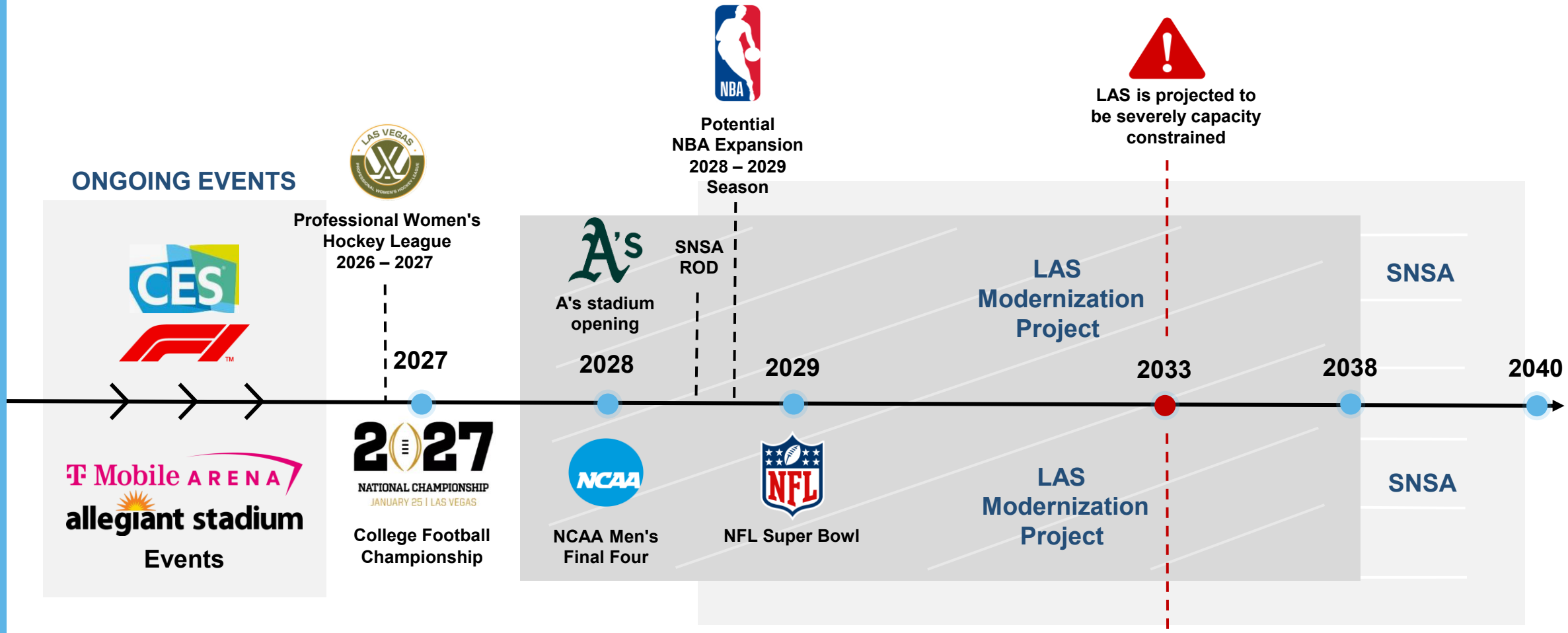
CONNECTION

Focus on reliable and consistent connections within the airports and the heart of the business sector.

EXPANSION

Focus on increasing commercial air travel into the Southern Nevada region. The surrounding designated acres will help ensure compatible land use development.

THE ROAD AHEAD



Transportation Investment Business Plan (TIBP) Working Group

Sondra Rosenberg, P.T.P.
Deputy Director

October 26, 2026

Project Neon Phase II

Second and final phase

- Complete an I-15 northbound collector-distributor (CD)
- Reconstruction of the I-15/Sahara interchange and improvements to I-15 southbound between Sahara Ave. and Spring Mountain Road
- Alleviate congestion on I-15 northbound from Sahara Ave. to the I-15/U.S. 95
- Right-of-Way to begin in 2028/2029



STARTING
2031+

I-15 Central Corridor

I-15 between Flamingo Road and Sahara Avenue

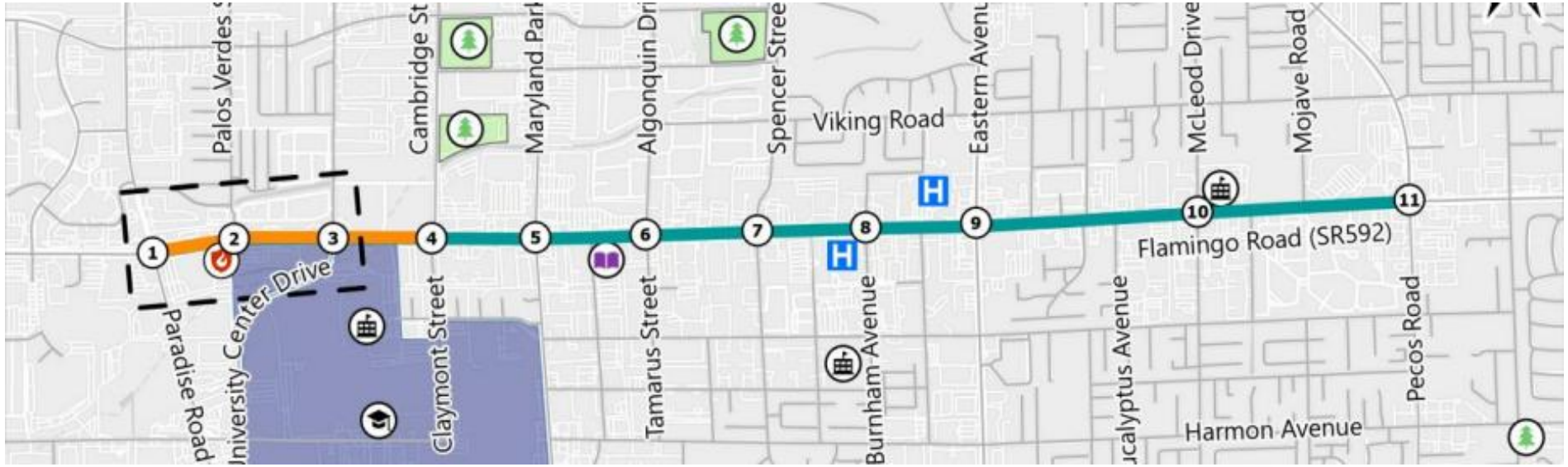
The purpose of the proposed project is to:

- Resolve existing roadway deficiencies
- Provide transportation improvements to serve existing and future growth areas
- Accommodate regional and local plans

NEPA in progress; anticipated completion 2029



Flamingo Road Safety Management Plan





Enhanced crossings and widened sidewalks



Separate place for bikes



Traffic calming options



Intersection locations, signs, and lighting



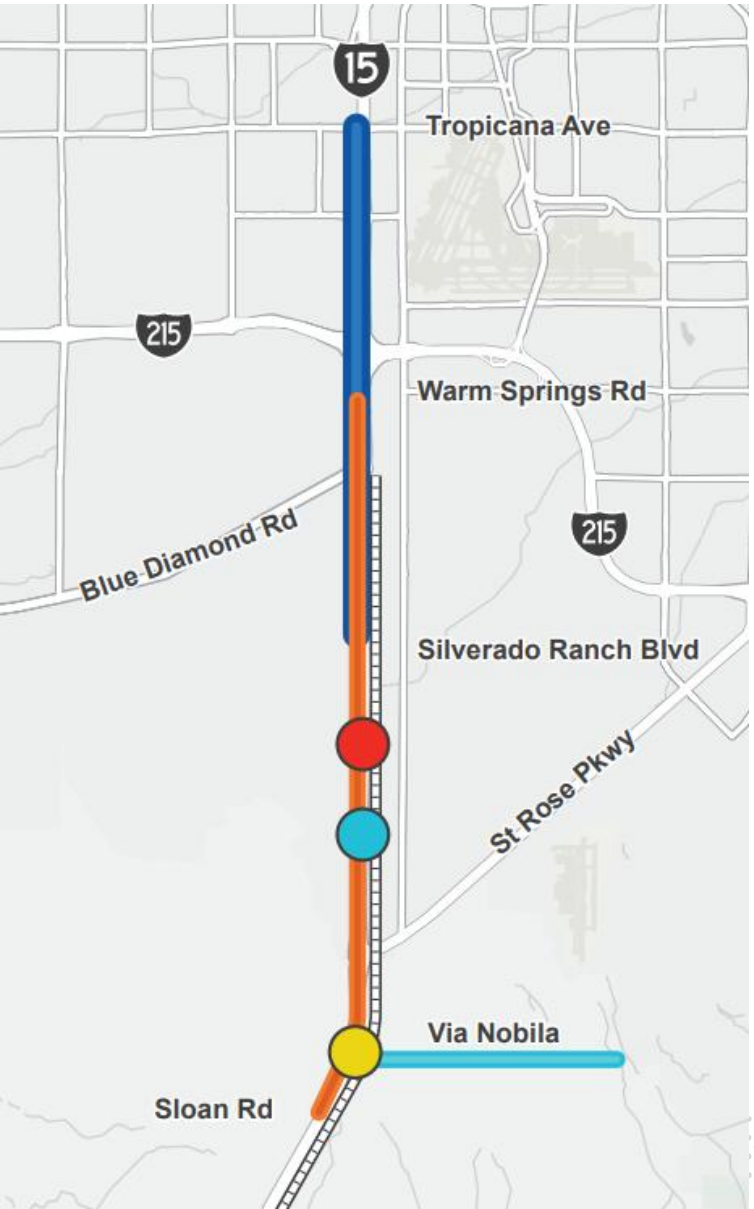
Enhanced transit

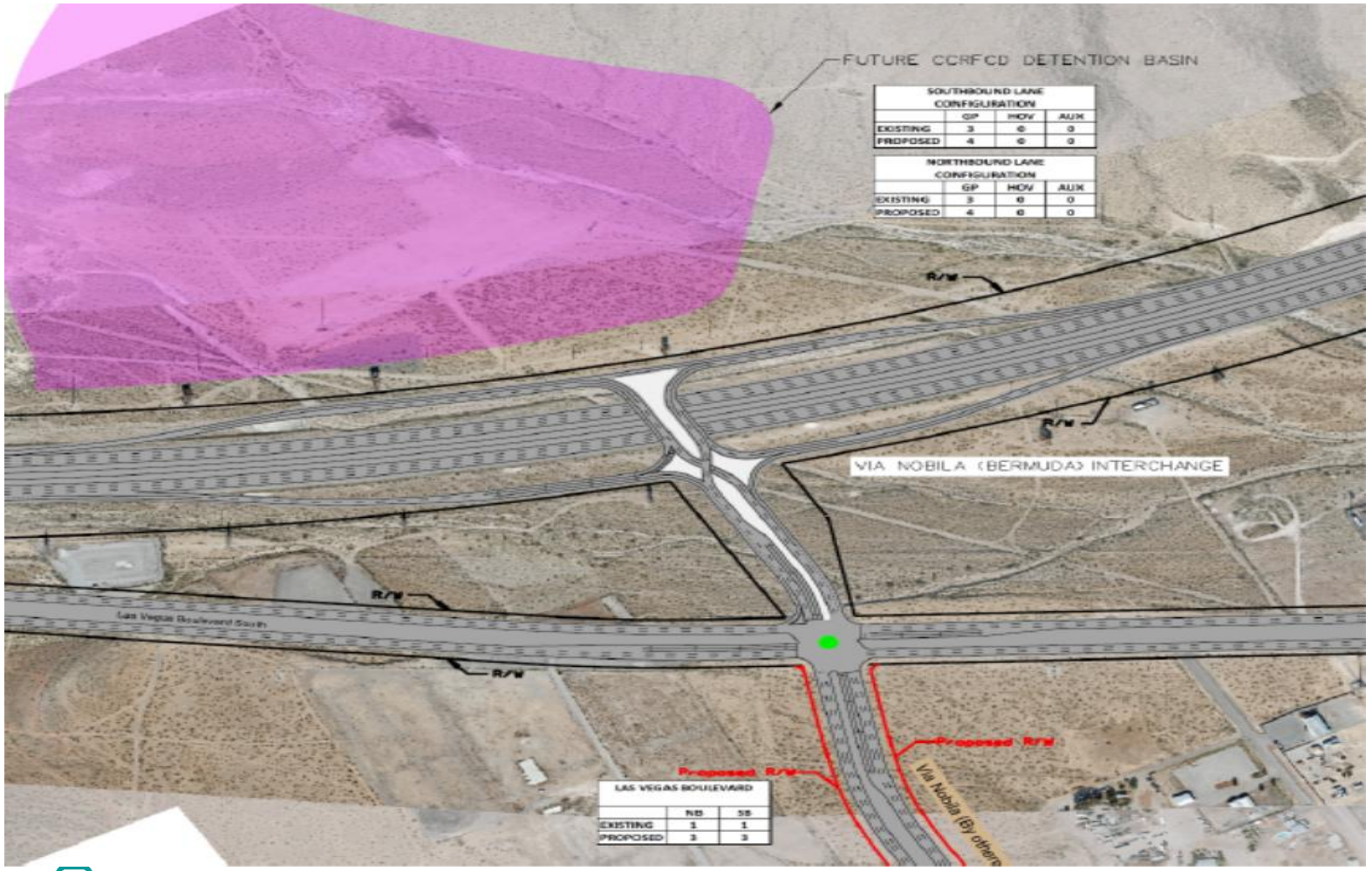
Route 160 Operational Study

- Widening and multimodal improvements between Rainbow Boulevard to Fort Apache Road
- Various Intersection Improvements to the following:
  - SR 160/Fort Apache
  - SR 160/El Capitan Way
  - SR160/Durango Drive
  - SR 160/Cimarron Road
  - SR160/Buffalo Drive
  - SR 160/Rainbow Boulevard
- Grade separated overpass at Dean Martin
- NEPA to begin in 2028/2029



Via Nobila Interchange (I-15 South Corridor)





STARTING
2029

I-15 Sloan to Stateline

Evaluation of:

- Capacity
- Operations
  - Existing and proposed interchages
  - Coordination with Brightline Operations
  - ITS elements
- Freight improvements

Next Step:

NEPA start 2027




NEVADA
DOT
SAFE AND CONNECTED



Q&A

AGENDA ITEMS

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Current Project Pipeline and Long-Term Needs

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Next Steps

Next Steps and Next Meeting



How does SNV'S mobility compare?

- While the Resort Corridor is unique, corridors in other cities share many characteristics
- This presentation describes transportation approaches used in the other largest corridors in the US and Canada in terms of visitors, jobs, and residents
  - New York City
  - Toronto
  - Montreal
  - Chicago
  - Los Angeles Hollywood Blvd
  - International Drive



Largest Corridors in US & Canada

…in terms of visitors, jobs, and residents

City / Corridor	Corridor Length (miles)	Annual Visitors (millions)	Hotel Rooms	Jobs	Residents
Las Vegas Resort Corridor	**6**	**39**	**94,000**	**96,000**	**8,300**
NYC Broadway	**1.4**	**50**	34,000	472,000	37,000
Chicago Michigan Avenue	**4**	**21**	32,000	269,000	67,000
Orlando International Drive	**9**	**12**	21,000	24,000	7,100
Montreal Sainte-Catherine	**3**	**8**	9,000	85,000	48,100
Los Angeles Hollywood Blvd	**3**	**8**	5,000	35,000	45,300
Toronto Yonge Street	**3**	**7**	8,000	91,000	78,100



Largest Corridors in US & Canada

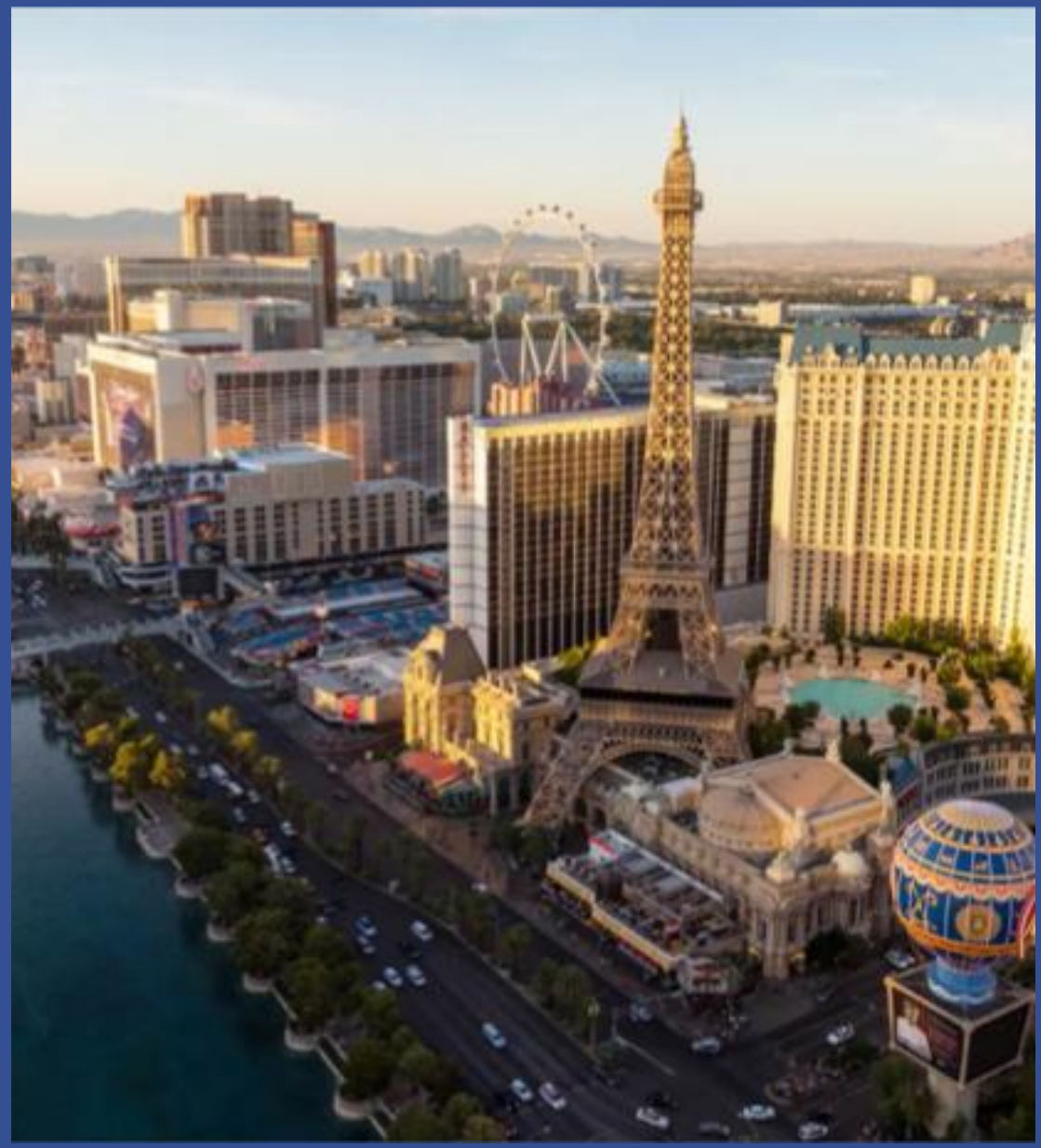
Number of traffic lanes varies significantly, most have rail service

City / Corridor	TRAFFIC		HIGH-CAPACITY TRANSIT	
	Thru Traffic Lanes (per direction)	Daily Traffic Volume	High-Capacity Transit Services	Daily HCT Boardings
Las Vegas Resort Corridor	**3-4**	**48,000**	**Monorail**	**13,000**
NYC Broadway	**0-2**	*n/a**	Subway	**278,000**
Chicago Michigan Avenue	**2**	24,000	Elevated Metro	**56,000**
Orlando International Drive	**3-4**	35,000	*None*	**0**
Montreal Sainte-Catherine	**0-3**	*n/a**	Subway	**121,000**
Los Angeles Hollywood Blvd	**2**	37,000	Subway	**9,000**
Toronto Yonge Street	**1**	27,000	Subway	**192,000**

**partially pedestrianized/not a through street*

LAS VEGAS
RESORT CORRIDOR

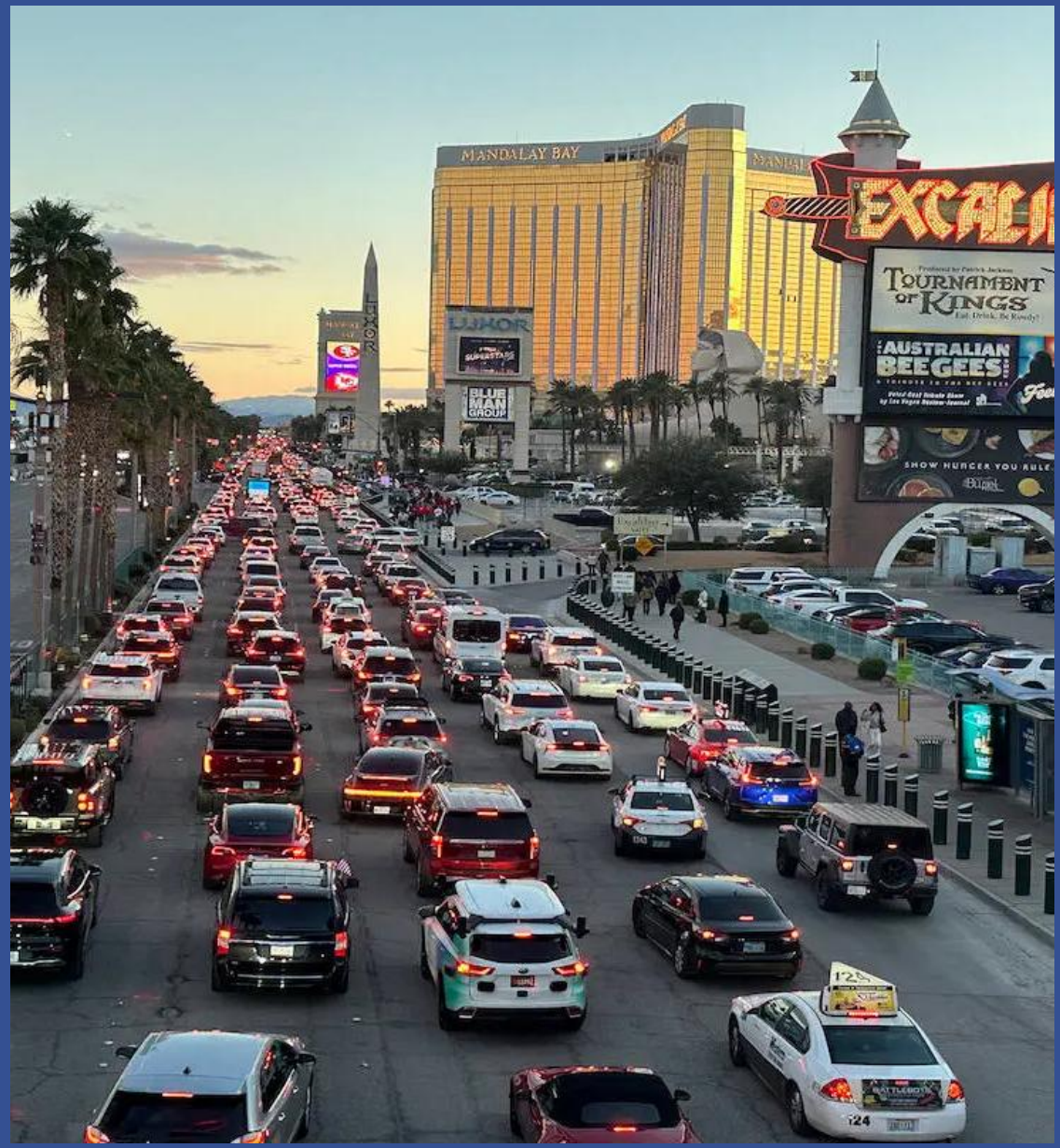
- Home to major resorts, the convention center and major event spaces, entertainment, and dining
- More hotels rooms than any other corridor and 2nd highest number of visitors



LAS VEGAS
RESORT CORRIDOR

TRAFFIC & PEDS:

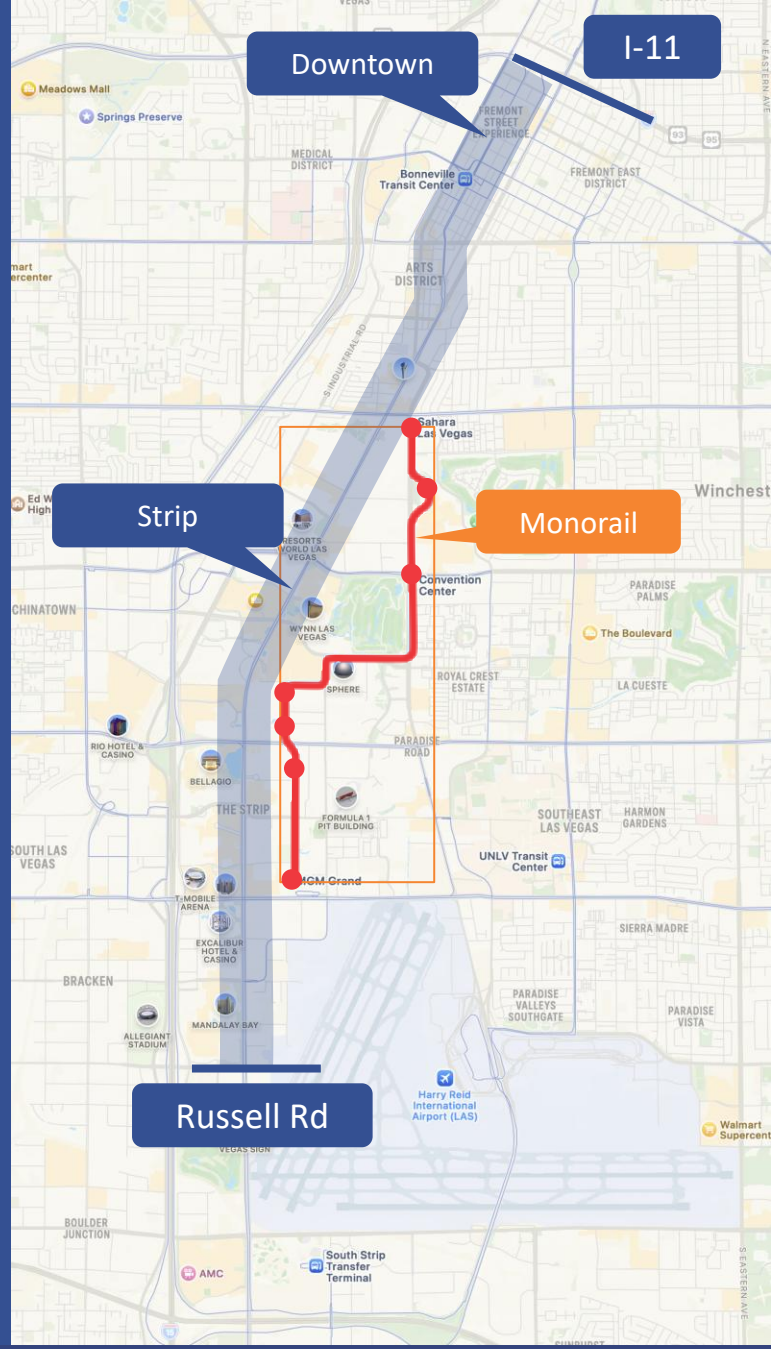
- Number of thru general lanes (per direction): **3 to 4**
- Traffic volumes: **extremely high**
- Pedestrian volumes: **extremely high**
- Use of curb lane: **thru lanes and turn lanes**
- Pedestrian measures:
  - **Focus on enhancing pedestrian experience**
  - **Wide sidewalks and ped bridges**



LAS VEGAS
RESORT CORRIDOR

TRANSIT:

- Primary transit: **Deuce bus and monorail**
- Average daily ridership:
  - **Monorail: 13,000**
  - **Deuce: 20,000**
- Transit to airport:
  - **BRT to downtown (Maryland Pkwy Red Line)**
  - **None to Strip**



NEW YORK CITY

BROADWAY

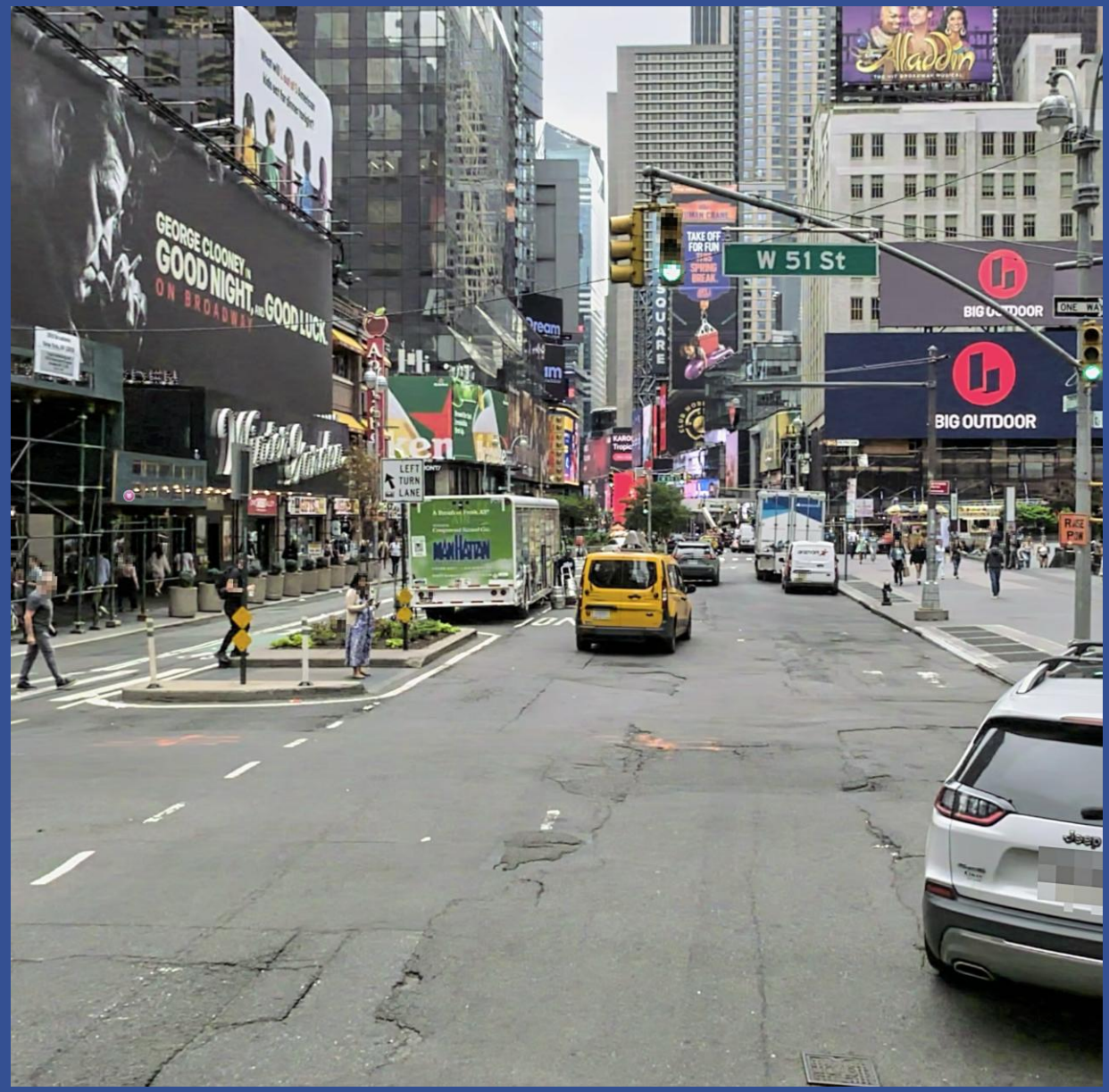
- Entertainment and office tower areas in midtown Manhattan including Times Square and Broadway theaters
- More visitors, residents, and jobs, but fewer hotel rooms



NEW YORK CITY
BROADWAY

TRAFFIC & PEDS:

- Some segments are **ped only**
- Thru general traffic lanes: **1 or 2**
- Traffic volumes: **low by design**
- Pedestrian volumes: **very high**
- Use of curb lane: **parking, loading, pickup & dropoffs**
- Other: **bike lane**



NEW YORK CITY
BROADWAY

TRANSIT

- Primary transit: **7 subway lines along Broadway, 9 intersecting lines**
- Average daily ridership: **278,000**
- Transit to airport:
  - Laguardia: **subway + Rapid Bus**
  - JFK: **rail, with 1 to 2 connections**
  - Newark: **airport express bus**
- Transit mode share: **>80%**



CHICAGO

MICHIGAN AVENUE

- "Magnificent Mile" shopping district and access to Millenium Park with cultural destinations and major tourist attractions
- Shorter corridor, fewer visitors and hotel rooms, but many more jobs and residents

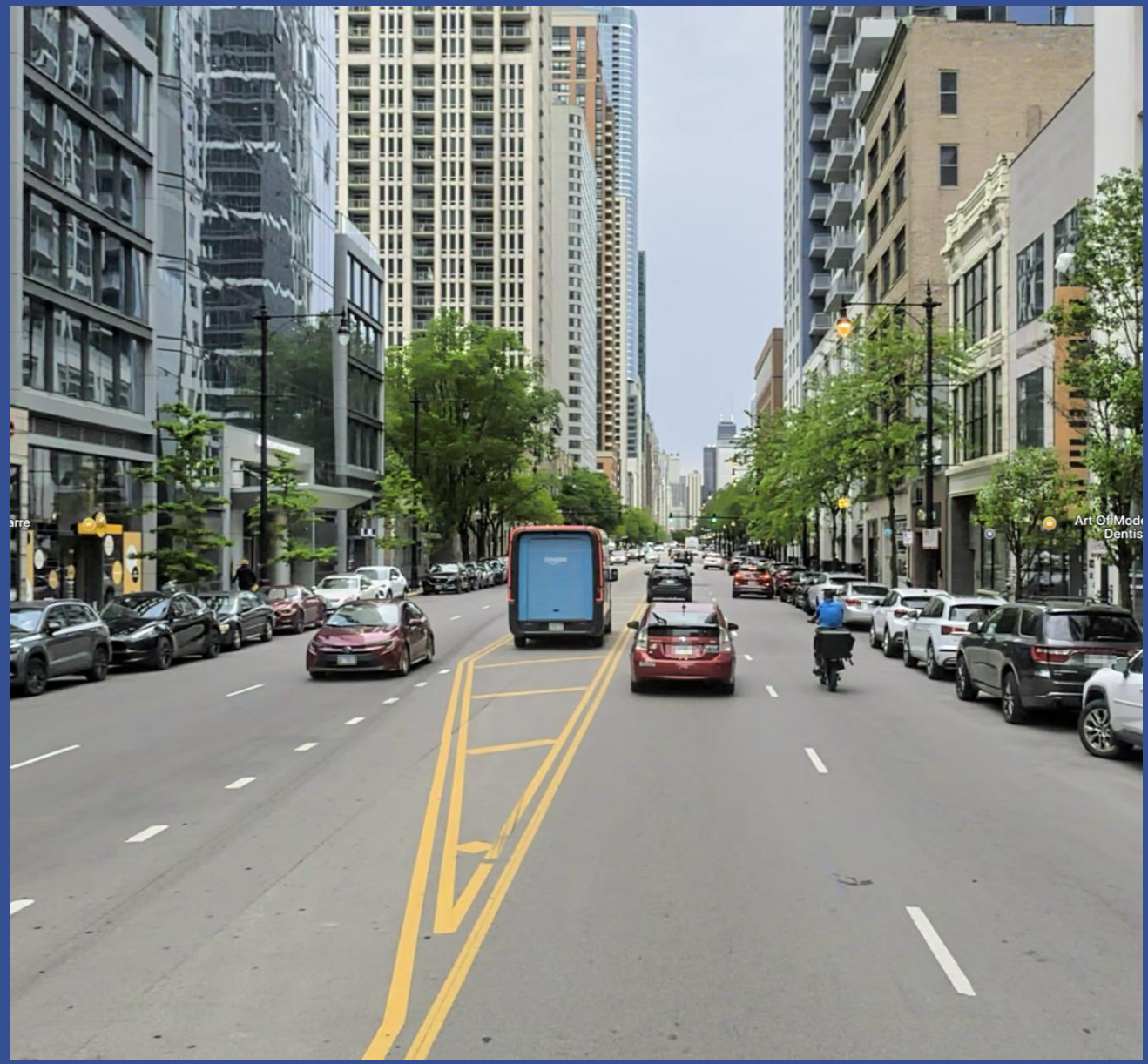


CHICAGO

MICHIGAN AVENUE

TRAFFIC & PEDS:

- Number of thru general lanes (per direction): **2**
- Traffic volumes: **high**
- Pedestrian volumes: **moderate**
- Use of curb lane: **parking, loading, pickup & dropoffs**



CHICAGO

MICHIGAN AVENUE

TRANSIT:

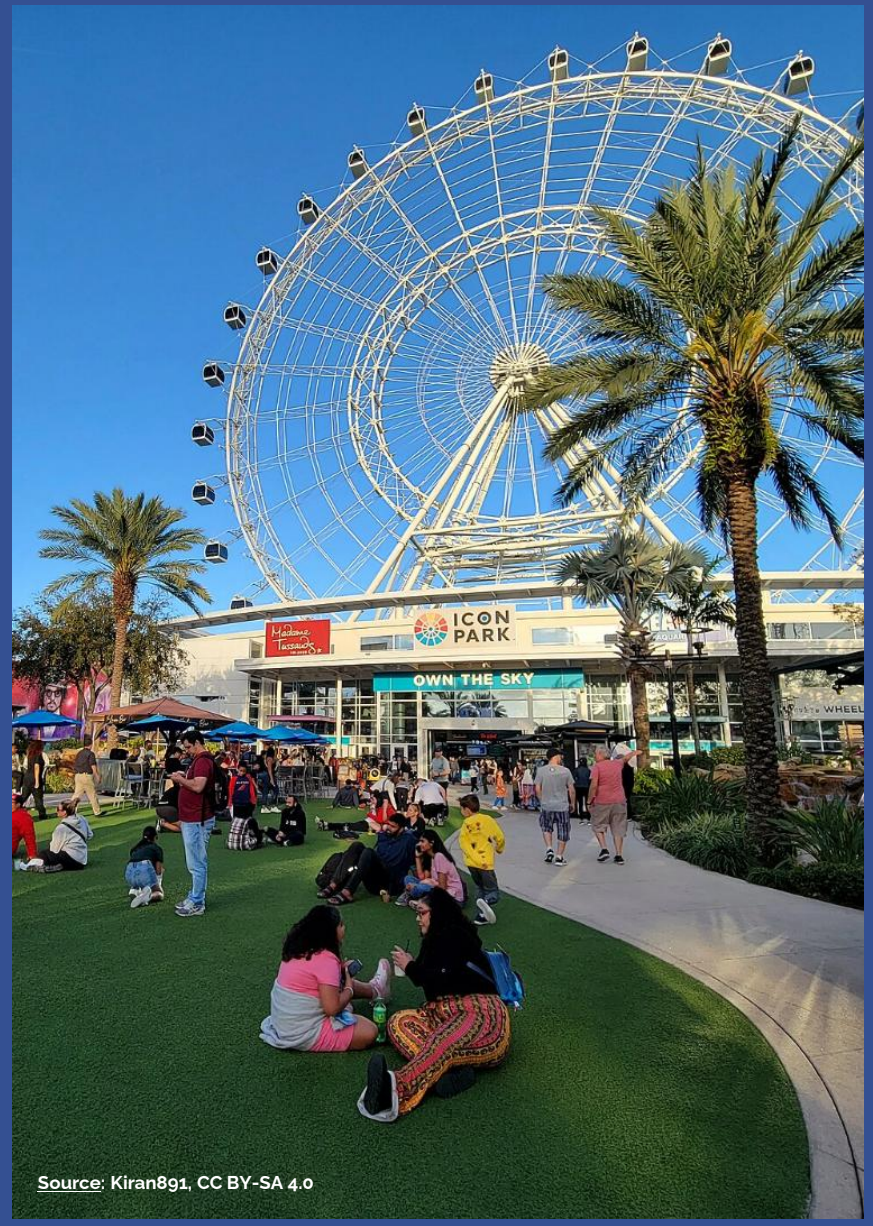
- Primary transit:
  - **BRT along part of corridor, plus local bus service**
  - **3 rapid transit lines parallel to the corridor 2 to 3 blocks west**
- Average daily rail ridership: **56,000**
- Transit to airport (O'Hare): **rapid transit with 1 connection**



ORLANDO

INTERNATIONAL DRIVE

- Serves major resorts and tourist destinations, the Orange County Convention Center, and multiple major outlet malls
- Mostly a suburban corridor
- Much lower numbers than Resort Corridor for visitors, jobs, and residents



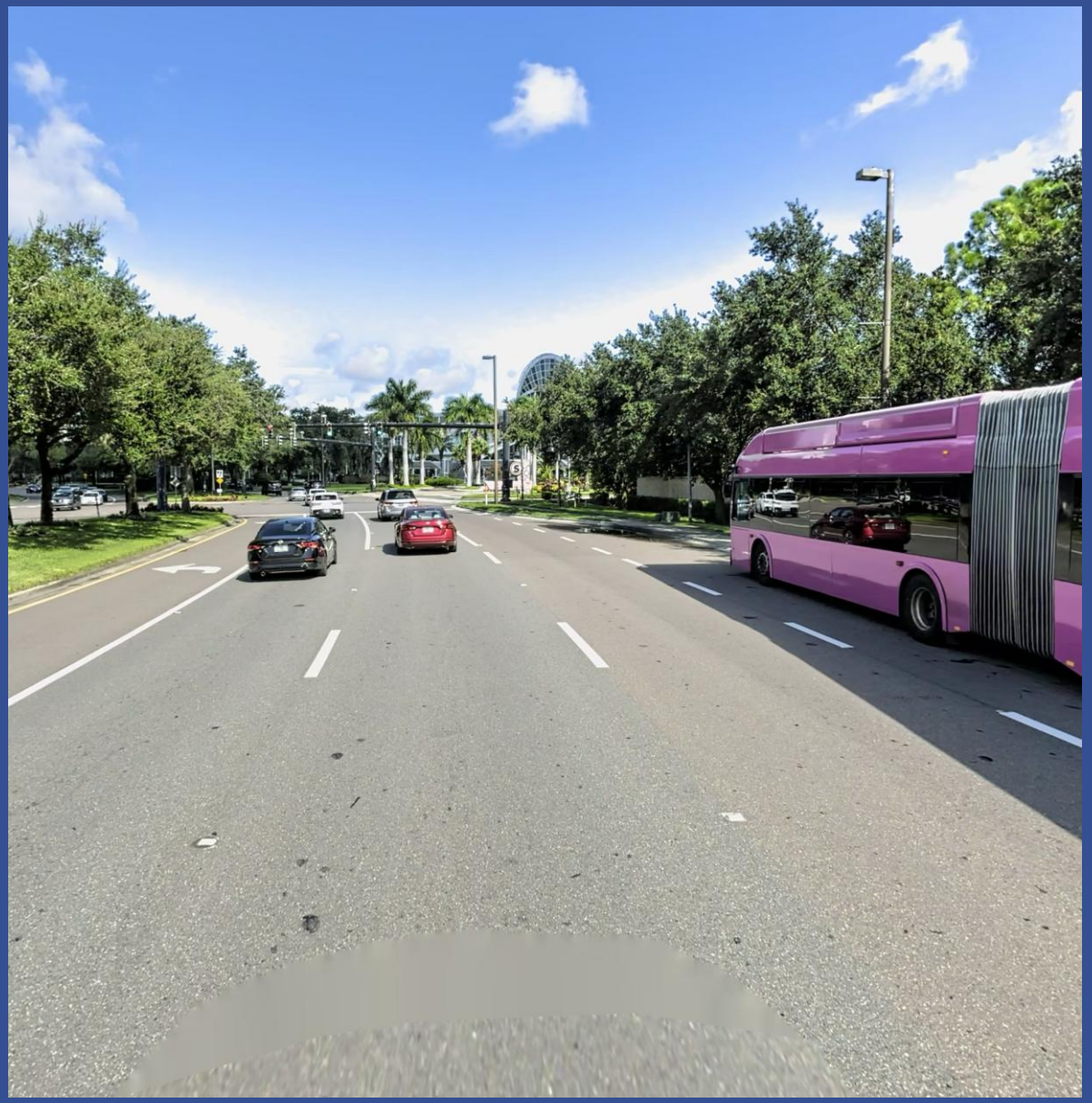
Source: Kiran891, CC BY-SA 4.0

ORLANDO

INTERNATIONAL DRIVE

TRAFFIC & PEDS:

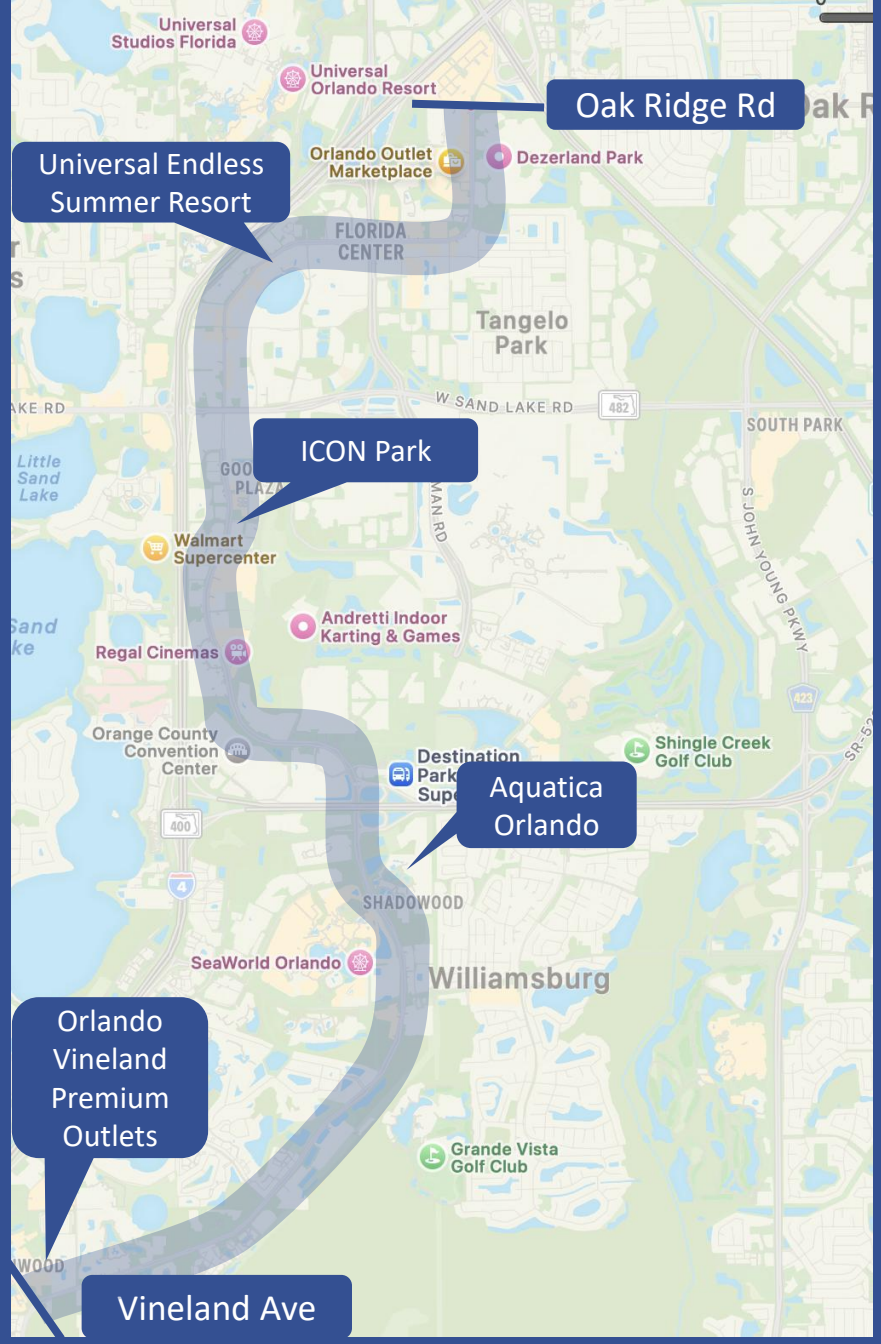
- Number of thru general lanes (per direction): **3 to 4, mostly 3**
- Traffic volumes: **very high**
- Pedestrian volumes: **low**
- Use of curb lane: **thru traffic and turn lanes**



ORLANDO
INTERNATIONAL DRIVE

TRANSIT

- Primary transit: **Privately-operated tourist trolley service (I-Ride) and LYNX local bus**
- Average daily ridership: **4,100**
- Transit to airport: **local bus**



MONTREAL

RUE SAINTE-CATHERINE

- Montreal's primary commercial corridor serving downtown, large universities, arts districts, and nightlife
- Far fewer visitors and hotel rooms but similar number of jobs and more residents

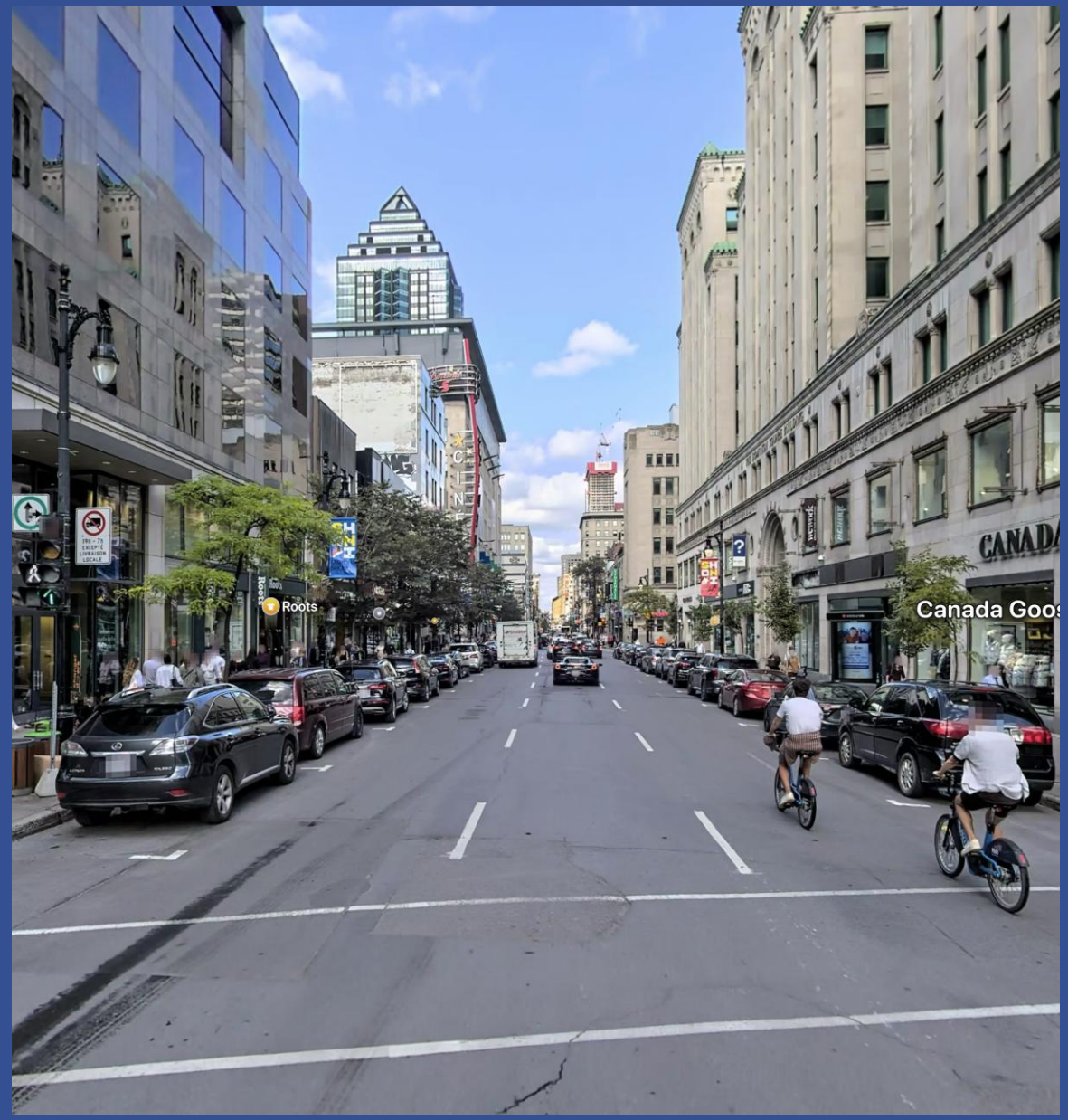


MONTREAL

RUE SAINTE-CATHERINE

TRAFFIC & PEDS:

- **Southern end:**
  - **One-way northbound**
  - Thru general traffic lanes: **2 to 3, mostly 2**
  - Traffic volumes: **moderate**
  - Pedestrian volumes: **moderate to high**
  - Use of curb lane: **parking, loading, pickup & dropoffs**

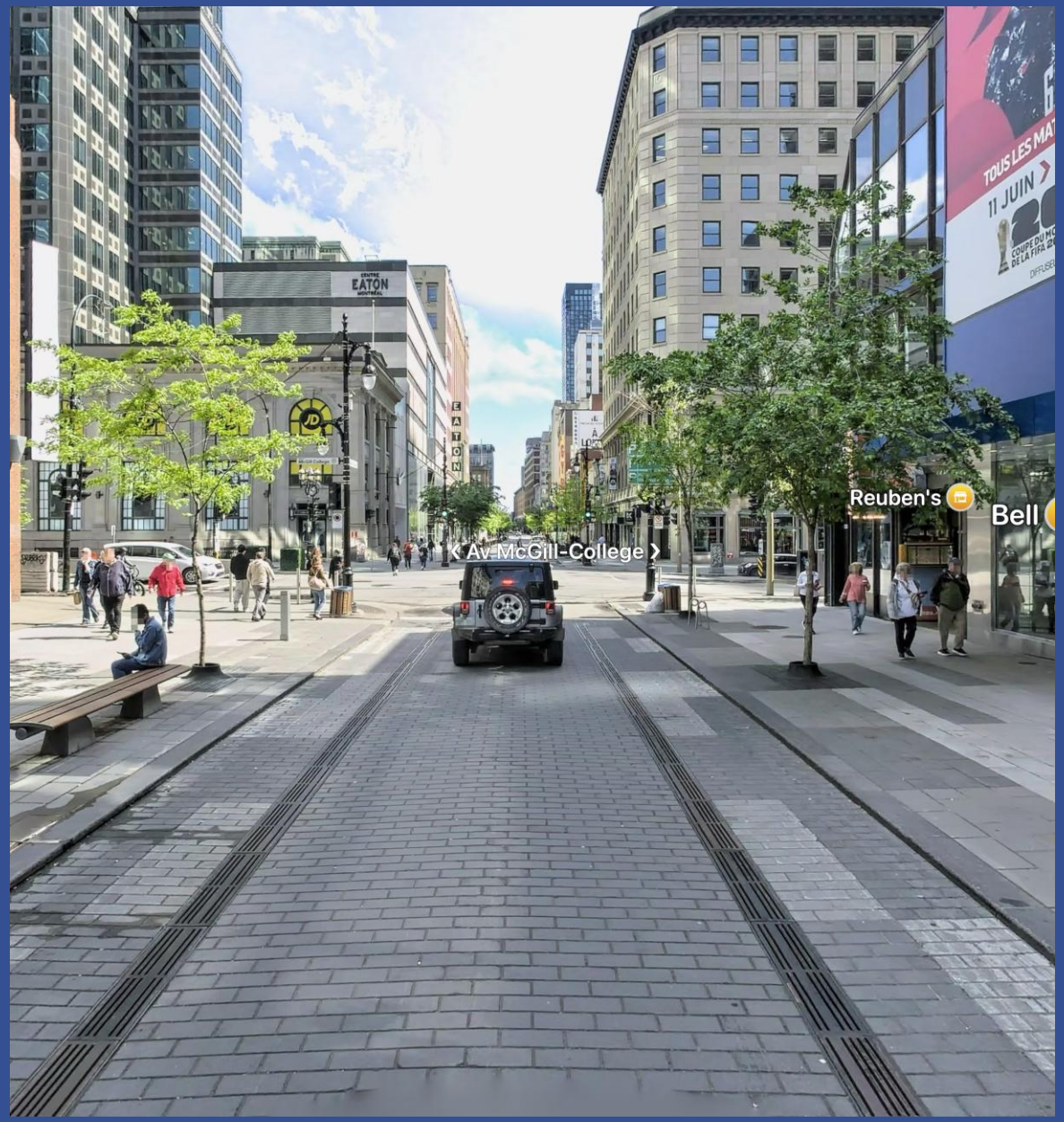


MONTREAL

RUE SAINTE-CATHERINE

TRAFFIC & PEDS:

- **Northern end:**
  - One-way northbound
  - **Some ped only-segments**
  - Thru general traffic lanes: **1**
  - Traffic volumes: **Very low by design**
  - Pedestrian volumes: **high**
  - Use of curb lane: **none**
  - Pedestrian measures: **very wide sidewalks, one less traffic lane**



MONTREAL

RUE SAINTE-CATHERINE

TRANSIT:

- Primary transit: **rapid transit line under Sainte Catherine**
- Average daily ridership: **121,000**
- Transit to airport: **rail, with 1 connection (under construction)**



LOS ANGELES

HOLLYWOOD BLVD

- Home of tourist areas in central Hollywood including the Hollywood Walk of Fame and Thai Town
- More residents but far fewer visitors, hotel rooms and jobs



LOS ANGELES

HOLLYWOOD BLVD

TRAFFIC & PEDS:

- Number of thru general lanes (per direction): **2**
- Traffic volumes: **very high**
- Pedestrian volumes: **very high**
- Use of curb lane: **parking, loading, pickup & dropoffs**

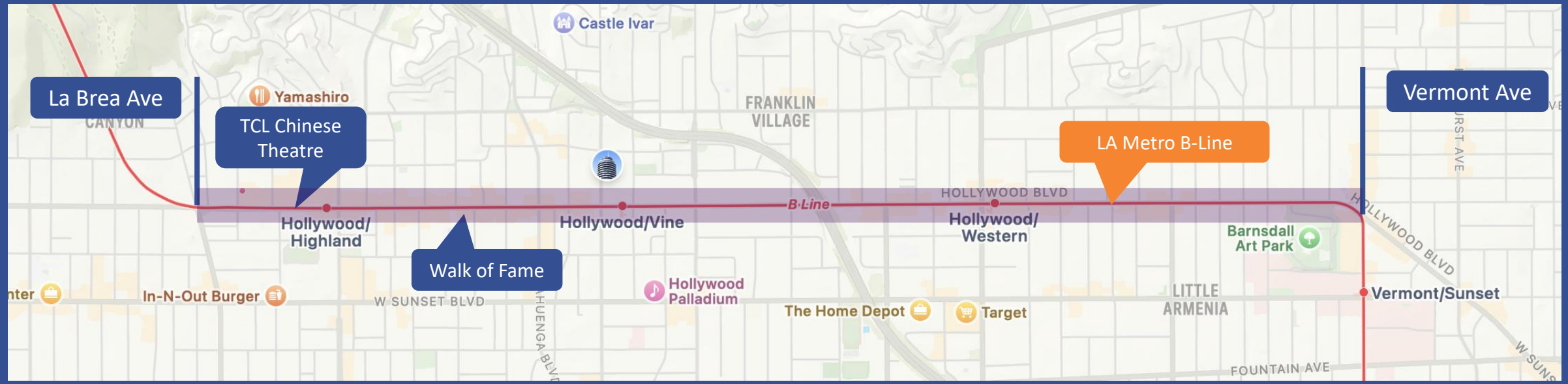


LOS ANGELES

HOLLYWOOD BLVD

TRANSIT:

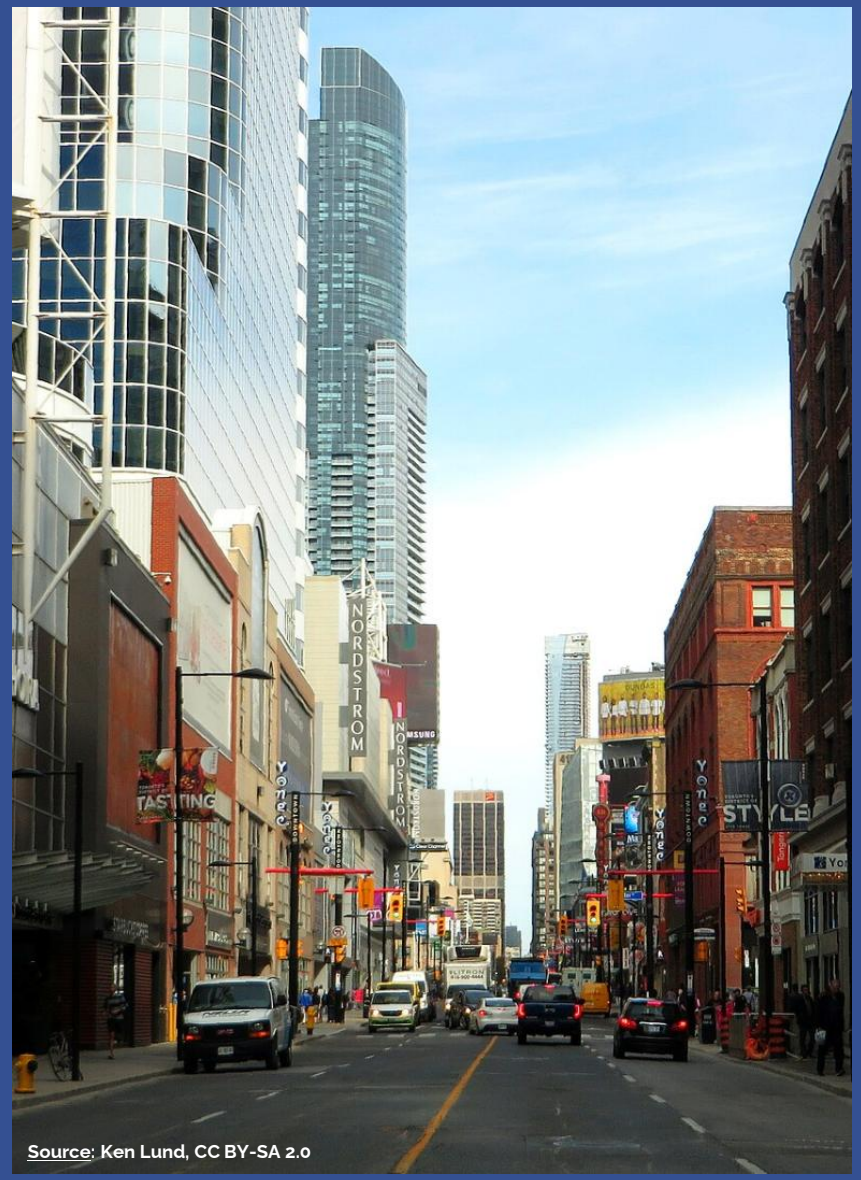
- Primary transit: **Rapid transit under Hollywood Blvd – 3 stations on Metro B Line**
- Average daily ridership: **9,000 boardings (lowest of all with rail service)**



TORONTO

YONGE STREET

- Home of Sankofa Square retail destination ("Toronto's Times Square"), office towers, shopping areas, and high-density residential
- Fewer visitor and hotel rooms, similar number of jobs, and many more residents



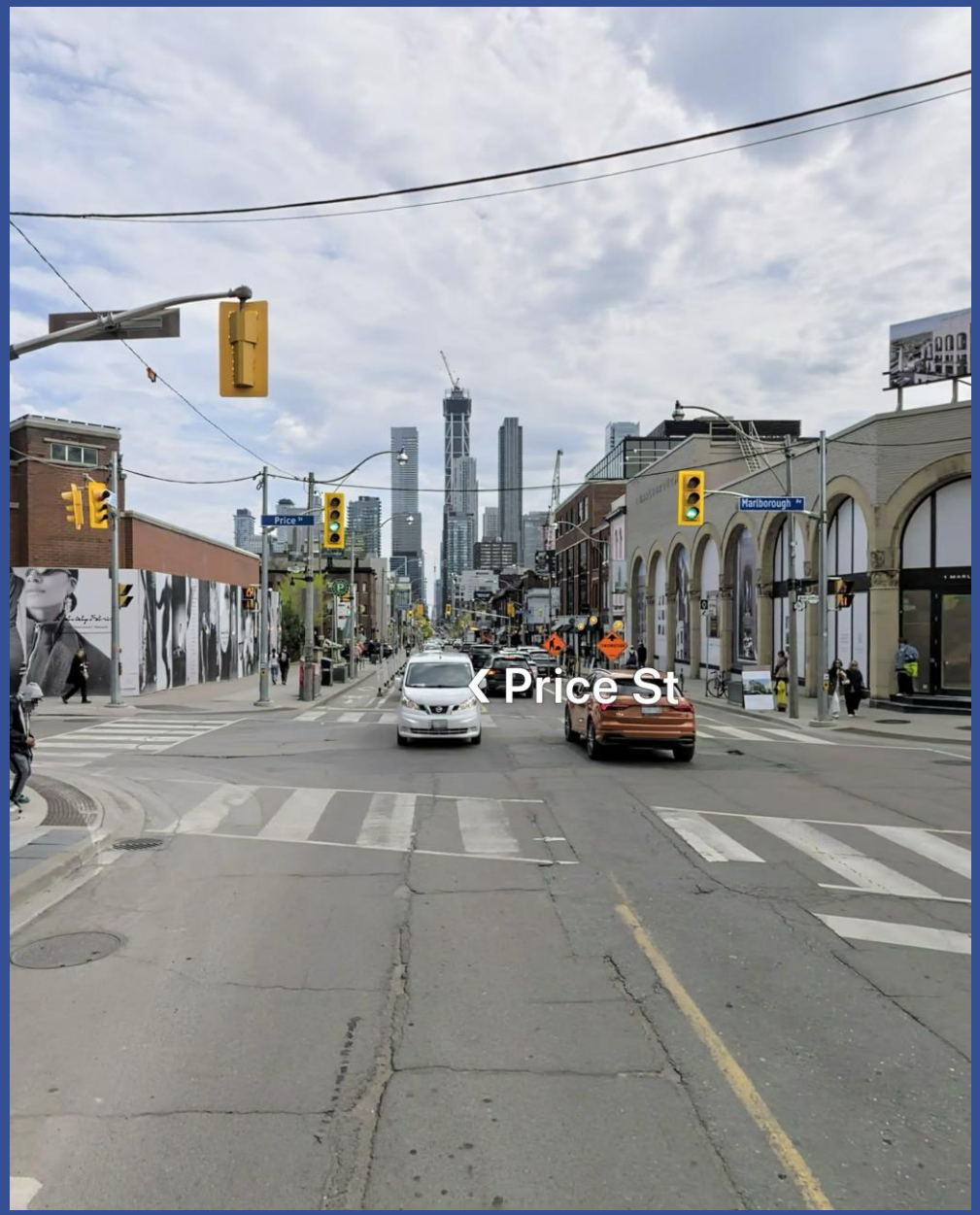
Source: Ken Lund, CC BY-SA 2.0

TORONTO

YONGE STREET

TRAFFIC & PEDS:

- Number of thru general lanes (per direction): **1**
- Traffic volumes: **high**
- Pedestrian volumes: **high**
- Use of curb lane: **bike lanes**



TORONTO
YONGE STREET

TRANSIT:

- Primary transit: **rapid transit Yonge St**
- Average daily ridership: **192,000**
- Transit to airport: **rail with 1 connection** (plus many rail-bus options)



Key Takeaways

- Resort Corridor:
  - Focus is on vehicular traffic
  - Only urban corridor without rail
- Other Urban Corridors:
  - Fewer general traffic lanes
  - Rail service and high transit ridership

→ *People use what's available*

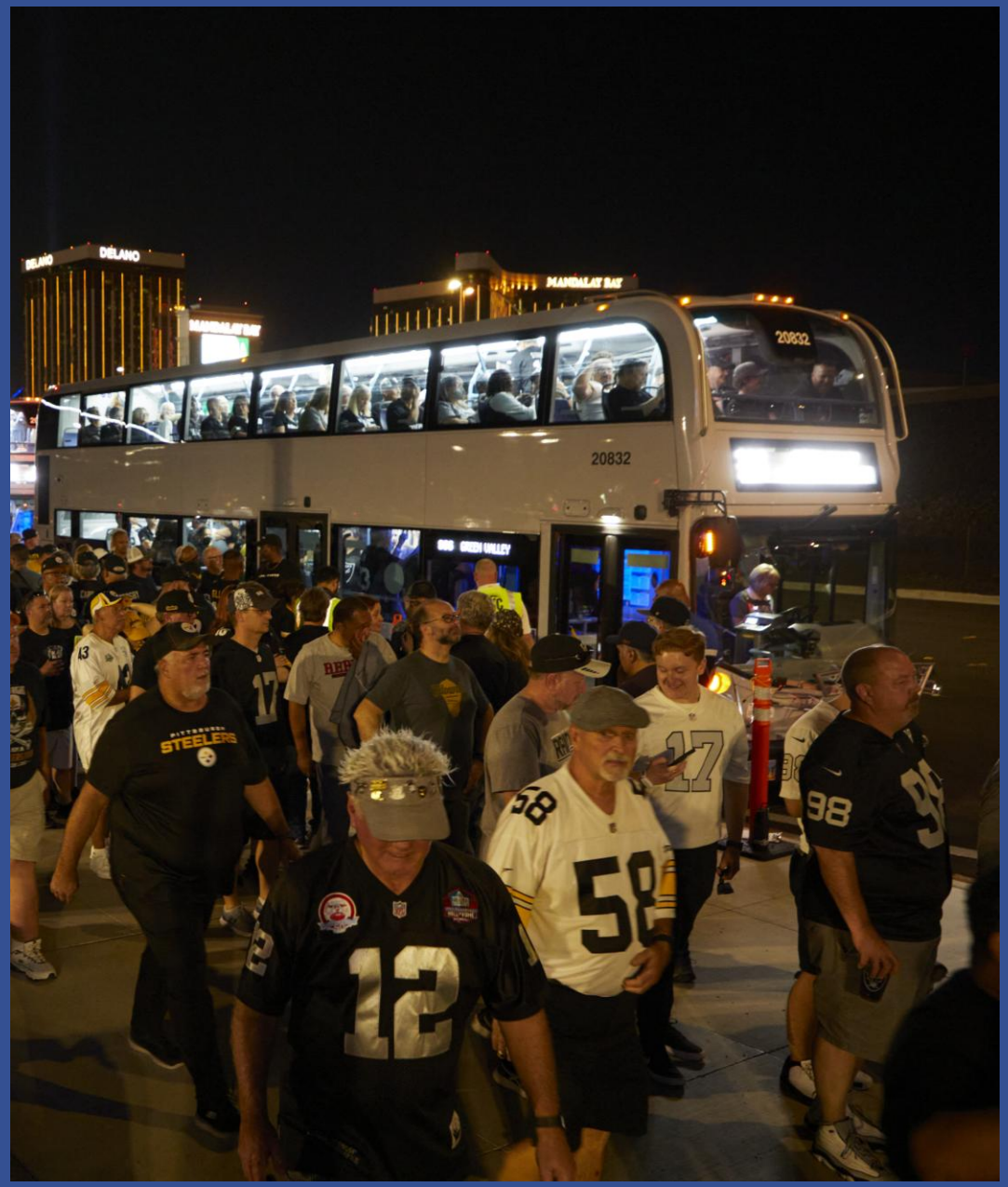
→ *Direct relationship between the provision of high-quality transit and the number of traffic lanes that are needed*



Key Questions

- Ability to add lanes is maxed out
- Vegas Loop provides ability to move many trips underground
- High -quality transit can shift people out of cars

→ *What proportion of future demand could these options address and what more will need to be done?*



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Current Project Pipeline and Long-Term Needs

03

Peer Corridors

Strategies Used in Other Major Corridors

04

Small Group Activity

Individual Reflection, Discussion, Polling Exercise

05

Open Discussion

Reflections and Big Ideas

06

Next Steps

Next Steps and Next Meeting



Small Group Activity

Breakout Session

Please take a few moments to consider the following questions individually, followed by group discussion.

1. **Do you believe additional efforts are needed to address transportation and mobility challenges in the Resort Corridor?**

2. **What should we do more of, or differently, to improve mobility within and to the Resort Corridor for visitors, employees, and other travelers?**

3. **Existing and planned transit in the Resort Corridor includes the RTC Deuce bus service, the monorail and the Vegas Loop. Which of the following best reflects your preference for additional future transit investments in the Resort Corridor?**

4. **Beyond transit, how can other travel options be improved?**

5. **What single improvement would have the greatest positive impact on mobility throughout the Resort Corridor?**

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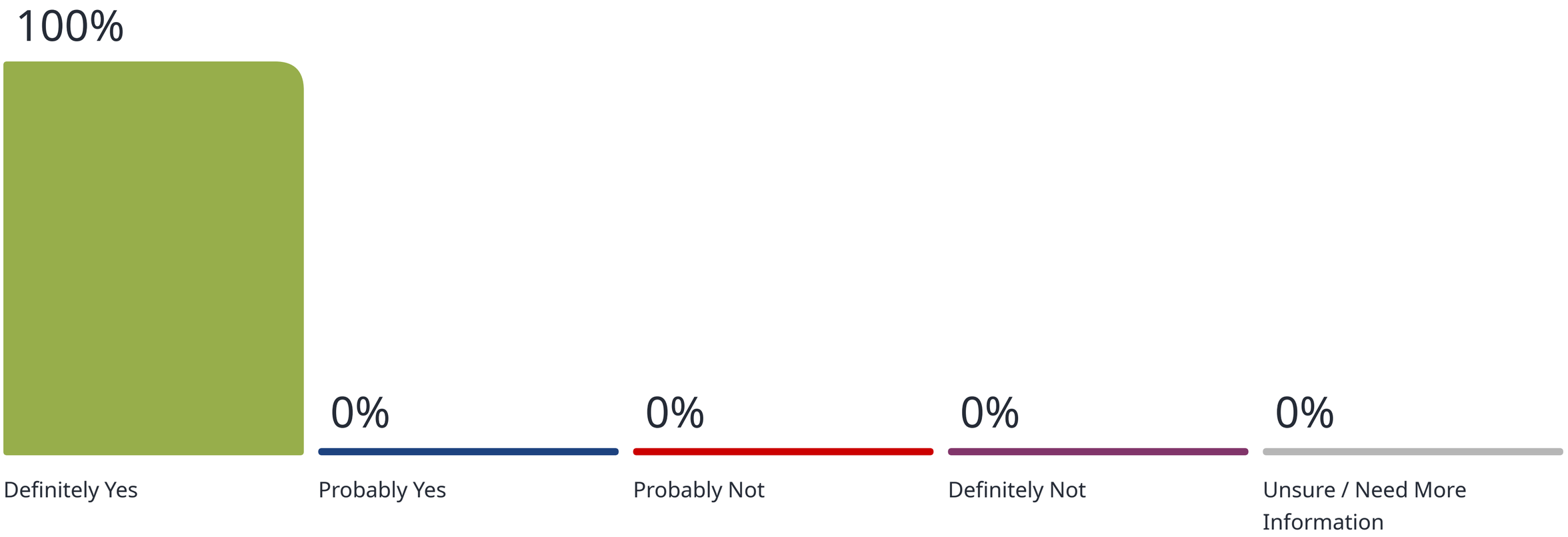
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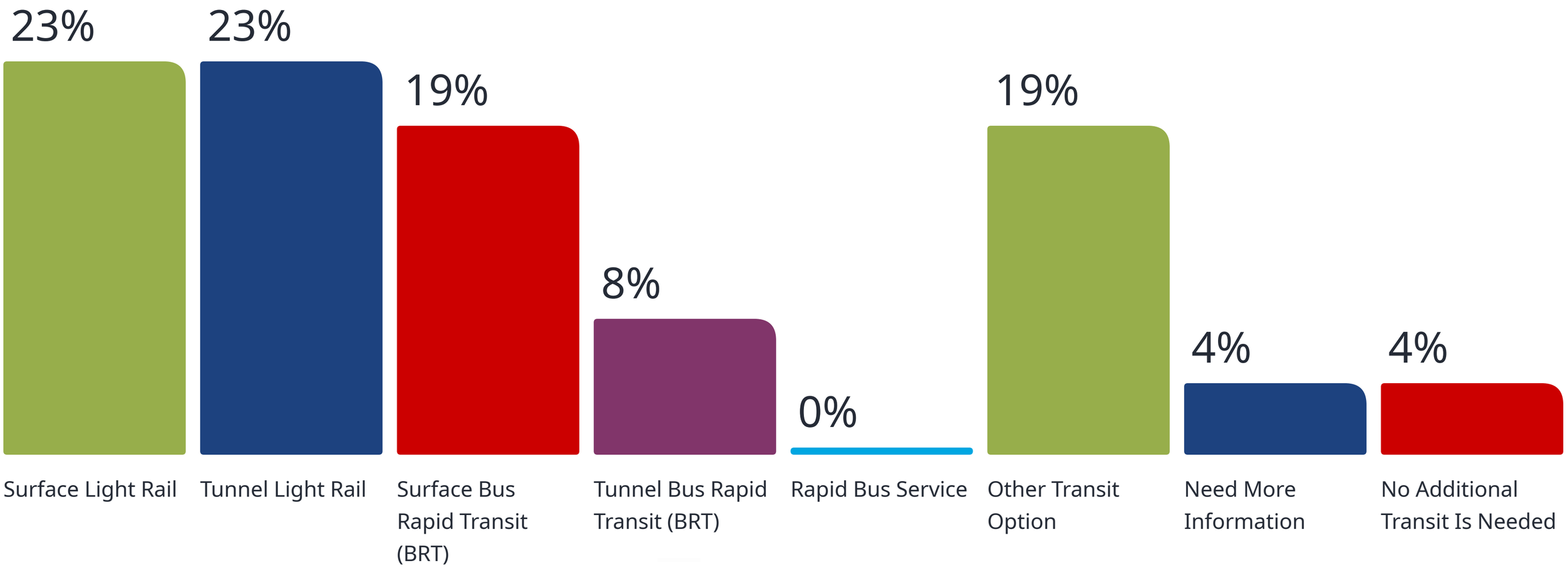
1. Do you believe additional efforts are needed to address transportation and mobility challenges in the Resort Corridor?



2. What should we do more of, or differently, to improve mobility within and to the Resort Corridor for visitors, employees, and other travelers?



3. Which of the following best reflects your preference for <u>additional</u> future transit investments in the Resort Corridor?



4. Beyond transit, how can other travel options be improved?



5. What single improvement would have the greatest positive impact on mobility throughout the Resort Corridor?



Open Discussion

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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.

TIMELINE

September: WG Meeting #1
Review economic trends and purpose of plan update

October: WG Meeting #2
Understand current projects and conduct peer review to identify any gaps

November: WG Meeting #3
Review aspirational projects and begin cooperative plan development

December: WG Meeting #4
Review draft plan, understand project costs and benefits, prioritize project suites

January: WG Meeting #5
Final working group approval

February
Report creation

March
TIBP 2.0 implementation



NEXT MEETING

Monday, November 16

Location: Nevada State Museum

- Transportation Working Group: 9 am – 11 am



Thank You