

TIBP 20

TRANSPORTATION INVESTMENT BUSINESS PLAN

ECONOMIC AND URBANIZATION WORKING GROUP



Welcome

AGENDA ITEMS

01
Welcome
Call to order and introduction

02
Overview
Working group goals and map introduction

03
Visitor Outlook
10-Year visitor outlook and discussion with LVCVA

04
Las Vegas Strip
Discussion with Strip operators

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Downtown
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Discussion on airport growth and capacity

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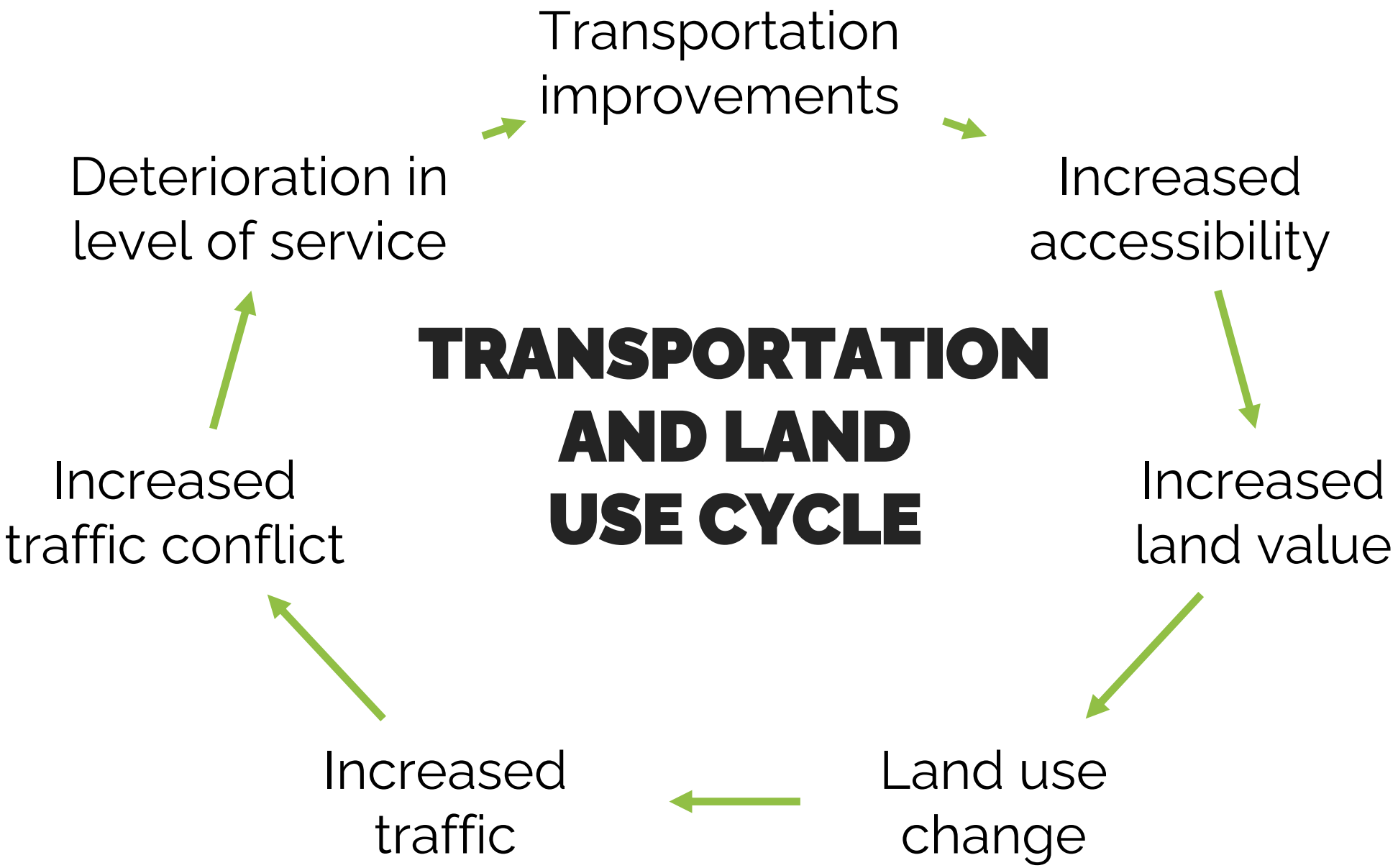
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LAND USE PLANNING
TRAFFIC GROWTH
The Cycle of Sprawl Development
TRAFFIC GROWTH
TRANSPORTATION PLANNING


Transportation improvements
Increased accessibility
Increased land value
Land use change
Increased traffic
Increased traffic conflict
Deterioration in level of service
TRANSPORTATION AND LAND USE CYCLE



INTEGRATED PLANNING



LAND USE PLANNING

TRANSPORTATION PLANNING




WESTGATE
SPRINGHILL SUITES
MALIBU
TURN ANY DAY INTO A VACAY
SHINY NEW POTENTIAL UNDERWAY
PLEASE PARDON OUR DUST

INTEGRATED PLANNING



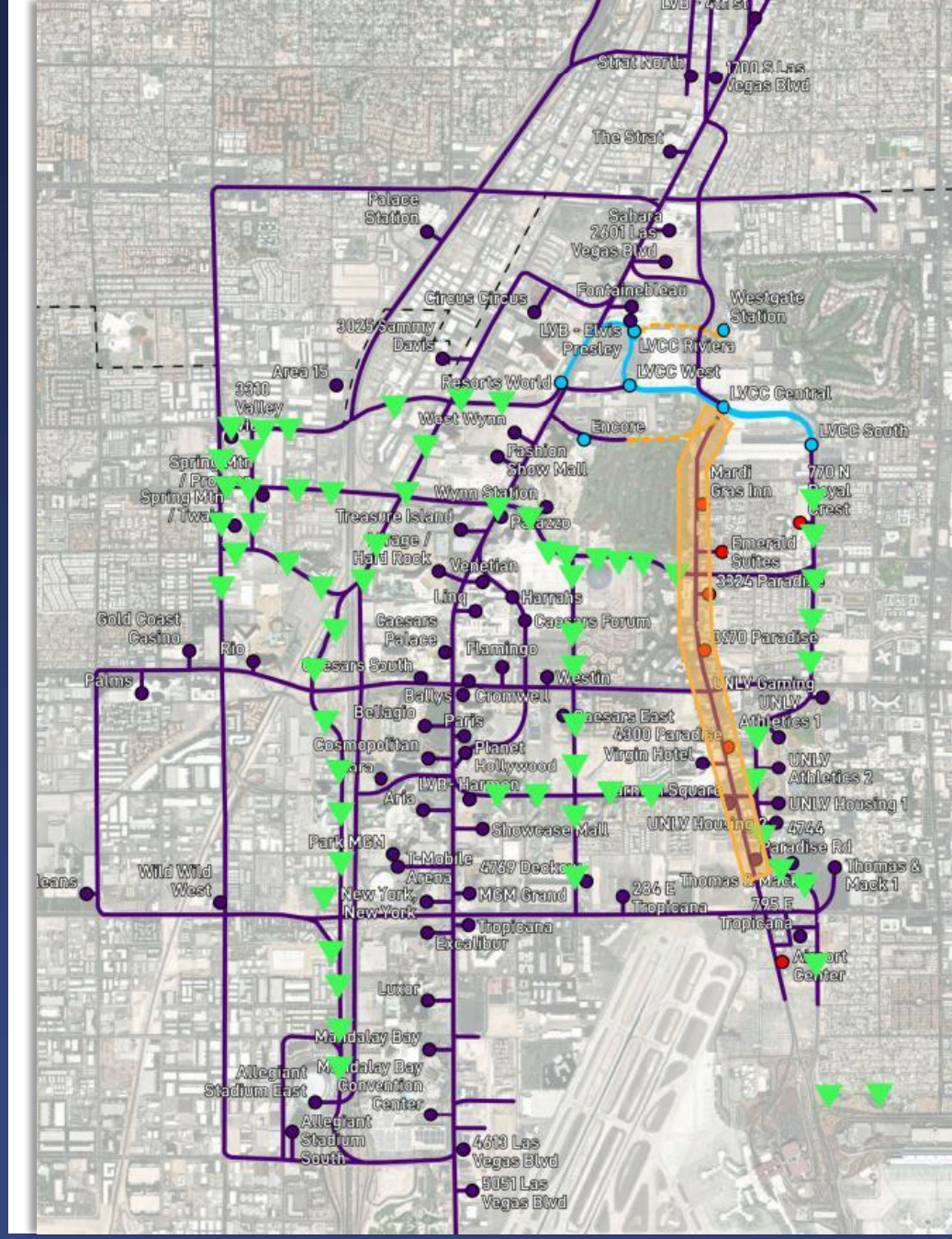


LAND USE PLANNING

TRANSPORTATION PLANNING



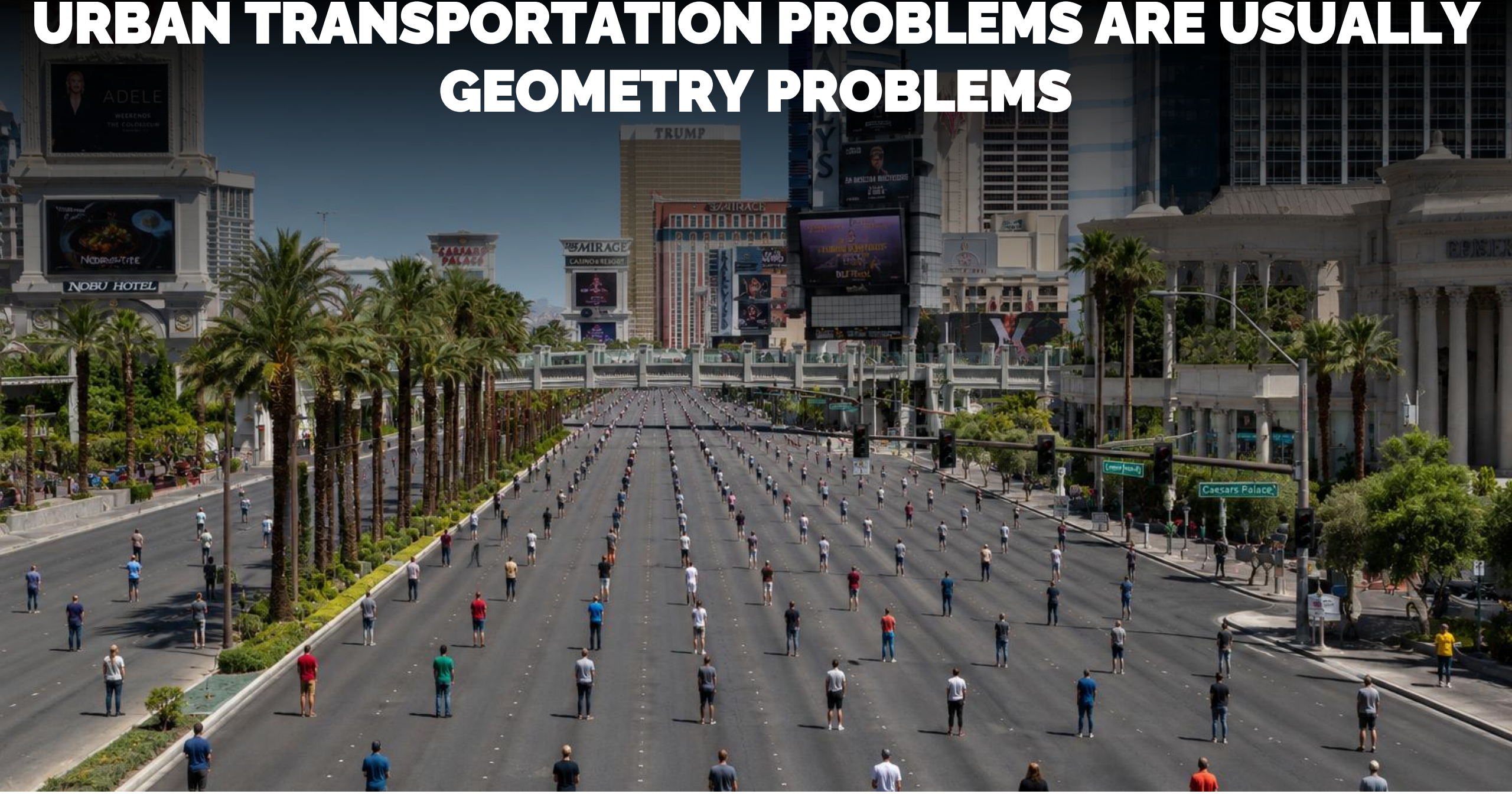
INTEGRATED PLANNING



CARS AND DRIVERS ARE HAPPIEST WHEN THERE ARE NOT A LOT OF OTHER CARS AROUND



URBAN TRANSPORTATION PROBLEMS ARE USUALLY GEOMETRY PROBLEMS



COMFORT ON FOOT—MAKE THE WALK PART OF THE VISIT

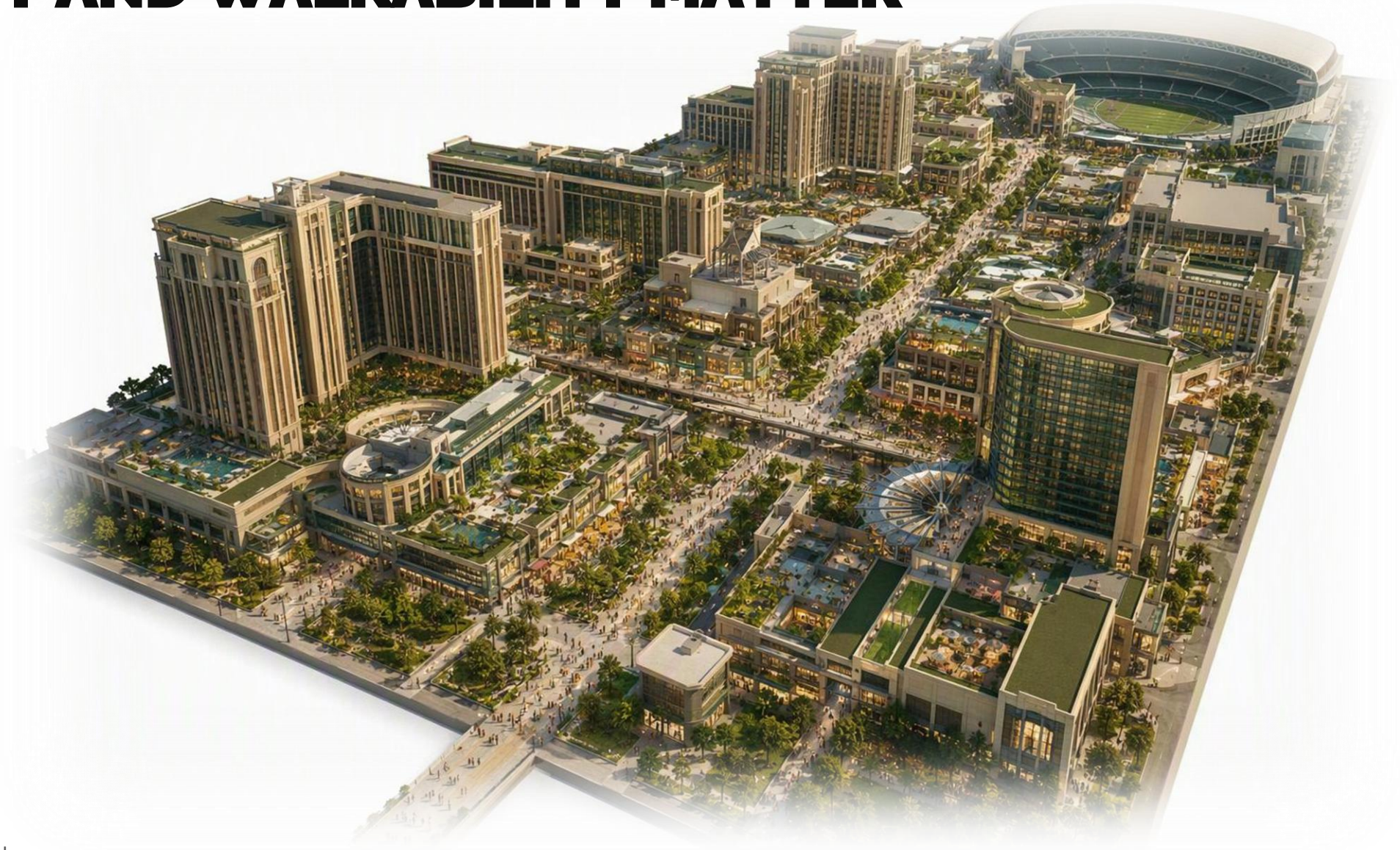


The appropriate objective is accessibility—how easily & how quickly people can reliably reach key destinations

CONNECTIVITY AND WALKABILITY MATTER

A direct walk from resort to ballpark

Connected streets put destinations within reach.



Illustrative design concept, not an accurate site plan

Concept illustration: hypothetical Vegas Loop underground station, not an approved project

WELL-DESIGNED TRANSIT

Stadium/Arena arrival concept



INTEGRATED PLANNING

Concept illustration: hypothetical underground rail station, not an approved project

WELL-DESIGNED TRANSIT

Stadium/Arena arrival concept with rail



INTEGRATED PLANNING

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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Desired Outcomes of Today's Meeting

The Resort Corridor: Current Challenges and Future Expectations

DESIRED OUTCOME

A shared picture of the Resort Corridor today and in 10 years, captured on one Map that carries forward to November.

- Hear the 10-year outlook from the LVCVA, operators, the airport and employees
- Identify the challenges visitors, employees and businesses face today

TODAY'S DISCUSSION

01 What will the Resort Corridor look like in 10 years, for your organization and for the region?

02 What are the biggest mobility challenges today for visitors, employees and businesses?

03 Which planned projects or developments will change how the corridor works?



RESORT CORRIDOR MOBILITY MAP

Loading...

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CCDOA OVERVIEW

Bryant Holt
Senior Director of Aviation

Clark County
Department of Aviation



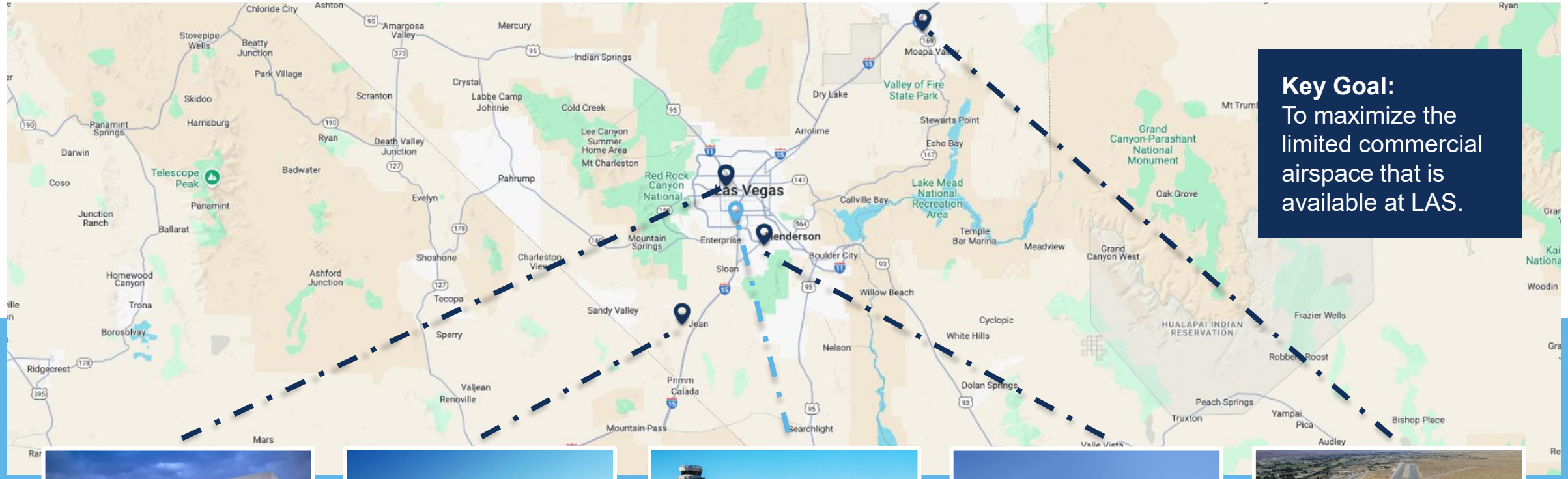
HARRY REID INTERNATIONAL LAS VEGAS

VGT NORTH LAS VEGAS AIRPORT

HND HENDERSON EXECUTIVE AIRPORT

Overton Perkins Field
Jean Sport Aviation Center

INTEGRATED AVIATION SYSTEM



Key Goal:
To maximize the limited commercial airspace that is available at LAS.



North Las Vegas (VGT)



Jean Sport Aviation Center (0L7)



Harry Reid International Airport (LAS)



Henderson Executive Airport (HND)



Overton Perkins Airport (U08)

ABOUT LAS

5th
Busiest Airport in the world by **aircraft movements.**

9th
Busiest Airport in North America by **passenger traffic.**

2 sets
Of parallel runways for a total of four.

109 Aircraft Gates
At two separate terminal buildings.



ABOUT LAS

Nearly **86%** of passengers use all aspects of the operation.
(roadways, ticket counters, security checkpoint, baggage claim, etc.)

LAS
ranks among the busiest origin and destination airports in the U.S.

134 Domestic Routes

20 International Routes

154 Total Routes

*Includes seasonal routes



FINANCIAL FACTS



Business Enterprise Fund

No county or state tax revenue

Airport users provide all revenue needed to operate, maintain and acquire services and facilities

FINANCIAL FAST FACTS



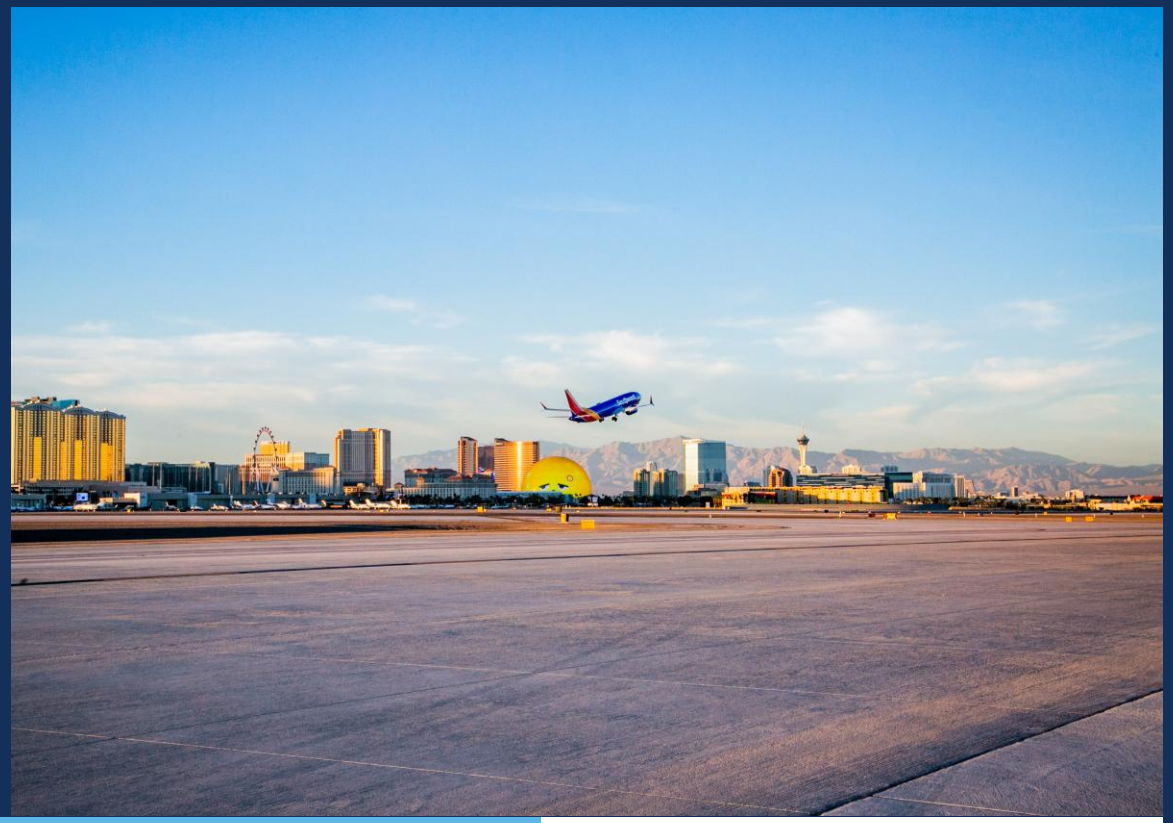
Airport projects are funded through a combination of:

- Airport Revenue
- Federal Passenger Facility Charges (PFCs)
- Federal Airport Improvement Program (AIP) grants
- Airport Revenue Bonds
- Other limited-term grants

AVIATION'S CONTRIBUTION

Local economic benefit of the CCDOA Airport System:

$35 Billion Annually



$28 Billion

attributable to visitors arriving via LAS

(Oxford Economics, 2019)

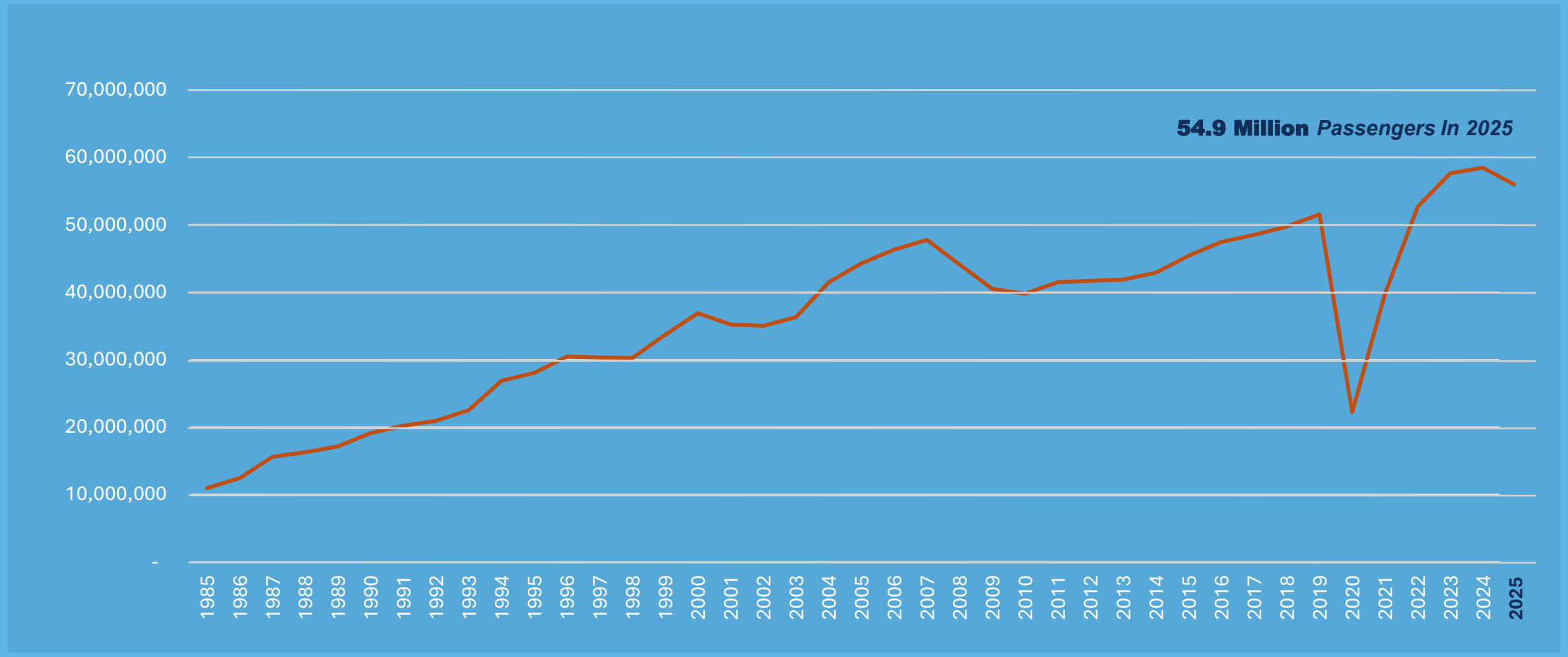
47%

of all visitors fly in and out of LAS

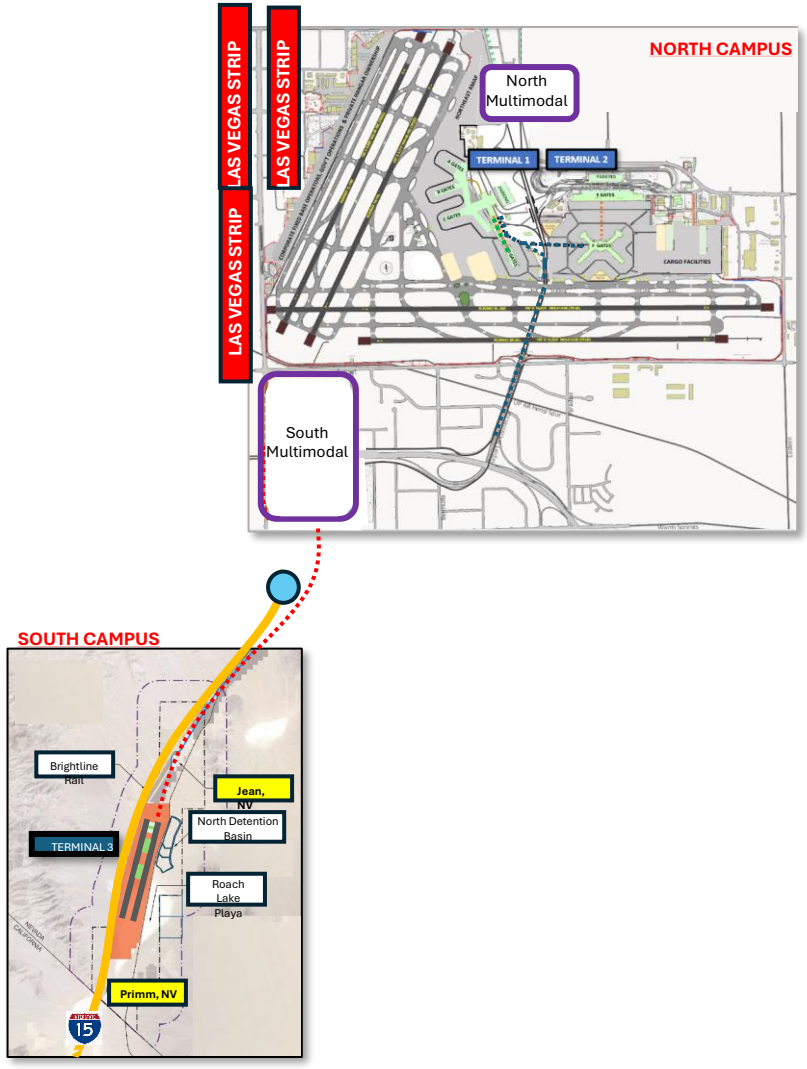
More than 18,000

employees

ANNUAL PASSENGER ACTIVITY



BIG PICTURE



MAXIMIZATION

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

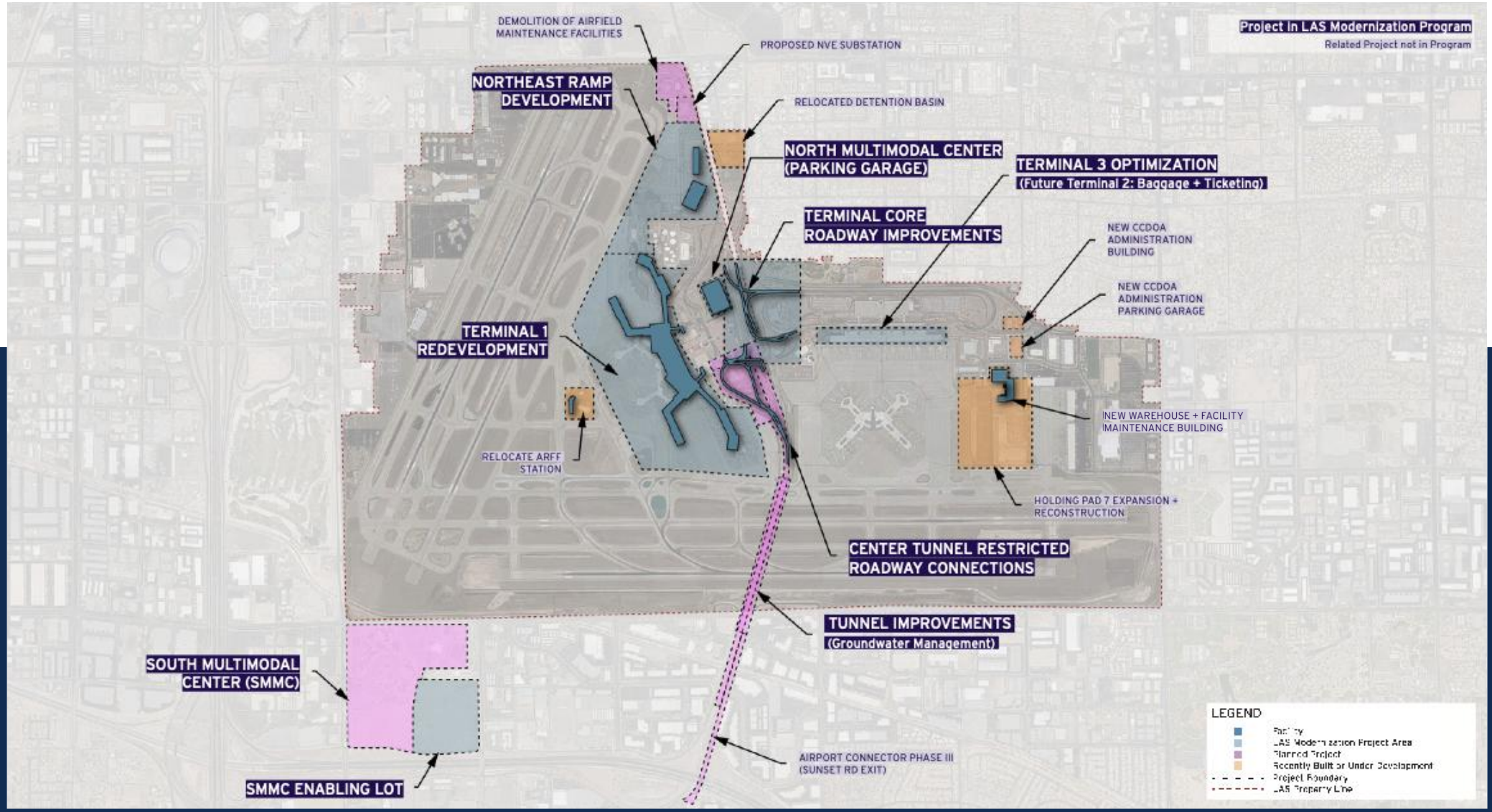
CONNECTION

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

EXPANSION

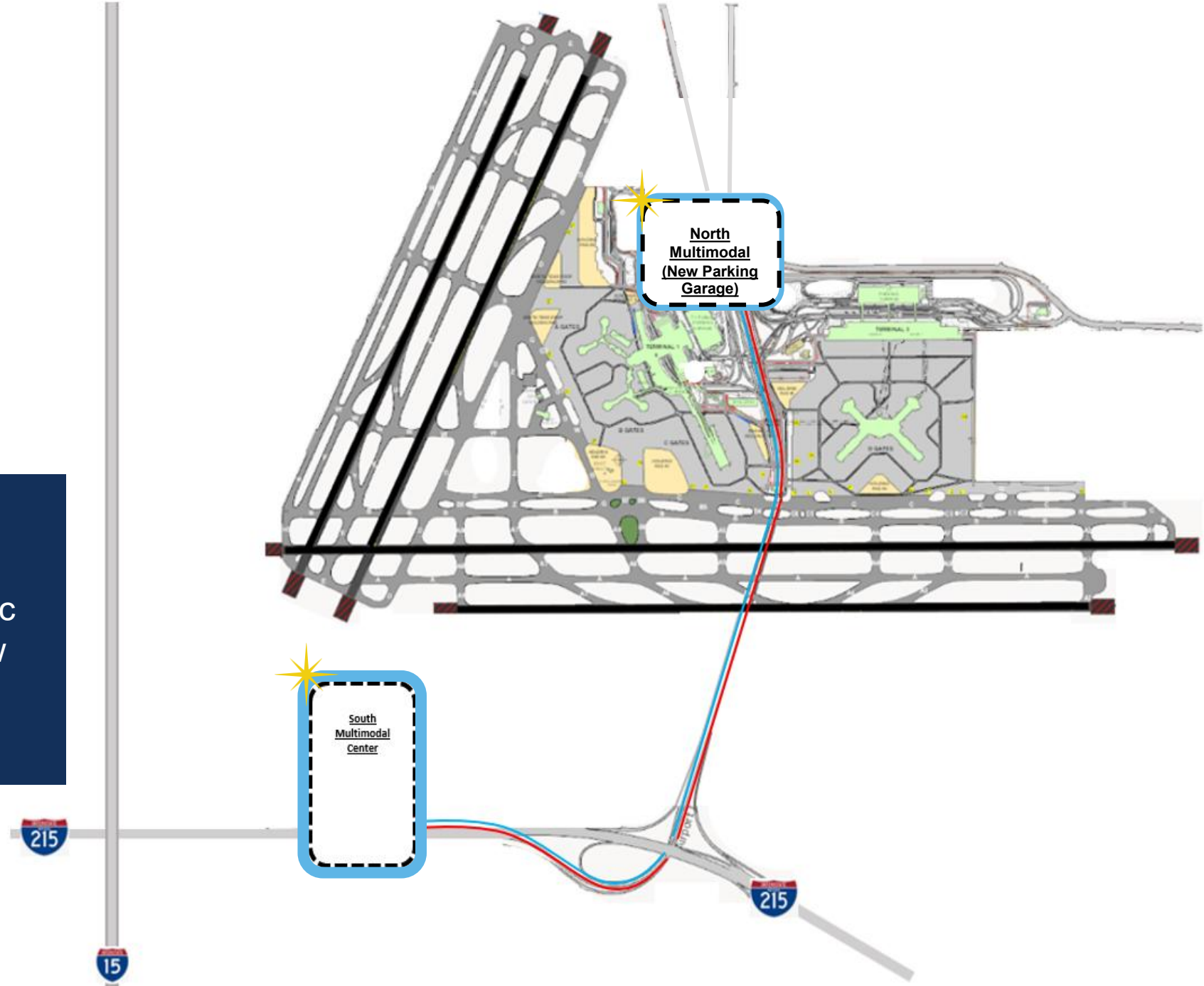
Focus on increasing commercial air travel into the Southern Nevada region. The surrounding designated acres will help ensure compatible land use development.

LAS MODERNIZATION



CONNECTIVITY

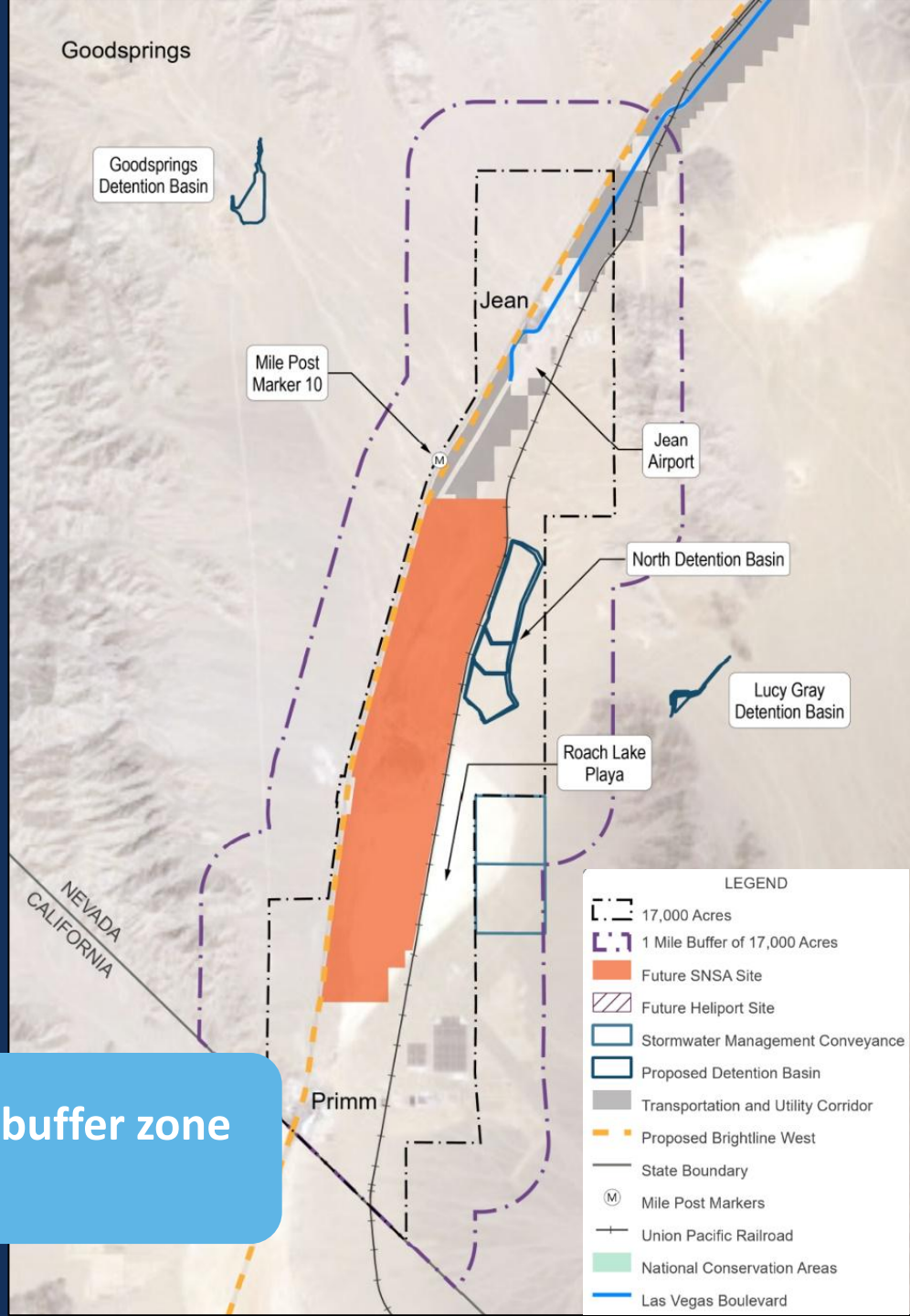
Create multimodal centers to provide access to ride share, public transportation options, airport crew member and employee parking.



EXPANSION: SOUTHERN NEVADA SUPPLEMENTAL AIRPORT

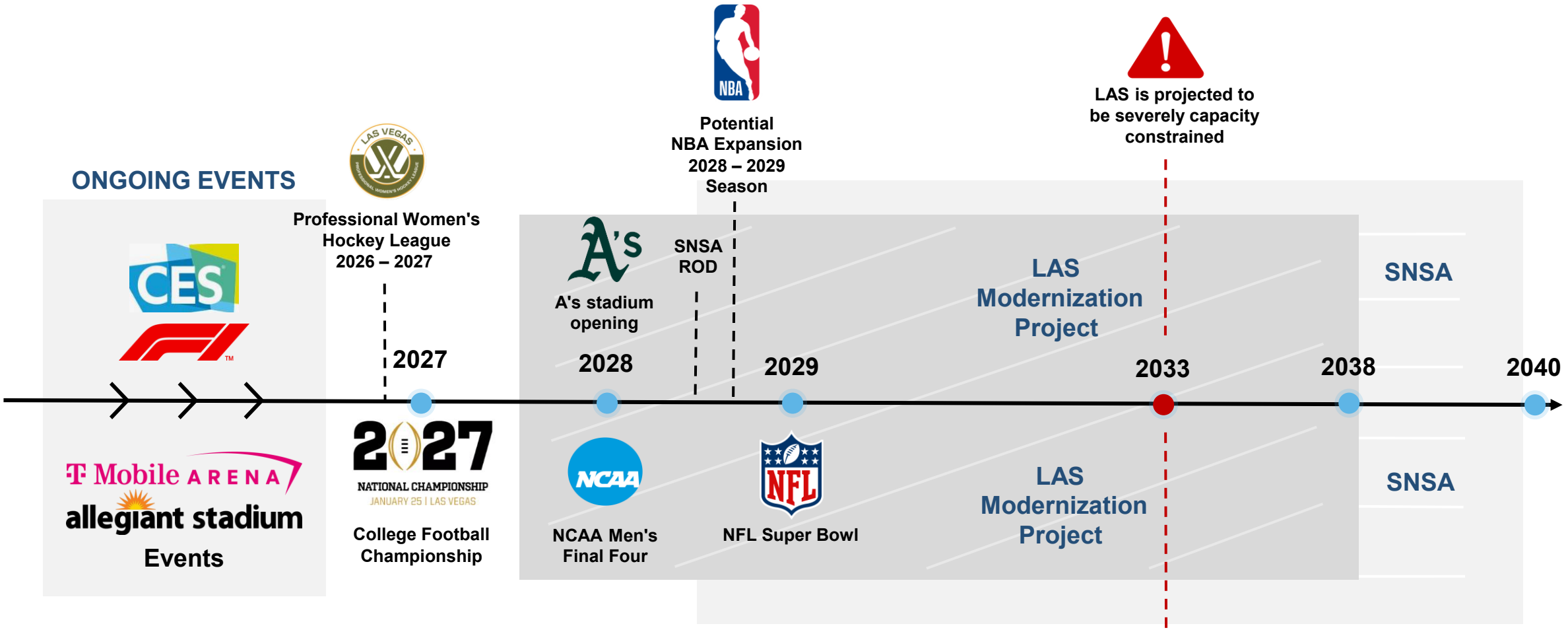
- Serve as second commercial airport for Southern Nevada
- Located approx. 30 miles away from LAS
- Currently under the federal environmental review/permitting process with our Joint Lead Agencies (FAA and BLM) – pending favorable Record of Decision in 2028.

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



MEGA EVENTS ON THE HORIZON

Las Vegas will be hosting several major mega events over the next five years.



THANK YOU!

Stay connected with us!

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news.harryreidairport.com

Follow us on social media! **@LASairport**

CLARK COUNTY DEPARTMENT OF AVIATION

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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.

TIMELINE

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

October: WG Meeting #2
Develop a shared picture of the future and identify challenges.

November: WG Meeting #3
Identify trips that fall short, discuss transit modes and event day challenges.

December: WG Meeting #4
Review On Board Big Moves, planned projects and funding options. Confirm priorities.

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

- Economic and Urbanization Working Group: 1 pm – 3 pm



Thank You