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**2023 Las Vegas Grand Prix  
Debriefing  
March 19, 2024**

# Overview of Today's Debriefing

- Staff Acknowledgments
- Selected Highlights from Clark County Departments & Regional Partners
- Challenges from Clark County Departments
- Challenges from Regional Partners
- Economic Impact
- Impact to Staff
- Clark County Recommendations
- Las Vegas Grand Prix (LVGP) Recommendations
- Feedback & Questions







# Staff Acknowledgements



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# Selected Highlights



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# Selected Highlights

- November 19, 2023: Harry Reid International Airport (LAS) was the 2nd Busiest Airport in the United States with 2,197 Operations
- 1,214 General Aviation Arrivals for LVGP
- History Made: Boeing 747-800 Operated at LAS
- Construction of a 4-Story, 300,000-Square-Foot Building in 18 Months
  - Temporary Certificate of Occupancy Issued
- 56 Business Licenses Issued



# Selected Highlights

- 58 Fire Prevention Permits Submitted for the Entire 2023 LVGP
- Largest Deployment of CCFD Resources
- Less than 10 Minutes: Total Time to Transport a Driver from the “Hot Track” to UMC
- CCFD Received 96 Hours of Training on Driver Extrication and Hybrid Vehicles
  - Benefit to the Entire Clark County Community



# Selected Highlights

- Roadway Surface Construction:
  - Beneficial for LVGP and the Public
- Las Vegas Valley Water District:
  - Leak Detection Equipment Performed Well
  - Inserted Additional Valves and Repair Parts of the System in the Resort Corridor
- Approval of 229 Temporary Food Establishments (TFEs) and 259 Food Sampling Stations
- Largest Sporting Event, with Largest Global Audience, in Las Vegas History
- Total Economic Impact of LVGP Spending was \$884 Million
- 2023 LVGP Generated \$77 Million in Tax Revenues for State and Local Governments







# Challenges from Clark County Departments



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# Department of Aviation (DOA)

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- On Sunday, November 19, 2023, Harry Reid International Airport (LAS) was the second busiest airport in the National Airspace System with 2,197 operations, behind Atlanta Hartsfield-Jackson International Airport by only 28 operations.
- Between November 12, 2023, and November 20, 2023, there were 1,214 general aviation (GA) arrivals and 898 GA departures.
- GA aircraft arrived at LAS from multiple states, Canada, Mexico, the United Kingdom, Ireland, Guatemala, and Liberia. There were 73 International GA arrivals at LAS and for the first time, nine (9) international arrivals at the Henderson Executive Airport (HND). The establishment of temporary U.S. Customs and Border Patrol (CBP) operations at HND allowed the airport system to accommodate additional international arrivals for the 2023 LVGP and will be deployed for future 'Mega' events.
- NetJets executed 442 operations for F1; 283 (64%) operated at HND instead of LAS. DOA entered into a lease agreement with NetJets to relocate operations for the 2023 LVGP and Super Bowl LVIII to reduce the GA traffic at LAS.
- For the first time in Las Vegas history, a Boeing 747-800 operated at LAS to support the 2023 LVGP Cargo Operation.

## CHALLENGES

Detail challenges and weaknesses.  
Where were the key problem areas?

- Lack of advance information regarding GA traffic. This lack of information led to operational efficiency issues, including the implementation of "Drop and Go's" at LAS, HND, and North Las Vegas (VGT). "Drop and Go's" were required to enable additional GA arrivals and departures due to limited overnight GA parking capacity. 54% of all GA arrivals and 49% of GA departures were "Drop and Go's."
- One of the challenges identified was the need for improved collaboration and communication with the Federal Aviation Administration (FAA) Air Traffic Controller (ATC) regional management during the event. With bad weather on November 16, 2023, the arrival rates into our airports were reduced, causing delays at all our airports, but most significantly at HND. Improved, direct, and more timely communication was needed with FAA regional decision-makers to ensure that all DOA airports were operating as efficiently as possible.
- Last-minute decisions/changes by LVGP on fireworks and drone plans created challenges in gaining final approvals.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Airport-specific meetings with LVGP, MPM, and the LVCVA were very effective in preparing and understanding DOA requirements.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- What will change in 2024? More or less international arrivals? More domestic traffic in the commercial terminals?
- Advanced data on projected GA traffic must be provided to DOA. Advance information will allow better coordination and planning to accommodate additional GA arrivals while avoiding operational impacts.
- Continue to implement temporary CBP operations at HND for 'Mega' events to process GA international arrivals to help relocate additional GA traffic from LAS.
- Coordinate with FAA ATC regional management to provide local representatives onsite during future 'Mega' events to ensure direct and timely collaboration and communication. (This was done during Super Bowl LVIII, and it was extremely effective.)
- Earlier finalization of the plan regarding fireworks and drones.
- Implementation of automation to help manage the Prior Permission Required (PPR) reservations system for VGT and HND.

# Building Department

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- 300,000 SF, 3-story building was designed, reviewed, permitted, and inspected in 18 months.
- The Building Department decided on specific staff for inspections to maintain consistency and provide fast response times throughout the construction process.
- The Temporary Certificate of Occupancy (TCO) for the race was issued on time.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- Construction on every phase started before the necessary permits were issued. This has created unrealistic expectations for plan review timelines and feedback from other developers in unincorporated Clark County.
- A TCO was issued for the 2023 Race Weekend, but the construction of the building and the site were not complete. Incomplete areas included roof sprinklers, roof pavers, column repairs, accessible parking, and permanent egress. Ideally, the building should have been complete and under a full Certificate of Occupancy before the race.
- The Building Department received last-minute design changes for rooftop “suites.” Additionally, there was a request for Gordon Ramsey to have a cooking area in an unused garage. However, no permit applications or schematic plans were submitted. The cooking area did not proceed.
- During every phase of construction, the Building Department made exceptional efforts to ensure that there were no delays to other customers. This led to staff burnout from pushing the team to keep up with other projects.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Communication with PENTA was excellent. There were monthly project meetings and an open dialogue to address concerns. Additionally, the inspections went smoothly, and there were quick responses to Non-Compliance Reports (NRCs).
- The County Manager’s weekly meetings were productive and provided a global outlook on the event.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- The Building Department will have minimal involvement in future races once the Certificate of Occupancy is issued.
- As of Tuesday, March 5, 2024, the Certificate of Occupancy has not been issued. The TCO has been issued for full use of the Pit Building. PENTA is addressing the remaining issues that must be resolved before the full Certificate of Occupancy can be issued.



# Business License Department

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- For the 2023 Race Weekend, over 56 licenses were issued. This included 20 food caterer licenses, eight (8) film permits, eight (8) off-premise liquor permits, and 16 temporary store permits.
- Enforcement actions during the 2023 Race Weekend: 80 verbal warnings were issued; 29 Notices of Violation were issued; four (4) civil penalties; one license denial for a pedal cab business; and two (2) show causes for pedal cab businesses.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- Many business license applications were submitted past established deadlines in the CCC, or incomplete applications were submitted. This caused delays and required staff to work overtime to ensure the licenses were processed. Several applications were approved during the 2023 Race Weekend.
- Several liquor licensees had not completed the entire special event process. These licensees had received approval from the Clark County Comprehensive Planning Department; however, no applications were submitted to Business License. These issues were identified in the field.
- Credentialing for inspections by Business License was issued too late. Late credentialing led to special event access issues during the 2023 Race Weekend.
- Pedal Cabs used the 2023 Race Weekend to operate in violation of the CCC, which was not something that Business License anticipated.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Leading up to the 2023 Race, there was one central point of contact for Business License to work with. This central point of contact was familiar with UCC processes for all liquor issues and other business license types. With the central point of contact, the processes ran smoothly and efficiently.
- The weekly organizational meetings established by the Manager's Office allowed all agencies to communicate and identify issues, including clarifying what events needed business licenses.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- As noted, several liquor licenses only received approval from the Comprehensive Planning Department but did not receive approval from Business License. The central point of contact working with the licensees should ensure all processes are completed.
- The 2023 LVGP highlighted the need for a centralized/specialized working group that helps guide events under County Commission direction. Such a working group could allow each event to be reviewed by all applicable departments and provide a tailored list of requirements.
- Due to the lack of information received from the hotels within the Resort Corridor, the creation of a new line of communication is necessary with the Nevada Resort Association.
- Business License should send reminder letters to pedicabs before special events regarding the restrictions outlined in CCC.
- Business License, in consultation with the Clark County District Attorney's Office, should work with LVGP to determine the most appropriate, permanent business license for the Pit Building.

# Clark County Office of Emergency Management

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- Collaboration among regional agencies at the MACC allowed for the 2023 Race Weekend to be a success. Agencies were able to collaborate and respond to situations as they arose.
- LVGP was receptive and attentive to questions preceding and during the 2023 Race.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- There were no consistent representatives from LVGP, F1, or FIA in the MACC. This led to a delay in responding to mission-critical issues.
- LVGP, F1, and FIA need to define what entity is in charge of what aspects of race weekend.
- The hours of the 2023 LVGP were difficult to manage for County employees and regional partners.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- There was a large number of meetings that could have been restructured to be more efficient.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- Requiring a representative from LVGP Race Operations in the MACC to coordinate and respond to mission-critical issues during the race weekend.
- LVGP should create a new project management system to track deadlines and improve meeting efficiency.



# Clark County Fire Department: Prevention

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- 58 Permits were submitted for the entire LVGP event.
- 18 Permits submitted for LVGP events at various properties within the Resort Corridor.
- In the weeks leading up to the event, Inspectors inspected numerous temporary event structures and locations throughout the footprint of the event, as well as the resorts. Fire Plans Check worked with numerous event organizers providing guidance for proper permit submittals.
- Fire Inspectors and Fire Plans Check worked together daily to assist with the completion of the Pit Building.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- Due to the same team managing the construction of the Pit Building and the 2023 LVGP setup, they were unable to keep up with the rapid progress of construction and event preparation. This resulted in conflicting information and delays.
- Delays and issues with plan reviews were caused by a lack of prompt communication of changes to event plans.
- There was a lack of information about which properties and temporary structures fell under the purview of LVGP or were authorized by LVGP. This resulted in Fire Prevention staff trying to ascertain the event submittal information during the last few days before the 2023 Race Weekend.
- Some temporary structures were built without approved plans leading to confusion and a rush to find emergency solutions for the 2023 Race. The delay in submitting plans and requests contributed to this.
- Credentialing occurred last minute, and in turn, it prevented inspectors from moving from area to area. Additionally, inspectors had issues with obtaining parking permits to be on-site to complete the inspections.
- Fire lanes need to be better identified, marked, and maintained.
- There were numerous instances of improper storage and egress obstructions. For example, scanners/access control and storage were in stairwells. Such obstructions could cause delays in evacuating the building in an emergency.
- Generators, propane tanks, and temporary heaters were used in various areas throughout the event. There was little advance notice about these and there was little time to work on permitting all of them.
- Racks, tires, propane tanks, fencing, and lifts blocked CCFD access, ingress, and egress paths. Improper storage could cause delays in evacuating the building due to an emergency.
- Businesses operating at the event were difficult to locate. Many were using the same address but were not at the address provided. The same issue occurred with temporary event structures.
- Fireworks: The use of pyrotechnics was not coordinated. There were conflicting reports of the intended use of pyrotechnics for the week between the event team and the pyrotechnic team. The event team and the pyrotechnic team had different estimates of the size and timing of the pyro displays.
- The LED F1 sign on the roof of the Pit Building required fire sprinkler coverage below the sign. The sprinklers were not completed before the 2023 LVGP, and therefore, additional CCFD resources became necessary to support the 2023 LVGP as there was planned use of the roof. Additionally, temporary structures built on the roof would have blocked the fire sprinklers from the areas they were designed to protect.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Weekly project meetings and communication with other government entities allowed tasks to be discussed and accomplished.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- A liaison should be designated by LVGP to coordinate inspections of the pits and the Pit Building before and during the event. The liaison needs to have the appropriate decision-making authority.
- All event staff need to be educated regarding ingress and egress requirements despite their role.
- Fire Prevention will proactively reach out to properties within the Resort Corridor regarding their planned events. Collaboration with the Nevada Resort Association is vital to this outreach.
- All temporary structure, pyrotechnics, heaters, propane, event, etc. plans must be submitted earlier and adhere to established timelines.
- On-site contacts should be established for business licenses and permits. This will allow for inspections to go smoothly.
- Inspectors need to receive materials that outline the businesses and temporary structures.
- For fireworks, it is best to submit plans detailing the largest anticipated fireworks/pyrotechnics planned shows as early as possible rather than submitting incomplete files or revisions. This is important for resource planning purposes and is easier to scale down than up.
- Credentialing procedures need to be modified to allow Inspectors full access before and during the race.
- A centralized document should be created to allow government agencies to access information regarding LVGP plans and events.

# Clark County Fire Department: Suppression

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- The 2023 Race Weekend was the largest deployment of CCFD Resources. The 2023 Race Weekend prompted three (3) operational periods and consisted of four (4) operational branches: race operations, event operations, and two (2) Las Vegas Strip operations. 64 CCFD resources were deployed throughout the event.
- With an event, this large, eight (8) agencies coordinated to ensure driver safety. The eight (8) agencies were the Fire Department, University Medical Center (UMC), the Southern Nevada Health District, Elite Medical, Mercy Air, LVGP, FIA, and F1.
- The Fire Department worked with three (3) doctors from UMC and two (2) doctors from Sunrise Medical Center for race operations. Together, the doctors and personnel from the Fire Department prepared for a Level 3 MCI (50 patients).
- During the race "hot track," CCFD was able to move resources from Elite Medical to UMC to support the treatment of a driver involved in an accident in less than 10 minutes.
- CCFD received on-the-job training from national instructors. There 96 hours of training on driver extrication and hybrid vehicles. The technical rescue skills and experience that were obtained were not all specific to racing. As a result, CCFD gained valuable knowledge to assist the residents and visitors of Clark County.
- The CCFD and LVMPD were invited to participate in the planning of the traffic plan to decrease the impact on emergency response operations. The event ingress and egress were well organized, and emergency access was maintained.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- Credentialing was a huge challenge for CCFD. In short, it was not dynamic enough for uniformed public safety personnel.
- The expectation for credentialing lead time was not in line with CCFD/Labor Management established agreements.
- There was a lack of information regarding the 2023 Race Day Points of Contact. The lack of resiliency in staffing created no opportunities to immediately address mission-critical issues.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Project meetings allowed CCFD to establish relationships early, influence planning, and understand forthcoming challenges.
- LVGP Race Operations established the majority of the staffing expectations for CCFD (64 personnel).

## LOOKING AHEAD

List any recommendations or concerns for future races.

- Due to the complexity and size of the event, CCFD will never be done critiquing the past to improve the future success of race weekends.
- Moving forward, a representative from LVGP should be involved in meetings regarding race operations.
- Ensure compliance with CCFD Labor Management Agreements.
- Credentialing/Access for Public Safety Personnel.

# Clark County Public Works

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- The construction of the roadway surface was beneficial for LVGP and the public.
- Through the construction of the temporary pedestrian and vehicular bridges, pedestrians, visitors, and emergency response personnel could move during the 2023 Race Weekend.
- Coordination with the RTC on traffic signal timing changes and roadway traffic control changes provided drivers with alternative routes to their destinations.
- Public Works coordinated the construction of the County's Capital Improvement Project on the Las Vegas Strip during the 2023 LVGP.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- Pre-Event Challenges: Leading up to the event, Public Works balanced a myriad of tasks and challenges:
  - There were issues regarding maintaining travel lane capacity to meet the traveling public needs (e.g., employees going to work in the Resort Corridor).
  - Adjustment of traffic signal systems timing to reduce travel time in the Resort Corridor.
  - Coordination with stakeholders within the Resort Corridor to incorporate feedback in an attempt to reduce traffic impacts.
  - Timely review and processing of traffic control plans and encroachment permits to not delay LVGP construction.
- 2023 Race Challenges:
  - Contractors installed barricades on pedestrian bridges at the last minute, which trapped pedestrians on escalators. Additionally, pedestrian escalators were overwhelmed and had to be closed.
  - Stairs leading to the pedestrian bridge at Las Vegas Boulevard and Harmon were blocked due to pedestrians filming. This created bottlenecks throughout the pedestrian zones and created issues for first responders.
  - The pedestrian egress on the final night of the 2023 Race was overwhelmed beyond capacity.
  - The transition from the cold track to the hot track did not start well:
    - The K-Rail was improperly or untimely deployed, which led to delays.
    - Traffic control plans were improperly or untimely deployed, which led to delays.
  - D/W closures at Resort properties were not coordinated efficiently.
  - Traffic signal bagging of heads took too long:
    - Bags were not removed after the 2023 Race at all locations. This caused Public Works Signal Technicians to notify the LVGP contractor to remedy the issue.
    - A contractor lift truck damaged a traffic signal head during the bagging process. This caused the removal of the signal head assembly by Public Works.
- Post-Event Challenges:
  - There were delays in dismantling the race course.
  - There were delays associated with the traffic signal adjustments.
  - There were delays associated with roadway line striping.
  - As of Thursday, February 29, 2024, pavement patch details remain outstanding. This could cause further utility/development delays.



## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Weekly meetings were productive. During the weekly meetings, the following items were discussed:
  - Signal plan modification, including timing with the RTC.
  - Traffic control plan set-up and street closures for the temporary bridge construction and other LVGP construction.
- Additional meetings were held with the Resort Corridor, the Nevada Department of Transportation, LVMPD, and the Clark County Office of Communications & Strategy.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- Starting in early Spring 2024, meetings need to be held regularly to understand the goals and objectives of the 2024 Race. Requests to change procedures and plans for the 2024 Race should be presented at these meetings.
- LVGP should create opportunities to allow stakeholders in the Resort Corridor to provide input. This could include collaboration with the Nevada Resort Association.
- LVGP needs to create a new plan to prevent pedestrians from using the stairs to view the races and create situations where the stairs become blocked. In creating such plans, collaboration between Public Works, LVMPD, and CCFD is required.
- LVGP needs to create a new pedestrian egress plan.
- Implementation of traffic signal head cover protocol.
- Create marked lanes on the pedestrian bridges to provide better direction of flow for pedestrian traffic.
- While an app. is effective for pedestrians, it is also recommended that signage and hard copy maps be made available to allow for easier movement around the race track.
- LVGP needs to implement a better procedure to keep track of required deadlines to ensure compliance and timely approvals.
- During road construction, LVGP and Public Works should coordinate trying to keep at least one adjacent northbound/southbound street open, if there are road closures on the Las Vegas Strip. This will work to meet the needs of the traveling public (e.g., employees going to work in the Resort Corridor).



# Challenges from Regional Partners



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# Las Vegas Metropolitan Police Department (LVMPD)

- Conducted their own review of their role in 2023 LVGP
  - Will be presented by LVMPD in Spring 2024





# Las Vegas Valley Water District (LVVWD)

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- Leak detection equipment performed well, even when buried in sand.
- LVVWD was able to insert additional valves and repair parts of the system to reduce the risk of an outage in the Resort Corridor.
- The LVVWD system is sophisticated enough to alter the operation and reduce pressures in the Resort Corridor. This reduced the risk of a water main break.
- Contractors were proactive.
- LVGP staff were responsive and accommodating to last-minute changes.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- Utilities and their contractors designed and installed facilities up against existing infrastructure without the opportunity for review or inspection. There was no compensation for breaks.
- The lack of advanced planning meant contractors were on top of each other.
- Non-LVGP project reviews and inspections were negatively impacted due to the very aggressive schedule of LVGP.
- There were main breaks during construction.
- Valves: Locking Lids v. Permanent.
- There were issues involving credentialing, parking, and access to restrooms.
- There were unplanned cost impacts to LVVWD.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Weekly coordination meetings were productive.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- LVVWD will continue to monitor the water system for leaks. If a need arises to repair under the track, LVGP should cover the cost of the specialized pavement/limits, not the ratepayers.
- The location of the temporary bridges, including the design should be reviewed. It impacts valve access and existing infrastructure.
  - A leak was found on the 24" main under the temporary bridge footing. LVVWD will replace the main and relocate the valve to avoid the bridge next year.
- Pave over the valve lids immediately before future race weekends, and restore valve lids immediately after race weekends.
- Resolve issues with credentialing, parking, and restroom access.



# The Regional Transportation Commission

- RTC FAST and Transit teams managed the continuous changes to roadway configurations with little to no advance notice
- FAST reviewed more than 100 sets of plans to extract traffic control information with quick turnarounds
- More than a half-dozen routes were detoured beginning in October 2023
  - Impacted more than 25,000 customers daily
  - Delays as long as 60 minutes



# Southern Nevada Health District (SNHD)

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- The Pit Building was approved to operate in advance of the 2023 LVGP.
- 229 Temporary Food Establishments (TFEs) and 259 food sampling stations were approved.
- Solid waste sanitation surveillance resulted in four (4) orders. Zero Notices of Violation were issued.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- There were delays associated with parking passes. Parking passes were not provided until the week of the event, and many parking lots closed at 5 pm. Food inspectors needed parking passes after 5 pm to conduct required inspections.
- There were delays with receiving credentials in advance. Staff were unable to plan, and the credentials provided were inadequate for public health preparedness.
- There were insufficient handwashing sinks at the Pit Building:
  - Bars and roof-level food activations were set up without portable handwash sinks.
  - In a permanently plumbed kitchen, handwash sinks were blocked.
  - Additionally, the special event layout required additional portable handwash sinks.
- At the Pit Building, there were issues with the temperature control of food, missing signage and procedures for menu items, and sanitizer solutions. Moreover, food preparation was occurring in unapproved areas, such as the rooftop equipment/storage rooms and hallways.
- The food vendor that was selected by LVGP was not ready for inspections on multiple days. Additionally, there were special processes (e.g., cooling, non-continuous cooking) operating without prior approval.
- LVGP did not identify sanitary sewer connections on the event map.
- There were not enough dumpsters and/or there were issues with regular exchange schedules to prevent potential overflows.
- Staff were not trained to identify potential and actual wastewater overflows and begin timely remediation.
- There were issues associated with the surveillance of above-ground wastewater containment areas.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Collaboration with local agencies via committee meetings and weekly check-in meetings by Clark County helped to ensure that pre-event planning went smoothly.
- During the 2023 Race Weekend, third-party consultants were available to accompany SNHD investigators and obtain corrective actions.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- LVGP should develop new procedures to ensure food inspectors can park and inspect the premises at the required times.
- Ensure timely delivery of credentials and the correct access for inspections to meet the demands of public health preparedness.
- LVGP needs to provide more dumpsters or increase the exchange schedule to prevent overflow.
- LVGP needs to establish larger wastewater holding tanks for handwashing sump buckets and temporary kitchens.
- Establishment of better procedures related to solid waste sanitation surveillance.
- Implement more handwashing sinks at the Pit Building.
- LVGP needs to come into compliance with the SNHD Food Regulations. To do so, LVGP will need to determine the necessary manpower for the food and beverage activations to be compliant. LVGP may choose to hire consultants familiar with the SNHD Food Regulations.
- LVGP needs to comply with the SNHD Food Regulations regarding special processes. Complex food processes like cooling, non-continuous cooking, and reduced oxygen packaging are not allowed under special event permitting without prior approval.

# Clark County Water Reclamation District (CCWRD)

## HIGHLIGHTS

What were the major accomplishments?  
What worked well?

- LVGP provided an opportunity for CCWRD to learn about the sport, which allowed for a better understanding of the event's complexities, preparations, and expectations.
- Collaboration with Clark County departments and regional government entities was very effective.
- Centralizing communication with specific points of contact allowed tasks and requirements to be completed.

## CHALLENGES

Detail challenges and weaknesses.  
Where the key problem areas?

- LVGP needs to provide utilities more time to complete tasks associated with Temporary Connection Agreements and on-site temporary plumbing plan review and approvals.
- There was a lack of understanding by LVGP about the full magnitude of work going on in unincorporated Clark County. As a result, other customers saw a delay in the response to their submittals.
- There was a lack of accurate information and communication regarding the track incident on Friday, November 17, 2023. In turn, due to this, it confused the utilities wanting to respond and resolve the matter.
- Preventing access to sewer manholes is never a good practice, but it was inevitable over the race circuit distance.
- After the deconstruction of the portable restroom facilities, the Clark County Water Quality Division discovered sewage and grease spills on LVGP properties.
- There was a lack of communication with properties within the Resort Corridor when setting up their private events.

## PRODUCTIVITY

Were meetings valuable?  
What processes worked well?

- Weekly project management meetings coordinated by the Manager's Office allowed for collaboration and understanding of larger issues impacting the preparation of the event.

## LOOKING AHEAD

List any recommendations or concerns for future races.

- As of Thursday, February 29, 2024, the following tasks are outstanding from the 2023 Race Weekend:
  - Twelve (12) remaining manholes need to be raised to grade.
  - Corrosion protection has not been applied to any of the manhole-grade rings.
  - Six (6) manholes need to be rehabilitated.
- It would be beneficial for the Nevada Resort Association to assist with properties in the Resort Corridor to ensure timely submittal of requirements needed for private events.
- LVGP should establish a project management system to meet required and established deadlines.





# Economic Impact



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# Economic Impact

- Economic Impacts Sourced to F1 and the 2023 LVGP Approached \$1.5 Billion
- Total Economic Impact of Las Vegas Grand Prix Visitor Spending was \$884 Million
  - Grand Prix Visitors Spent 3.6 Times the Typical Traveler
    - Stayed 4.1 Nights and Spent More than \$4,100 Per Trip (Does Not Include Ticket Price)
  - Net Visitor Spending Reached \$501 Million
  - Ripple Effect of Visitor Spending Reached \$884 Million of Impact

*Source: Applied Analysis, March 2024*



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# Economic Impact

- Millions of Dollars in Infrastructure and Event Hosting
  - Direct Economic Impact (Excluding Land Acquisition Costs and Out-of-Market Purchases) Totaled \$329 Million
    - Ripple Effect of that Spending Translated into \$587 Million of Local Economic Impact
      - (Indirect and Induced Spending)
  - LVGP spent nearly \$88 million on public infrastructure

*Source: Applied Analysis, March 2024*



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# Economic Impact

- Wages to Local Workers Reached \$52 Million in the 1st Full Year
- Job Impacts:
  - Development of Race-Related Infrastructure, including the Pit Building, Supported Nearly 2,200 Jobs
  - Event Operations and Visitor Spending Activity Supported Nearly 5,100 Additional Positions

*Source: Applied Analysis, March 2024*





# Economic Impact

- 2023 LVGP Generated More State and Local Taxes than Any Event in Las Vegas History:
  - \$77 Million in Tax Revenues for State and Local Governments
    - Includes Live Entertainment Taxes, Room Taxes, Sales and Use Taxes, Gaming-Related Taxes, and Property Taxes

*Source: Applied Analysis, March 2024*



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Las Vegas Grand Prix  
Fiscal Impact Summary from Operations for 2023

Tax Beneficiary	Amount	Share
<b>State Agencies</b>	<b>\$47,690,596</b>	<b>61.8%</b>
<b>Clark County</b>	<b>\$4,387,597</b>	<b>5.7%</b>
Clark County - General Fund	\$3,250,426	
Clark County - Internal Special Revenue (e.g., Townships)	\$973,541	
Clark County - Special Revenue (e.g., Laughlin, Moapa Fire)	\$43,579	
Clark County - Capital Fund	\$14,861	
Clark County - Family Court	\$5,707	
Clark County - Assistance To Indigent Persons	\$29,723	
Clark County - Indigent Accident Fund	\$4,458	
Clark County - Fire Service District	\$65,301	
<b>Local Agencies</b>	<b>\$25,089,645</b>	<b>32.5%</b>
Local - Flood Control	\$594,725	
Local - Regional Transportation	\$2,415,854	
Local - School District Debt	\$164,486	
Local - School District Operating	\$8,400,964	
Local - Las Vegas/Clark County Library	\$27,999	
Local - LV Convention Center	\$613,202	
Local - LVCVA	\$6,132,023	
Local - LVMPD Emergency 911	\$1,486	
Local - LVMPD Manpower Supplement County	\$83,224	
Local - Other Local Jurisdictions (Cities)	\$4,076,766	
Local - Police Officers	\$237,890	
Local - Police Support	\$713,669	
Local - Stadium Authority	\$1,032,633	
Local - Water Authority	\$594,725	
<b>GRAND TOTAL</b>	<b>\$77,167,839</b>	<b>100.0%</b>

Notes:

1. Includes revenue sourced to Live Entertainment Tax, Gaming Percentage Fees, Transient Lodging Tax, Sales and Use Tax and Property Tax.
2. Includes approximately \$9.1 million of taxes associated with infrastructure, including Las Vegas Boulevard paving, development of the pit building and other activities (e.g., utilities improvements).
3. Property taxes reflect an interim period of construction-related activity of the pit building; full value should be realized in 2024 and beyond.

# Tourism Related Tax Revenues

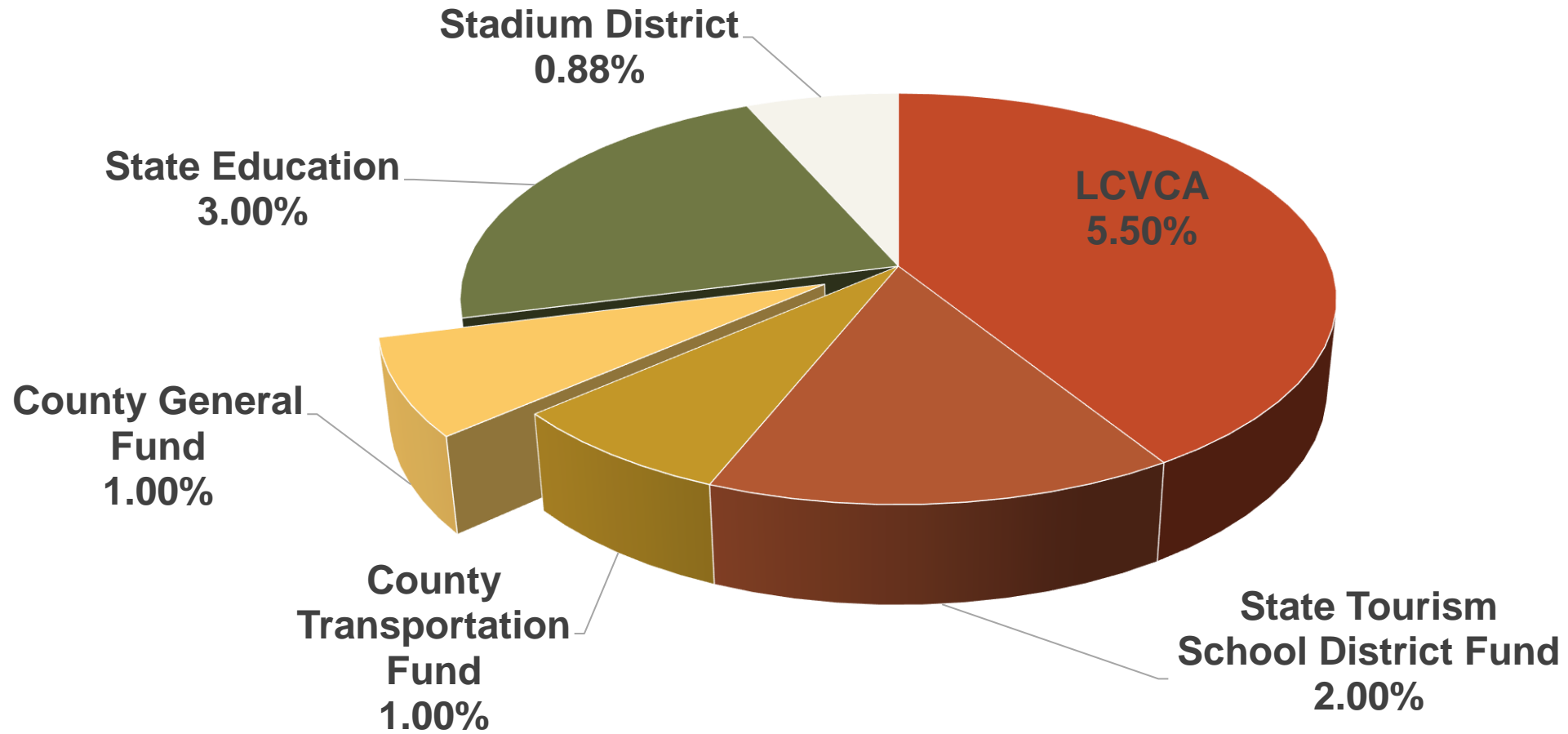
TAX REVENUES	TAX RATE	ALLOCATED TO CLARK COUNTY
Live Entertainment Tax	9%	0%
Gaming Tax	3.5% - 6.75%	0%
Room Tax <sup>(1)</sup>	13.38%	1% general fund + 1% transportation fund
Sales Tax	8.375%	2.25% Statutorily distributed to counties, cities, and special districts as part of C-Tax revenue

<sup>(1)</sup> Resort the in the stadium district and primary gaming corridor



# Room Tax Distribution

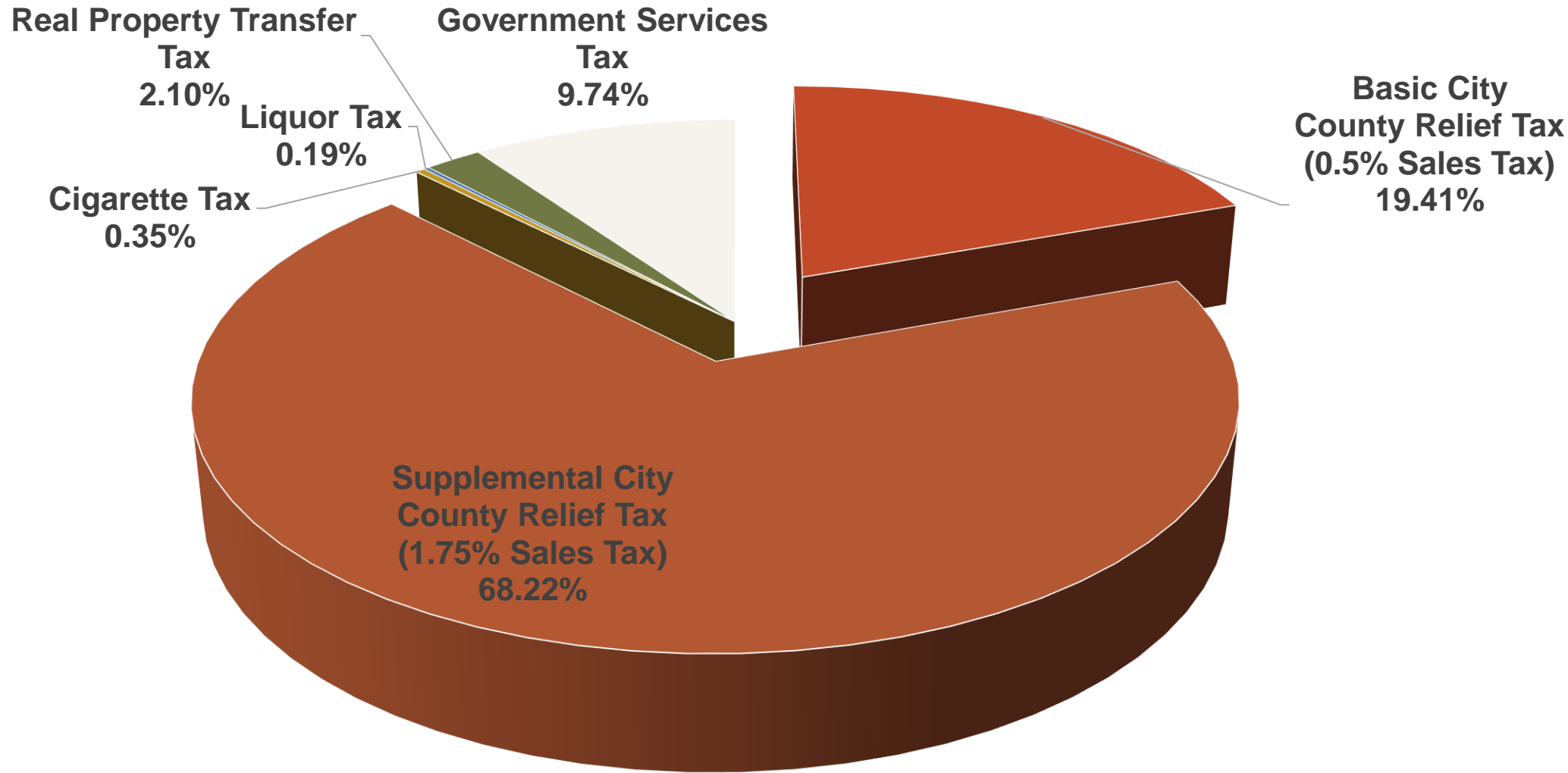
(Resort hotel in the stadium district and primary gaming corridor)



(1) 1% room tax to the County general fund accounts for 4% of total operating revenues.

(2) 1% room tax to transportation is used for transportation improvements within the strip resort corridor.

# Consolidate Tax Revenues (C-Tax)



**FY25 Total: \$2.2 Billion Statewide**

# C-Tax First Tier Distribution

C-Tax revenues are first allocated to counties based on a combination of point of origin as well as a proportionate allocation of each county's collections to total collections.



There are guaranteed payments to five (5) rural counties that are deducted before the second-tier distribution to jurisdictions within each county.




74% of FY25 projected C-Tax revenues are distributed to Clark County jurisdictions (Clark County, incorporated cities, towns, and special districts).




# C-Tax Second Tier Distribution

After each county receives the first-tier distribution, the second-tier distribution is calculated in two parts. A “base” distribution and an “excess” distribution.



**Base Distribution:** Established in 1997 upon the passage of the legislation that created the consolidated tax. The annual base allocation is the prior year’s distribution multiplied by the 5-year average of the change in the CPI.



**Excess Distribution:** When the total allocation from the first tier is greater than the Base Distribution, an excess distribution is applied based on population growth, assessed value growth +.02.

**FY24 and FY25 C-Tax projections are less than the Base Distribution. There is no Excess Distribution in FY24 and FY25.**

# The County Does **NOT** Receive a Direct Financial Benefit Proportionate to the Tourism Events held in the County.

Tourism generates a variety of tax revenues to state and local governments, yet the County receives a small fraction of these revenues. C-Tax revenue will increase with increased tourism and large events; however, this revenue is distributed to the County, Cities, and Special Districts regardless of where tourism and large events occur and regardless of the County resources required to support them.





# Impact to Staff



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# Impact to Staff

- Over 17,059 Hours Spent on Preparations for the 2023 LVGP
  - Does Not Include Aviation or Partner Agencies (e.g., LVMPD, LVVWD, SNHD, RTC, and CCWRD)
- 89% of Staff Costs were Reimbursed Through Licenses, Fees, and Permits







# Clark County Recommendations



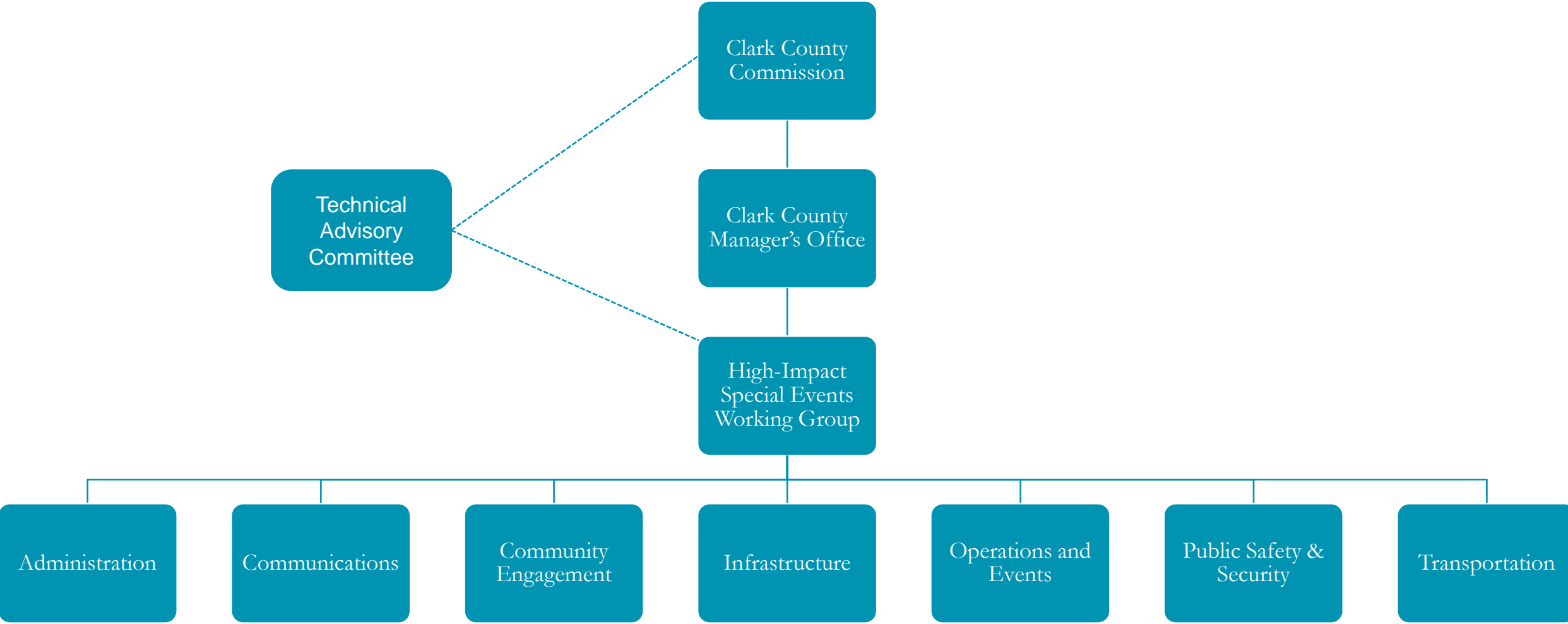
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# High-Impact Special Events

- Creation of a High-Impact Special Events Process
- Explore the Creation of a High-Impact Special Events Working Group
- Explore the Creation of a Technical Advisory Committee



# Proposed Structure for High-Impact Special Events



In coordination with each Clark County department and regional partner, each subcommittee of the High-Impact Special Events Working Group will create 90-day plans with LVGP to meet all deadlines and requirements.

The 90-day deadline begins from the date of the March 19, 2024, County Commission meeting.

# Additional Clark County Recommendations

- Creation of a New Business License Category for the Pit Building
- Manage Pedestrians on the Las Vegas Strip
- Improve Processes for Gathering Information and Escalating Issues During Race Weekends
- Resort Corridor Participation
- Labor Management
- DOA- Specific Recommendations
- Public Works-Specific Recommendations
- **Submission of the All-Relevant Applications within the 90-Day Deadline of June 16, 2024**







# LVGP Recommendations



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# LVGP Recommendations

- Community Engagement
- Program Management Improvements
  - **Submission of the All-Relevant Applications within the 90-Day Deadline of June 16, 2024**
- Improvements to Credentialing and Access Throughout Race Weekends
- Improve Process for Gathering Information and Escalating Issues During Race Weekends
- Certificate of Occupancy for the Pit Building
- Compliance with SNHD Food Regulations
- Fireworks
- Public Works- Specific Recommendations
- Communications- Specific Recommendations
- Advanced General Aviation Information
- Labor Management





# Feedback & Questions

[CCMGR@ClarkCountyNV.gov](mailto:CCMGR@ClarkCountyNV.gov)



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