



Las Vegas Monorail Airport Extension

July 26, 2008
Neighborhood Meeting

The Transportation Challenge

Las Vegas is succeeding itself into gridlock

- \$30 billion currently under construction, an additional \$30 billion in process*
- 50,000 more hotel rooms, added to the 136,000 current total, by 2012*
- 95% weekend and 90% weekday occupancy rates*
- \$15 billion spent in 2006 by tourists*
- \$9 billion (60% of total spent) was from non-casino sources such as dining, shows, and retail*



* Deutsche Bank Report June 2007

The Transportation Challenge

- There will be a protracted airport capacity pinch until 2017 and beyond**
- Already congested roadways cannot absorb estimated additional 2.7 million cars on the road; increase of 7,500 cars/day
- Las Vegas Metro area will exceed 2.4 million residents by 2012 (up from 1.87 million in 2006)
- The current estimated state transportation budget shortfall is \$6B, though some estimate as high as \$10B

** Deutsche Bank Report June 2007



“The Nevada DOT has put forth a \$4 billion, eight-year construction plan that would transform the Las Vegas Valley’s major arterials but have no money to pay for it.”

– Las Vegas Review Journal

Limited viable alternatives

- Every new hotel room adds 2.3 cars to I-15
- No ROW available in Strip area – and nothing significant is in the region's adopted transportation plan
- Taking lanes from major arterials for bus or light rail would exacerbate the traffic congestion problem
- Grade separated (no crossing traffic) solution is needed
 - high carrying capacity
 - eliminate delays due to traffic congestion
 - provide reliable service



Las Vegas Mobility 2012: The future of mobility in the Resort Corridor



- One of visitors' primary concerns is mobility
 - Ground access hassles and delays at the Airport
 - Convenience and delay in accessing the LV Convention Center
 - Traffic congestion while trying to visit other resorts and venues
- The expanded Las Vegas Monorail will address the growing concerns by resorts and their customers about traffic and mobility
 - A solution is needed for their customers and for their employees

Las Vegas Mobility 2012: The future of mobility in the Resort Corridor

- Monorail technology approved for application as the Resort Corridor Fixed Guideway System in RTC's 1997 Major Investment Study
- Initial MGM Grand to Sahara Line provides for direct extensions to the Airport and West Strip
- Highly reliable: 99.5% availability
- Provides major expansion capability to handle long term growth
- Resorts with monorail stations have important strategic advantages
 - Provides a convenient mobility alternative when roadways are at gridlock
 - Attracts more visitors to the Stationed Resorts
 - Enables Stationed Resorts to capitalize upon added development potential



Current System

- To date, the 3.9-mile system has carried more than 31 million passengers
- A Monorail airport extension is the only solution that does not further impact roadway congestion
- Extension to the Airport provides the opportunity to refinance and to greatly increase the value of the system
- Window of opportunity for expansion is **now**
 - Narrow Airport construction window must be met!



Expansion alignment planning criteria

- A more direct route along Tropicana Ave has been developed along with future west Strip extensions
- Overriding criterion:
 - Lay out the system so all major resort properties have access to the system for their customers
 - Establish a transfer-free connection to the Airport for connected resorts
- Overall expansion system map
 - Airport extension is the lynchpin of the entire network
 - Initial Extension plan is to the Airport



Resort Partners Express Support for Expansion



Extension Technology

- Will be the same as current system with evolutionary improvements – just as cities throughout the world routinely do
- Provides through routing to the airport with no transfer
- All trains will have luggage racks, and other amenities
- Retains all of the unique advantages of the Monorail technology:
 - Proven
 - Reliable
 - Efficient construction
 - Smallest transit footprint, best fit for unique LV architectural environment
 - Iconic image
 - Lowest operating costs
 - “Green”
 - Can handle the tight radius curves to fit into County roads



Airport Extension Proposed Alignment

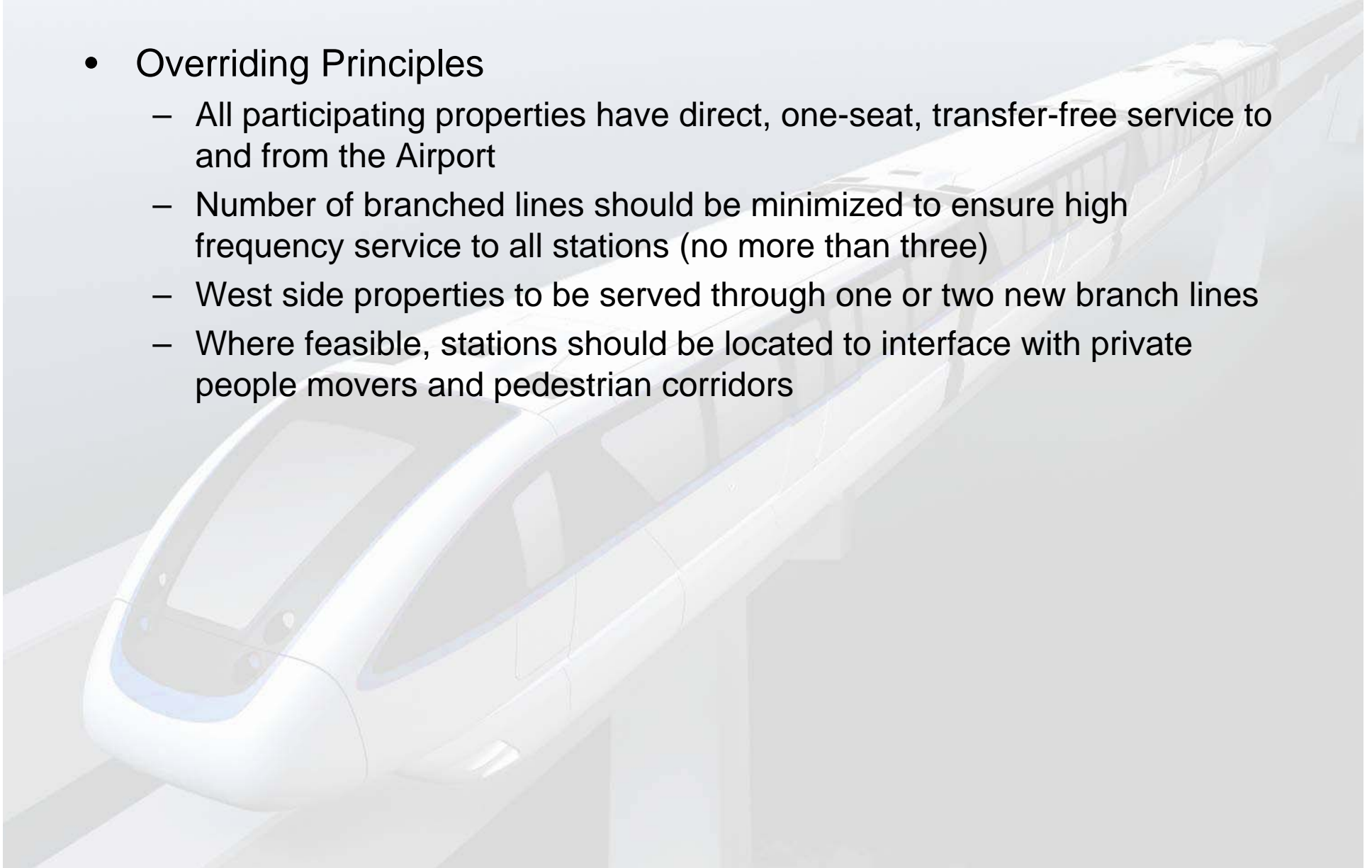


Environmental Clearance

- Harmon alignment alternative already received a federal (FAA) environmental clearance
 - Airport property constituted approximately 60% of the route
 - Categorical Exclusion (CE) was received in March, 2007
- Tropicana route uses existing County roads and Airport Property almost entirely
 - Only one small private parcel requires an easement (in addition to MGM)
 - No relocations required – already a major transportation corridor
 - Environmental clearance (through a new Environmental Assessment) already has been requested from the FAA

Alignment Planning for Additional Extensions

- Overriding Principles
 - All participating properties have direct, one-seat, transfer-free service to and from the Airport
 - Number of branched lines should be minimized to ensure high frequency service to all stations (no more than three)
 - West side properties to be served through one or two new branch lines
 - Where feasible, stations should be located to interface with private people movers and pedestrian corridors



Existing System and Proposed Airport Extension

