1. Agenda Item Title: UNLV Multimodal Transit Center Project
   
   Meeting Date: June 16 - 17, 2011

2. BACKGROUND & POLICY CONTEXT OF ISSUE:

   **Project Overview**

   UNLV has desired to improve its multimodal transportation options for many years. The main campus is a relatively small destination site for upwards of 32,000 individuals per day. There are significant federal transit authority funds available to support multimodal transportation activities for a campus like UNLV and there are many examples of similar partnerships at higher education institutions across the United States. We have talked with the Regional Transportation Commission (RTC) for several years about planning for a multi-phased on-campus transit facility, which eventually would include an enclosed transit terminal with appropriate amenities and linked with a parking structure (to allow park-n-ride options out of this location). The first phase of this project received funding last year. We have worked closely with the RTC on several multimodal transportation projects around the campus, including the BRT (bus rapid transit) project for the Maryland Parkway transit route, which has the highest ridership in the valley after the Las Vegas Blvd route (which has a high percentage of visitors). We see this phase I project as the first of many we will have with RTC for multimodal transportation to support our students, faculty, staff and campus visitors. Prior to bringing a long term ground lease to the Board of Regents for approval to construct the Phase 1 facilities, we seek Board support for this overall project.

   UNLV partnered with the RTC in FY2009 to explore methods of increasing multimodal transportation options on the Maryland campus. The purpose being to increase transportation options for the campus community for work or class attendance rather than driving a vehicle to UNLV on a daily basis.

   Discussions with RTC resulted in their request for Wilbur Smith Associates to conduct a study for the campus. The study was completed in June 2009 and identified UNLV as an “area in need of improved transit service and connectivity for students, faculty, staff and visitors” (see summary in Attachment 1). The complete document can be located on the UNLV Parking and Transportation Services web site at http://parking.unlv.edu/pdf/FeasibilityStudy.pdf. The study explored the feasibility of constructing a multimodal transportation hub on the campus providing direct bus access and bicycle options currently not available. The consultant was also asked to include an alternative site selection analysis and a basic conceptual layout for a transit center.

   In February 2010, RTC, in conjunction with UNLV, submitted a grant application for a Section 5309 Bus and Bus Facilities Livability Initiative Program Grant to the Federal Transit Administration (FTA) with the cooperation of UNLV (see grant application in Attachment 2). The application resulted in a $2.763 million grant approval requiring 20% matching funds by RTC. The grant would adequately fund a Phase I facility offering amenities currently not found at UNLV to include a bus shelter and pickup lanes for passenger use, an outside shelter waiting area with solar photovoltaic panels, multimodal information availability, cameras for security, pass vending machines, and a section of the facility where patrons could store, rent, and repair bicycles. A private driver break room with secure restrooms has been discussed. The project also would include incidental landscaping, necessary roadway modifications, on site utilities, lighting, sidewalks, and fixtures. The grant award is also listed on the United States Department of Transportation web site at http://www.fta.dot.gov/news/news_events_11820.html.

   The proposed site of the facility is located south of University Road, south of Greenspun Hall and to the west of the In-n-Out fast food restaurant, and is currently being utilized as a University parking lot. The total amount of land granted under the terms of the lease would be approximately 1.2 acres of the 2.2 acre parcel outlined in the concept plan (see site concept in Attachment 3). Determination of the total land required will be based on a final design of the facility. The project site of 1.2 acres represents approximately 116 of the 212 total parking spaces within this lot.
Parking lost to the project is intended to be replaced as part of long term planning initiatives in this area. It should be noted that an area directly south of this location previously contained five double-wide temporary trailers installed approximately 20 years ago. These trailers were expensive to operate and were eliminated by making more efficient use of existing space on campus. Approximately 50 additional surface parking spaces will be added in this area, which will help mitigate the parking loss from this specific project.

In March 2010 a memorandum of understanding between RTC and UNLV was developed to provide for the “continued cooperation, planning, design and implementation of public transportation services directly onto and through the UNLV Maryland Parkway campus and for construction of an Intermodal Transportation Center on the Campus to support these services.” (see memorandum in Attachment 4) This MOU has not yet been approved by the Board of Regents. The RTC required a letter of approval from the UNLV president to accompany the application for grant funding for the project.

This specific project and all improvements will be funded through the acquired grant and RTC matching funds. RTC will be responsible for all operations and maintenance costs of the facility and leased area.

As outlined in the Wilbur Smith study, this center would be the first of several phases for future consideration to include; the restructuring of Brussels Street to accommodate two-way traffic, the development of a roadway connector between University Road and the Student Wellness and Recreation Center (this connector extends University Road so that it can connect with Tarkanian Way and Harmon Ave west of the campus), and other amenities to accommodate multiple transportation options including possible parking, office space, and retail. The routing capabilities preliminarily discussed with RTC include the possible accommodation of several routes connecting on and through the campus, i.e. the Harmon Route. The requested approval stated in this submission is only for project approval. A ground lease will be submitted to the Board for approval in September 2011 (see preliminary ground lease in Attachment 5).

**Estimated Preliminary Schedule**

The final schedule will be developed following all approvals and documents being in place. The estimated preliminary schedule below is based upon Board of Regents approval of this Phase 1 project as follows:

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<thead>
<tr>
<th>Month</th>
<th>Event</th>
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<tbody>
<tr>
<td>June 2011</td>
<td>Draft Ground Lease Agreement Finalized</td>
</tr>
<tr>
<td>July 2011</td>
<td>Design Phase to Begin</td>
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<tr>
<td>Aug. 2011</td>
<td>Ground Lease Submitted to RTC Board</td>
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**3. SPECIFIC ACTIONS BEING RECOMMENDED OR REQUESTED:**

President Neal Smatresk seeks approval by the Board of Regents for the first phase of a UNLV Multimodal Transit Center Project. The ground lease for the project will be submitted for the September Board meeting. All future phases will be brought to the Board for approval as appropriate.
4. IMPETUS (WHY NOW?):

RTC submitted a grant proposal in February 2010 to the United States Department of Transportation after the Wilbur Smith study was completed. This grant submittal was generated by RTC with the full support of UNLV and was to acquire federal funding for the facility. The grant was awarded, creating the need for design and construction to begin right away so the project can be completed in time for RTC route modifications. Technically, the Board of Regents only must approve the ground lease, but we did not want to initiate any significant action on this project without first bringing it specifically to the attention of the Board and getting their support to move forward, which would include a future ground lease coming to the Board for approval.

5. BULLET POINTS TO SUPPORT REQUEST/RECOMMENDATION:

- The proposed action will improve mobility and transit service in the vicinity of the UNLV campus and the adjacent and nearby arterials/roadways by providing an alternative to automobile trips, thereby reducing demand and congestion and improving the overall level of service.
- Construction of a multimodal transportation center at UNLV permits the connectivity of standard and rapid public transportation routes at this location and increases mobility for transit patrons.
- Providing conventional and rapid transit service directly onto the UNLV campus will greatly increase the transit mode share for campus trips.
- Increased transit use for student and faculty trips will decrease the demand for additional parking as the campus population grows, thereby saving both space and capital funds for other purposes.
- The proposed conventional and rapid transit service can provide an important alternative to automobile travel for special events held on campus, thereby reducing automobile congestion.
- The project will interface well with the Maryland Parkway Midtown UNLV Project and, in later phases, with the Tropicana Parking Structure and the University Road Extension to the Student Wellness and Recreation Center.
- Increasing the number of individuals using alternative transportation reduces emissions in and around campus and creates a more sustainable environment.
- Alternative transportation is a much cheaper form of transportation than driving a personal vehicle. There are some individuals that this project will help tremendously considering the financial impacts that are going to impact the faculty, staff, and students in the upcoming months.

6. POTENTIAL ARGUMENTS AGAINST THE REQUEST/RECOMMENDATION:

- Using the land for this project would render it unusable for other projects.

7. ALTERNATIVE(S) TO WHAT IS BEING REQUESTED/RECOMMENDED:

Decline the grant fund opportunity and pass on any support for a campus multimodal transit center.

8. COMPLIANCE WITH BOARD POLICY:

- Consistent With Current Board Policy: Title # 4 Chapter # 10 Section # 30
- Amends Current Board Policy: Title # Chapter # Section #
- Amends Current Procedures & Guidelines Manual: Chapter # Section #
- Other:________________________________________________________________________
- Fiscal Impact: Yes______ No X

Explain: UNLV will not incur development costs related to building the Multimodal Transit Facility, nor will UNLV incur future operations and maintenance costs. All expenses related to the project will be funded by the grant and RTC funds.

Revised: June 2010

(INVESTMENT AND FACILITIES COMMITTEE 06/16/11) IF-8, Page 3 of 36
ATTACHMENTS:
1: Wilbur Smith Study Overview
2: RTC Grant Submittal
3: Site Conceptual Design
4: RTC/UNLV Memorandum of Understanding Dated March 2010
5: Preliminary Ground Lease Term Summary
WilburSmith Associates
UNLV Multimodal Transportation Hub Feasibility Study
Study Overview

The University of Nevada, Las Vegas (UNLV) is located on a 350-acre campus just east of the Las Vegas “Strip”. Over 30,000 students, faculty and staff attend or work at the campus in over 220 academic undergraduate and graduate programs.

RTC has identified the UNLV campus as an area in need of improved transit service and connectivity for students, faculty, staff and visitors. Existing CAT bus routes circumnavigate the campus along the peripheral arterial roads and provide multiple stop locations adjacent to the campus; however, no service or stop locations exist within campus. Due to the rather large size of the campus, this external placement of transit stops results in walk distances averaging approximately one half mile or greater to many campus destinations.

UNLV supports RTC’s desire to improve transit accessibility and connectivity to campus and additional efforts to improve the sustainability of travel to, from and within campus. Providing increased transit mobility and accessibility to interior campus destinations will increase the attractiveness of transit for student trips. These improvements could potentially lead to a shift in travel behavior and help balance the transportation mode choice to, from and within campus. Creating a central location for all modes to come together and interface is a key component of this strategy and which is currently not provided on campus.

If an RTC rapid transit service were connected to the campus, it could also serve trips to and from the Thomas and Mack Center and Cox Pavilion during special events. Typically, these events draw large crowds and could be served very efficiently by rapid transit, thus increasing overall system ridership and alleviating automobile congestion.

In recognition of the advantages of improving public transportation service to the UNLV campus and providing a terminal for interconnection of various services, RTC and UNLV commissioned this feasibility study in October 2007. The purpose of this study was to “complete a transit terminal feasibility study, alternative site selection analysis, and basic conceptual layout planning for a transportation center within property owned by the University of Nevada, Las Vegas”. After several months of study, data collection and public presentations, the final determinations and action plan concluded the study.

The proposed action is the construction of a multi-modal transportation center at an optimum location on the UNLV campus and completion or improvement of campus roadways to allow operation of rapid transit vehicles through the campus. The site selected for the multi-modal transportation center must allow ease of walk access to important destinations on-campus and permit connectivity of north-south and east-west RTC rapid transit routes. The multi-modal transportation center and roadway improvements must be planned and designed to accommodate future RTC rapid transit vehicles, including articulated busses. Due to the constricted nature of most campus roadways, special emphasis must be given to ensure efficient and safe bus movements through the campus and at intersections. The route selected should serve key campus destinations including the Thomas and Mack Center, Cox Pavilion, and UNLV facilities within easy walking distance from University Avenue. The multi-modal facility must meet both Federal Transit Administration and RTC standards.
The Proposed action offers a number of benefits to the UNLV and the regional transportation system. Among these are the following:

- The proposed action will improve mobility in the vicinity of the UNLV campus and the adjacent and nearby arterials roadways by providing an alternative to automobile trips, thereby reducing demand and congestion and improving the overall level of service.
- Construction of a multimodal transportation center at UNLV permits the connectivity of rapid public transportation routes at this location and increases mobility for transit patrons.
- Providing rapid transit service directly onto the UNLV campus will greatly increase the transit mode share for campus trips.
- Increased transit use for student and faculty trips will decrease the demand for additional parking as the campus population grows, thereby saving both space and capital funds for other purposes.
- The proposed rapid transit service can provide an important alternative to automobile travel for special events held on campus, thereby reducing automobile congestion.

To allow RTC service to operate a rapid transit service on campus, a number of improvements are needed independent of the multi-modal hub. These improvements include:

- The extension of University Road through campus.
- Establishment of bus stops on campus.
- Roadway improvements along Tarkanian (between Harmon and Thomas and Mack).

In addition, a number of other measures would be desirable to implement but are not absolutely critical to the operations of the service. These include:

- Traffic signalization improvements at Swenson and Harmon and Maryland Parkway and University.
- Establishment of a “class pass” program between UNLV and RTC.
- Add real-time bus tracking technology to UNLV transit services.
- Improve bike access to and around campus.
Application for Section 5309 Bus and Bus Facilities Livability Initiative Program Grants

University of Nevada, Las Vegas (UNLV) Multimodal Transit Center Project

Submitted by the Regional Transportation Commission Of Southern Nevada February 2010
# CONTENTS – Bus Livability Initiative Program

Including references to the relevant sections of the Program Guidance as published in the Federal Register December 8, 2009

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<td>IV(b)(2)(f)</td>
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<td>V(a)(6)(b, e, f)</td>
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<td>3.7.4 Financial Feasibility</td>
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1. Applicant Information

1.1 Applicant Description

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Urban or Rural  | Urban  |
Funds Requested | $2,763,200 |
Organization Type (see Note)  | Transit Agency |
FTA Recipient ID | 1643 |
DUNS Number       | 83-023-3818 |
Central Contractor Registration | RTC is registered |

Note: The Regional Transportation Commission of Southern Nevada (RTC) is submitting this application in its capacity as the Transit Agency and designated recipient of Federal Transit Administration funds for the Las Vegas Urbanized Area in Nevada. The RTC is also the designated Metropolitan Planning Organization for the Las Vegas Metropolitan Area, known locally as “Southern Nevada”. An explanation of the various functions of the RTC and its geographic area of responsibility is set out on pages 1-3 of the Regional Transportation Plan available at [www.rtcsouthernnevada.com/mpo/plansstudies/rtp0930/index.cfm](http://www.rtcsouthernnevada.com/mpo/plansstudies/rtp0930/index.cfm)

i) Description of transit services provided and areas served by RTC Transit

**Fixed Route (RTC Transit):** Fixed route bus and Bus Rapid Transit (BRT) service is provided in the urbanized area of Clark County by the Regional Transportation Commission of Southern Nevada under the name of RTC Transit (previously known as Citizens Area Transit). The fixed route service area covers most of the cities of Henderson, Las Vegas, and North Las Vegas, as well as much of the urban part of unincorporated Clark County. The project is located centrally within this service area.

RTC Transit operates 34 general market routes, supplemented by special branded service (“The Deuce”) along the Las Vegas Strip and a Bus Rapid Transit line (the “MAX”) serving the northeast part of the service area. Services are operated by 360 vehicles carrying more than 190,000 passengers per weekday. A more detailed description of individual RTC Transit routes is available on the RTC website (see reference #5).

Staring in March 2010, RTC Transit is introducing additional premium service under the brand name of the “ACE”. ACExpress services will link key suburban locations with downtown Las Vegas and the Las Vegas Strip. ACE Rapid Transit is the new name for the regional bus rapid transit system.

**Paratransit:** RTC's paratransit service is a shared-ride, door-to-door program available for those who are functionally unable to independently use the RTC's fixed route system either all of the time, temporarily, or under certain circumstances. Paratransit ID card holders can ride any fixed route, MAX, or Deuce vehicle free of charge.

The reservation-based door-to-door service is available to customers who have been deemed eligible through an evaluation process which is based on one’s ability to use the fixed route system and is determined through an in-person functional ability assessment process. Paratransit service operates 24 hours a day, 365 days per year. The system operates within the urbanized area of Clark County as
required under the Americans with Disabilities Act (ADA). A more detailed description of paratransit service and eligibility is available on the RTC website (see reference #5).

**Silver Star:** A growing population of senior citizens in Las Vegas and an increasing demand for mobility required a compromise between the flexibility of the RTC's fixed route service and the door-to-door capabilities of ADA paratransit service. For this reason, the RTC worked with Las Vegas Valley seniors to identify neighborhood routes to help meet their mobility needs. The result was the addition of loop routes on a schedule that operates two days a week in a limited area. The service is open to the entire community, but was designed with senior citizens in mind including stops at assisted living and senior community centers and various shopping locations. Every Silver Star route connects with regular fixed route service to provide a broad range of destinations for passengers. A more detailed description of individual Silver Star routes is available on the RTC website (see reference #5).

**Flexible Demand Response:** Flexible Demand Response (FDR) is a curb-to-curb transit service provided by the RTC. The service is currently available in the Sun City Anthem, Sun City Summerlin, and Centennial Hills communities in Henderson and Las Vegas respectively. FDR was developed to allow residents to call and schedule rides on a public transit system that would not otherwise be available in their area. FDR intersects with regular fixed route service throughout the service area, which allows riders to use RTC Transit to meet transportation needs that take them outside their neighborhood communities and throughout Clark County. FDR operates three days a week on a limited schedule.

All residents within Sun City Anthem, Sun City Summerlin, and Centennial Hills are eligible to use the FDR service. Though targeted towards senior citizens within the communities, anyone who registers for the program and receives an identification card can ride. A more detailed description of individual FDR routes is available on the RTC website (see reference #5).

ii) **Existing fleet / employee information**

Most of the fixed route transit vehicles use diesel fuel and are either 40 or 60 feet in length. All of the double-deck transit vehicles use diesel fuel as well, with some of these vehicles being used to service certain fixed routes. Within the fixed route transit fleet, there are also 45 vehicles using compressed natural gas technology and 57 vehicles using diesel-electric hybrid technology. All of these vehicles are 40 feet in length.

There are 10 BRT hybrid vehicles serving the existing MAX route, which are 60 feet in length and use diesel-electric hybrid technology. The transit vehicles that will serve the upcoming ACE route have similar specifications to the MAX vehicles. Currently, there are 167 paratransit vehicles that meet the ADA standards and range from 20 to 30 feet in length. More specific information on the active transit fleet is available on the RTC website (see reference #5).

All RTC Transit vehicles are operated under competitive contracts with private operating companies. Veolia Transportation operates the fixed route, MAX, and upcoming ACE vehicles. First Transit operates the Paratransit services. As the Transit Agency for the Las Vegas Urbanized Area, the RTC monitors the private companies and conducts short- and long-range transit planning for the area. As the Metropolitan Planning Organization for the wider county, the RTC helps secure funding for future transit projects in the area.

iii) **Description of the RTC's technical / legal / financial capacity to implement project**

RTC has five years of experience in creating transit infrastructure going back to the first side-running BRT line that incorporated an optical guidance system and signal priority and opened in 2004. Projects nearing completion include the ACE Gold Line BRT project, the Centennial Hills Transit Center and Park and Ride, and the Bonneville Transit Center. RTC is ready to start final design of the University of
Nevada, Las Vegas (UNLV) Transit Center project as soon as funding is available. RTC intends to use a Construction Manager-at-Risk (CMAR) approach to implement the project expeditiously.

As the designated recipient of FTA funds for the Las Vegas Urbanized Area, the RTC has an established record for the management of federal grants and the oversight of federally-funded projects. RTC expects to receive approximately $53 million in FTA formula funding in Fiscal Years 2011-2012. Much of this is currently scheduled for activities such as the transit replacement program, but RTC has some flexibility as to the priorities for spending in this period.

iv) Contact Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Martyn James</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone</td>
<td>Office: (702) 676–1715</td>
</tr>
<tr>
<td></td>
<td>Mobile: (702) 218–3643</td>
</tr>
<tr>
<td>e-mail</td>
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<tr>
<td>Title</td>
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<tr>
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<td>Regional Transportation Commission of Southern Nevada</td>
</tr>
<tr>
<td>Address</td>
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<tr>
<td></td>
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2. Project Description

2.1 Description of the Project

The proposed project involves the construction of a transit center on approximately 1.2 acres of land located on the University of Nevada, Las Vegas (UNLV) campus. The site is located approximately 220 feet west of Maryland Parkway and 1,050 feet north of Tropicana Avenue, in urbanized Clark County, Nevada (see Figure 1).

Specific project land uses at the site are expected to include six bus bays for local and rapid transit routes and campus transit vehicles. Other transit center amenities include an outdoor shelter waiting area, CCTV cameras for security, ticket vending machines (TVM), and intelligent transportation systems (ITS) improvements to provide route and schedule information. The outdoor shelter canopy will include solar photovoltaic panels. Finally, a small office area will be provided for the UNLV Parking and Transportation Services Department for their operations.

The project will complement and coordinate current transit services with other improvements planned in the area that are to be constructed as part of other projects. These include new regional transit routes, on-campus shuttle service, abutting transit oriented development, and a parking structure. The UNLV Multimodal Transit Center will be controlled by the RTC and used by both RTC and UNLV services. The adjacent transit oriented development and parking structure would be separate projects likely completed as future phases when funds become available. Meetings between RTC and UNLV have resulted in developing a formal interlocal agreement between RTC and UNLV to cooperate in developing the transit center and to safeguard the interests of the FTA regarding any federal funding for the project.

The project is anticipated to be federally funded with an estimated construction cost of approximately $3 million. Construction is currently anticipated to begin in April 2011, subject to funding approval.
Background

UNLV is located on a 350-acre campus just east of the Las Vegas Strip. More than 30,000 students, faculty, and staff attend or work at the campus in over 220 academic undergraduate and graduate programs. The campus and surrounding areas have experienced significant growth in recent years and enrollment numbers have generally outpaced projects in the past. The original 13,000 square feet of building space on campus in 1957 has grown to more than four million square feet today and future projections have that doubling to eight million square feet.

The campus is surrounded by principal arterial streets and developed properties on all four sides. Expansion to meet future growth must occur through vertical development. On-campus student housing is extremely limited and most students commute to classes. Parking on campus is limited and most students park on a large surface lot near the extreme southwest side of the campus. UNLV is continuing to construct large high-rise parking structures to meet future demand. However, previous surveys have found that many students would choose to ride public transportation to/from campus if the service were more convenient.
RTC has identified the UNLV campus as an area in need of improved transit service and connectivity for students, faculty, staff, and visitors. Existing RTC Transit routes on abutting arterials provide transit service to the UNLV campus via multiple stop locations. However, no service or stop locations exist within campus. Due to the rather large size of the campus, this external placement of transit stops results in long walk distances to many campus destinations, as well as additional need for people to cross busy streets by foot.

UNLV supports RTC’s desire to improve transit accessibility and connectivity to campus and additional efforts to improve the sustainability of travel to, from, and within campus. Improving increased transit mobility and accessibility to interior campus destinations will increase the attractiveness of transit for students and faculty trips and can be expected to lead to shifts in travel behavior that help balance transportation mode choice to, from, and within campus. The transit center will also ease walking access to important destinations on-campus and permit connectivity of north-south and east-west RTC transit routes. It will also allow consolidation of service for ADA customers using the paratransit service to access the main campus by providing a single primary drop-off / pick-up location with good ADA walkway access to parts of the campus.

The creation of the transit center as a central hub for all modes to come together and interface is a key component of RTC’s and UNLV’s strategy to improve transit service and mobility. This proposed project is the first part of the potential concept for the site. Future parts include a proposed interior transit facility to include transit-supportive uses and a proposed university parking structure for approximately 1,000 vehicles (see Figure 2). These segments can be constructed at a later time once additional funding becomes available and the initial phase of the transit center is completed.

**Figure 2: Long Range Concept for UNLV Multimodal Transit Center**

The UNLV Multimodal Transit Center is an essential facility for providing urban residents access to the UNLV main campus. It is also a facility that can provide access to the many amenities in the immediate area, including performing arts buildings, sports venues, libraries, and community centers. Finally, the transit center provides another transportation option for people visiting the central part of the Las Vegas Valley.
2.2 Project Parties

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2.3 Project Funding

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<td><strong>RTC Local Funds (local match)</strong></td>
<td>$690,800</td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td>$3,454,000</td>
</tr>
<tr>
<td><strong>Percentage of funds from Bus Livability Initiative Program</strong></td>
<td>80%</td>
</tr>
</tbody>
</table>

Use of funds

<table>
<thead>
<tr>
<th><strong>Cost Category</strong></th>
<th><strong>Cost</strong></th>
<th><strong>Notes</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Removal items</td>
<td>$54,500</td>
<td></td>
</tr>
<tr>
<td>Utility relocations</td>
<td>$336,500</td>
<td>Includes earthwork, pavement improvements, curb &amp; gutter improvements, sidewalk, and striping</td>
</tr>
<tr>
<td>Ground improvements</td>
<td>$459,000</td>
<td>Includes earthwork, pavement improvements, curb &amp; gutter improvements, sidewalk, and striping</td>
</tr>
<tr>
<td>Station platform &amp; bollards</td>
<td>$328,000</td>
<td></td>
</tr>
<tr>
<td>Off-site ITS improvements</td>
<td>$398,000</td>
<td></td>
</tr>
<tr>
<td>Landscaping &amp; lighting</td>
<td>$168,000</td>
<td></td>
</tr>
<tr>
<td>Station canopies &amp; facilities</td>
<td>$328,000</td>
<td>Includes solar photovoltaic panels for station canopies and a small office area for the UNLV Parking &amp; Transportation Services Department</td>
</tr>
<tr>
<td>On-site electrical &amp; ITS</td>
<td>$90,000</td>
<td></td>
</tr>
<tr>
<td>Mobilization and traffic control</td>
<td>$140,000</td>
<td></td>
</tr>
<tr>
<td>Total Construction</td>
<td>$2,302,000</td>
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<tr>
<td>Contingency</td>
<td>$576,000</td>
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<tr>
<td>Final Design</td>
<td>$230,000</td>
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<td>Construction Administration</td>
<td>$346,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td>$3,454,000</td>
<td></td>
</tr>
</tbody>
</table>

(RIGHT-10:22:06:2011)
3. Selection Criteria

3.1 Demonstrated Need for Resources

i) Funding for the RTC Capital Program

The support and involvement from public agencies and private partners has been crucial in achieving the overall transit vision for Southern Nevada. Starting in 2005, RTC Transit embarked on a major capital program with three goals:

1. To develop the next segments of the planned bus rapid transit network;
2. To replace both the southern maintenance facility and the downtown transit terminal; and
3. To expand the regional park-and-ride program.

Supporting these goals, it was first necessary to upgrade the transit fleet by replacing many older buses that were past their service life and design mileage. At the same time, new equipment suited for rapid transit operations was acquired. This transit fleet program is now almost complete, funded with a mix of Federal Transit Administration (FTA) formula grants and local funding.

The capital program is now well under way, at a total cost of $210 million. The program has benefited from availability of over $33 million in funding under the American Recovery and Reinvestment Act (ARRA) Transit Capital Assistance program, but has virtually exhausted other available federal and local fund sources.

If the UNLV Multimodal Transit Center project is implemented with Section 5309 Bus and Bus Facilities Livability Initiative program funds, the total cost of the program will increase to $213 million. ARRA funds will then have supported just under 20 percent of the total capital program, with a quarter of the program coming from RTC local fund sources and the balance from regular FTA programs.

<table>
<thead>
<tr>
<th>RTC Transit Capital Program</th>
<th>Year (FFY)</th>
<th>Cost ($ million)</th>
<th>Percent of cost from</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>ARRA funds</td>
</tr>
<tr>
<td>Sunset Maintenance Facility</td>
<td>2009</td>
<td>74.0</td>
<td>0%</td>
</tr>
<tr>
<td>ACE Gold Line BRT</td>
<td>2010</td>
<td>50.0</td>
<td>0%</td>
</tr>
<tr>
<td>Bonneville Transit Center</td>
<td>2010</td>
<td>21.6</td>
<td>26%</td>
</tr>
<tr>
<td>Centennial Hills Transit Center &amp; Park-and-Ride</td>
<td>2010</td>
<td>10.6</td>
<td>63%</td>
</tr>
<tr>
<td>ACE Green Line BRT</td>
<td>2011</td>
<td>48.0</td>
<td>40%</td>
</tr>
<tr>
<td>Westcliff Transit Center &amp; Park-and-Ride</td>
<td>2011</td>
<td>5.9</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>210.1</td>
<td>17%</td>
</tr>
<tr>
<td>UNLV Multimodal Transit Center</td>
<td>2012</td>
<td>3.5</td>
<td>0%</td>
</tr>
<tr>
<td>Total with Transit Center</td>
<td></td>
<td>213.6</td>
<td>17%</td>
</tr>
</tbody>
</table>
ii) Project Impact on Service Delivery

The proposed development of the UNLV Multimodal Transit Center is ideally located for easy transit connectivity. Initially the Center will be served by Route 109 (Maryland Parkway), which operates between the Downtown Transportation Center in downtown Las Vegas and the South Strip Transfer Terminal with direct service to UNLV and McCarran Airport 24-hours a day, 7-days a week. Although the length of the route is 11 miles each direction, it is the second busiest route in the system next to Route 202 (Flamingo Road) route, which it intersects at Flamingo and Maryland. On a typical weekday, Route 109 carries more than 11,000 passengers per day. It also intersects directly with the three highest ridership routes in the system – Tropicana Avenue (Route 201), Flamingo Road (Route 202), and Charleston Boulevard (Route 206). Figure 3 displays these connections graphically.

The transit center will also be the terminus for the ACExpress C line. The C-Line will be the first commuter express route for RTC Transit and will operate from the Centennial Hills Transit Center and Park and Ride in the northwest Valley to UNLV via Downtown Las Vegas, Government Center, and the Las Vegas Strip (see Figure 4 on page 11). In addition to those students, faculty, and staff at UNLV living in the Centennial Hills area, others live near transit lines that connect with the C-Line in downtown Las Vegas. Since parking on-campus can be a challenge, this route is predicted to be very popular with the UNLV base and will have an impact on reducing traffic both on the freeways and the arterial roads that feed into the University. It will be a practical and economical way for students to travel. Finally, the C-Line will provide a quick and convenient link between the university and the business, cultural, and government activities located in downtown Las Vegas.
Figure 3: Transit Operations and Connectivity
3.2 Regional Planning and Prioritization

i) Consistency with Transit Priorities Identified in Long Range Plans

It is envisioned that the UNLV Multimodal Transit Center will be a hub for more ACExpress routes as the network develops. It will also be a hub for a potential future Harmon Avenue BRT route that is proposed to service the Las Vegas Strip near City Center, as well as UNLV and other residential areas (see Figure 4 on the next page). Bringing together multiple routes that service a large segment of the Las Vegas Valley improves the viability of all routes and is the catalyst for more transit oriented development that would encourage choice riders to use transit as well as significantly improve the transit riding experience for the existing passengers. Any type of improvement that allows for better reliability, more service, and easier transfer connectivity is paramount for the success of any transit system.

As the transit center continues to develop, staff from RTC Planning will review potential routings that would maximize its use and allow for the continued efficiencies of the RTC Transit Network. In order to ensure that vehicles can safely turn from Maryland Parkway onto University Drive without resorting to a circuitous routing, the project includes improvements to this signalized intersection.
Figure 4: Long Range Transit Connectivity
ii) Metropolitan Planning Organization & Local Support

As noted, the RTC is the transit agency for the Las Vegas Urbanized Area (known locally as the “Las Vegas Valley”) and is the designated recipient of Federal Transit Administration funds. The RTC is also the designated Metropolitan Planning Organization for the Las Vegas Metropolitan Area (known locally as “Southern Nevada”). Due to the unique relationship of each relationship in this region, obtaining endorsement through the Transportation Improvement Program (TIP) and the State TIP is relatively easy compared to other urban regions around the country. The current TIP has a line item for the UNLV Multimodal Transit Center project (see reference #2). If Section 5309 Bus and Bus Facilities Livability Initiative program funding is awarded for this project, the RTC will request Nevada Department of Transportation to execute an administrative modification to revise the cost, fund sources, and program year for this project.

Letters of support for the project have been provided by the RTC Board of Commissioners, UNLV, and Clark County (see reference #10). It has been decided already which existing and upcoming transit services will support the transit center. Additional funding for transit improvements along Maryland Parkway will further support the vitality of the site.

iii) Consistency with Service Needs of the Area

Currently there are four RTC Transit fixed routes that serve UNLV, including Route 201 (Tropicana Avenue), Route 202 (Flamingo Road), Route 108 (Swenson Street and Paradise Road), and Route 109 (Maryland Parkway). Route 201 and 202 are east–west transit routes, while Route 108 and Route 109 are north–south transit routes. Three of the four routes serving UNLV provide 24-hour service and average headways range between 15 and 20 minutes.

About 40 bus stops are provided on these four RTC Transit routes in the vicinity of the UNLV campus. A ridership analysis of these stops shows that approximately 8,300 weekday passengers use the four fixed route services at these stop locations. This activity equates to approximately 20 percent of each route’s total ridership. Nearly half of all this transit activity occurs at the stops located at the intersections of Maryland Parkway and Flamingo Road and Maryland Parkway and Tropicana Avenue.

<table>
<thead>
<tr>
<th>RTC Transit Routes Serving UNLV</th>
<th>Direction</th>
<th>Span of Service</th>
<th>Average Frequency</th>
<th>Average Weekday Ridership</th>
<th>Weekday Ridership @ UNLV Stops</th>
<th>Estimated UNLV % of Total Line Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>108</td>
<td>North/South</td>
<td>22 hour</td>
<td>20 min.</td>
<td>4,420</td>
<td>932</td>
<td>21.0%</td>
</tr>
<tr>
<td>109</td>
<td>North/South</td>
<td>24 hour</td>
<td>15 min.</td>
<td>14,538</td>
<td>3,117</td>
<td>21.7%</td>
</tr>
<tr>
<td>201</td>
<td>East/West</td>
<td>24 hour</td>
<td>20 min.</td>
<td>10,200</td>
<td>1,479</td>
<td>14.5%</td>
</tr>
<tr>
<td>202</td>
<td>East/West</td>
<td>24 hour</td>
<td>15 min.</td>
<td>12,163</td>
<td>2,804</td>
<td>23.1%</td>
</tr>
</tbody>
</table>

Route 109 can act as a direct feeder for the UNLV Multimodal Transit Center, particularly since this route has transfer points with many east–west transit routes (including Routes 201 and 202). Having the transit center will promote more transfers to the Maryland Parkway route and increase the overall user mobility of travelers heading to UNLV from across the Las Vegas Valley.

3.3 Livability

Currently, the Maryland Parkway corridor immediately east of the UNLV Multimodal Transit Center project is an established commercial and residential area with moderate to high densities. The local land-use plans from both Clark County and UNLV allow for higher densities and revitalization, while retaining the basic higher density, mixed-use, and commercial development character of the area. The
FEDERAL TRANSIT ADMINISTRATION BUS LIVABILITY INITIATIVE PROGRAM
UNIVERSITY OF NEVADA, LAS VEGAS MULTIMODAL TRANSIT CENTER PROJECT

13

(i) User Mobility / Modal Connectivity and Options / Congestion Reduction

According to the 2009 study called the UNLV Multimodal Hub Feasibility Study (see reference #3), the site for the UNLV Multimodal Transit Center project provides the following mobility and connectivity characteristics:

- High in transit connectivity, the site has minimal impact on rerouting existing RTC and UNLV transit services. This site allows convenient transfer location for east/west service (the future Harmon BRT line) and for north – south service (the existing Route 109 and upcoming ACExpress C-Line). The site’s location on the eastern edge of campus makes it a natural turnaround location for UNLV campus shuttle vehicles.

- The site combines excellent bicycle and pedestrian connectivity within the campus with easy access to the Maryland Parkway. The site is less than a quarter mile to the heart of campus and no more than a half mile from all main campus facilities.

- The site has an available footprint to accommodate all future needs of the transit center. The site allows adequate space to accommodate all future transit service and potential layovers for transit vehicles, as well as modal transportation options in the area.

In addition to these characteristics, the transit center will support the overall effort to reduce congestion in the Las Vegas Valley. Since the transit center will be a destination point for the ACExpress C-Line, it will help increase travel time savings for highway and transit users coming from the northwest part of the Las Vegas Valley. Additionally, having the transit center available for Route 109 (Maryland Parkway) will allow the route to potentially have increased transit boardings and transit trips.

(ii) Accessibility for Disadvantaged Populations

In the Environmental Justice section of the UNLV Multimodal Transit Center – Categorical Exclusion Determination (see reference #4), population data illustrates that the proportions of minority populations in the project area have been similar to those in Clark County. The minority population increased considerably in both Clark County and the project area from 1990 to 2000. Also, the project area is characterized by a proportion of population living below the poverty level (14.7 percent) that is 1.39 times the 10.6 percent for Clark County in the year 2000.

The analysis conducted in the Environmental Justice section of that document concludes that development of the transit center will not be burdensome to disadvantaged passengers and that the disabled, elderly, minority, and low-income will not be disproportionately affected. In general, the transit center project helps provide a mode choice to get to / from their workplace, primarily in the Las Vegas Strip. Additionally, the project will be brought to ADA compliance, as well as adequate lighting and landscaping for the site. These features provide “peace of mind” for disabled and elderly populations.

(iii) Coordinated Transportation and Land-Use Planning

Analysis of the proposed project site shows that the chosen site conforms well to adjacent development and existing surroundings. The site does not contain any existing facilities or near-term plans for facilities. It also has maximum shared-use potential with future UNLV facilities and parking structures.
The existing parking use can easily be transferred to a structure facility integrated in a future phase of
development.

Three future UNLV projects will likely interface in some way with the UNLV Multimodal Transit Center. The Midtown UNLV Project located along the Maryland Parkway / UNLV corridor is anticipated to significantly change the eastern gateway to the campus and a large stretch of the streetscape between Flamingo and Tropicana. The development east of Maryland Parkway will include primarily mixed-use facilities incorporating commercial and residential units. The streetscape will be transformed to be more pedestrian friendly and encourage transit use. For more information regarding the Midtown Project, please visit the web page located in reference #6. Future transit improvements are being scoped and designed along this stretch of Maryland Parkway. The other two UNLV projects involve a parking structure on Tropicana Avenue and an extension of University Road within the UNLV campus.

The project will help support the current land use policies already in place along the corridor. Certain sections of the corridor cross parts of the Clark County Mixed-Use District (MUD) Zones (see reference #7). These land designations encourage higher density transit-oriented development. It is designated MUD-2 along the Maryland Parkway / UNLV corridor, which encourages the most intense suburban forms of mixed-use development.

All of the Clark County MUD Zones support the inclusion of high frequency transit. In addition, the Clark County Development Code (Title 30) provides incentives for mixed-use development that facilitates transit usage. If a proposed building is within walking distance of a transit stop, or provides parking spaces that are near a transit stop and part of the RTC Park and Ride Program, then the building will receive a density bonus. Proposed buildings within a quarter mile of the UNLV campus will also receive a density bonus. For more information regarding these details, please visit the web page located in reference #7.

In addition to the land use policies from Clark County that facilitate transit usage, specific UNLV facilities will also benefit from the project. These include:

- The Thomas & Mack Center, an 18,500-seat venue for sporting events, concerts, and shows,
- Cox Pavilion, a 3,000-seat venue for basketball, volleyball, and university events,
- UNLV Performing Arts Center (which consists of five adjoining buildings and more than 2,000 seats),
- Various university facilities that provide venues for presentations and education outreach opportunities to the public, such as Brookings Mountain West lectures/events, the Barrick Lecture Series, and other programs held at facilities adjacent to the UNLV Multimodal Transit Center site, such as the Student Union and Greenspun Hall, and
- Various sports venues.

Increased connectivity to all of these regional facilities is beneficial not only to UNLV students, faculty, and staff, but also to the general public in the Las Vegas Valley.

3.4 Sustainability

i) Energy Efficiency and Energy Consumption Impacts
One of main challenges in planning for UNLV campus growth is accommodating the future travel demands for students, faculty, staff, and visitors. The predominant growth pattern that has occurred within many areas of Clark County is urban sprawl. This has resulted in a high percentage of auto use and increased trip lengths and travel times for student and faculty home–campus trips. Current transit service requires multiple transfers and travel times comparable to the automobile discourage a greater
transit mode share. Planning that focuses on accommodating future auto access to UNLV may be unsustainable given the scarcity of land for campus development and future roadway congestion.

Another factor in regard to auto use is the low percentage of students living on campus and the high dispersion of students living off campus. More than 90 percent of UNLV students do not live on campus, resulting in its designation as a commuter campus. This student body settlement pattern, coupled with the surrounding sprawl development, has resulted in a high daily drive-in population to the campus.

The UNLV Multimodal Transit Center will join future mixed-use development and upcoming transit enhancements / services in changing this unsustainable travel behavior. As mentioned, the transit center will allow for easy access to the UNLV campus from Route 109 (Maryland Parkway) and the ACExpress C-Line. Future transit enhancements along the Maryland Parkway corridor will allow for quicker and easier transfers from east–west transit routes to Route 109. Future mixed-use development along Maryland Parkway will encourage UNLV students to live closer to campus. With improved transit infrastructure surrounding it, the corridor will be a more attractive destination for students to live around.

Within these variables in mind, the transit center will be part of an overall network designed to increase mode share split between transit and auto use, while decreasing the energy consumption of cars travelling to the UNLV campus. Another facet to increased travel sustainability to UNLV is the transit vehicles being used for the ACExpress C-Line. The vehicles use a diesel-electric hybrid fuel technology. Along with express commute aspect of this transit line, the expected greenhouse gas emissions using this service to get to / from UNLV will be low compared auto travel to / from UNLV.

ii) Environmentally Friendly Policies

The partnership between RTC and UNLV in developing the transit center is part of UNLV’s Urban Sustainability Initiative. The overall initiative is a grassroots effort among faculty and professional staff at UNLV to reach out and partner with the community in finding workable solutions to the challenges facing the Las Vegas Metropolitan Area. One of the goals of UNLV’s Urban Sustainability Initiative is to encourage the university campus to be a model of sustainability for the community through such efforts as recycling, construction of energy-efficient buildings, xeriscaping, and retrofitting facilities. Recent activities within the campus have reflected this goal.

UNLV participates in RTC’s Club Ride Carpool Program, which encourages commuters to walk, bike, transit, or carpool to campus in order to help reduce congestion and air pollution. UNLV has been proactive in the development of LEED-certified buildings, including the new Greenspun Hall, which will soon receive its LEED Gold rating and the new Science and Engineering Building, which as received a LEED Silver rating. Several other buildings, including the Hotel College Academic Building and UNLV Hotel/Conference Center (both potential significant users of the transit center), will target LEED Silver ratings or equivalency. Other ways the university campus is reducing energy consumption and increasing sustainability is through xeriscaping, energy and resource management, solar generation, and recycling. Finally, UNLV has been working on retrofitting existing buildings to make them more energy efficient (see reference #8).

In addition to retrofitting existing buildings, UNLV agreed in 2007 to participate in the American College and University Presidents Climate Commitment. This commitment recommends new campus construction to be designed and built to a LEED Silver standard or equivalent. New projects should also encourage use and provide access to public transportation for all faculty, staff, students, and visitors of the campus (see reference #9). By building the UNLV Multimodal Transit Center, the RTC is helping UNLV in achieving this commitment. Inclusion of solar panels will be part of the final design of the
project, with funding for the panels coming from either the Bus Livability Initiative Program funds or the Nevada Energy Solar Generations Grant.

### 3.5 Jurisdictional and Stakeholder Collaboration

The development of the UNLV Multimodal Transit Center is a collaborative effort of the Regional Transportation Commission of Southern Nevada, University of Nevada, Las Vegas, and Clark County. The proposed project to establish a transit hub on the UNLV campus has evolved through the cooperative approach these agencies have taken to provide an integrated transportation strategy to solve regional transportation problems. There have been frequent meetings and public input outreach sessions to determine the demand/need, construction schedule, needed resources, and operational plans for the transit center. Site visits on the campus and surrounding Maryland Parkway / UNLV corridor have taken place throughout the study process. Letters of support for the project have been provided by the RTC Board of Commissioners, UNLV, and Clark County. Finally, meetings between RTC and UNLV have resulted in developing a formal interlocal agreement between RTC and UNLV to cooperate in developing the transit center.

In addition to the involvement of UNLV and Clark County Comprehensive Planning, the RTC is working with private partners on transit projects that will eventually support the transit center. Veolia Transportation has been a constant partner in operating the transit system for the RTC and helping develop transit goals/benchmarks for the future. Finally, RTC has gotten support for the UNLV Multimodal Transit Center from private developers looking to develop mixed-use, transit-oriented development along the Maryland Parkway / UNLV corridor. Having their support will be crucial when the RTC completes future transit improvements along that corridor. When completed, these future land use and transit projects will support the overall vitality of the transit center.

### 3.6 Disciplinary Integration

The planning and the community resources management offices for Clark County have supported the project from the onset. Jointly, these public agency departments seek to use the project as a catalyst towards enhanced infrastructure, which will boost the economic and physical elements of the Maryland Parkway / UNLV corridor. In particular, the transit center allows for future improvements along Maryland Parkway that will attract more development along the corridor.

The collaboration among these agencies has also allowed for a more realistic vision for the corridor, in which the Maryland Parkway transit route and the ACEExpress C-Line links residents with existing and future local businesses and office complexes. These transit route options allow for convenience in terms of shopping and conducting daily business around the area. The transit center can provide more transportation options for people currently living in residences nearby the facility and for future residential and mixed-use buildings along the corridor. Overall, the project can enhance services for existing development and be a catalyst for new development along the corridor. Due to its central location within the Las Vegas Valley and connections with the UNLV campus and facilities, the UNLV Multimodal Transit Center project allows for a more fulfilled transportation–land use vision.
3.7 Project Readiness

3.7.1 Project Schedule

<table>
<thead>
<tr>
<th>Project Schedule – UNLV Transit Center</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Dates</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Operations Begin</td>
<td></td>
<td>2012</td>
</tr>
<tr>
<td>Planning and NEPA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Study</td>
<td></td>
<td>June 2009</td>
</tr>
<tr>
<td>UNLV Multimodal Transportation Hub Feasibility Study</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modification approved</td>
<td></td>
<td>June 2010</td>
</tr>
<tr>
<td>Inclusion of project in Transportation Improvement Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Categorical Exclusion under NEPA</td>
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<td>February 2010</td>
</tr>
<tr>
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<td>April 2010</td>
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<tr>
<td>Project Milestones</td>
<td></td>
<td></td>
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<tr>
<td>From</td>
<td></td>
<td>To</td>
</tr>
<tr>
<td>Conceptual design and utility coordination</td>
<td>June 2010</td>
<td>September 2010</td>
</tr>
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<td>Community outreach</td>
<td>June 2010</td>
<td>March 2012</td>
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<td>Funding announced</td>
<td>May 2010</td>
<td></td>
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<td>FTA Grant</td>
<td>June 2010</td>
<td>September 2010</td>
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<td>Final Design</td>
<td>October 2010</td>
<td>February 2011</td>
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<tr>
<td>Solicitation for Construction Manager-at-Risk</td>
<td>June 2010</td>
<td>September 2010</td>
</tr>
<tr>
<td>Construction Manager-at-Risk Phase 1 – Preconstruction</td>
<td>October 2010</td>
<td>March 2011</td>
</tr>
<tr>
<td>Construction Manager-at-Risk Phase 2 – Construction</td>
<td>April 2011</td>
<td>March 2012</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Task Schedule – UNLV Transit Center</th>
<th>2010 Q2</th>
<th>2010 Q3</th>
<th>2010 Q4</th>
<th>2011 Q1</th>
<th>2011 Q2</th>
<th>2011 Q3</th>
<th>2011 Q4</th>
<th>2012 Q1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Design</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Preconstruction</td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Utility work</td>
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<td></td>
</tr>
<tr>
<td>ITS facilities &amp; infrastructure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground improvements</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Shelter &amp; TVM installation</td>
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</tbody>
</table>

3.7.2 Environmental Approvals

An application for a Categorical Exclusion under the National Environmental Policy Act was submitted to the Federal Transit Administration on February 10, 2010. A decision is expected April 2010.

The project will require construction permits from Clark County. During the process of developing the request for a Categorical Exclusion, the RTC did not find any potential impacts on other issues of concern to federal regulatory agencies.
3.7.3 Technical Feasibility

All the key elements of the project are technically feasible. All construction activity will take place within existing public right-of-way. The feasibility of this project has been extensively analyzed in the 2009 study called UNLV Multimodal Hub Feasibility Study (see reference #3) and in the UNLV Multimodal Transit Center – Categorical Exclusion Determination (see reference #4). The project is located within the developed area with no unusual elevation, drainage, or sub-surface features that would be likely to pose technical challenges.

RTC has five years of experience in creating transit infrastructure going back to the first side-running BRT line that incorporated an optical guidance system and signal priority and opened in 2004. Projects nearing completion include the ACE Gold Line BRT project, the Centennial Hills Transit Center and Park and Ride, and the Bonneville Transit Center. RTC is ready to start final design of the UNLV Transit Center project as soon as FTA formula funding is available.

RTC also intends to use a Construction Manager-at-Risk (CMAR) approach to implement the UNLV Multimodal Transit Center project expeditiously. CMAR has proven to be a cost-effective and efficient way of managing projects that has been successfully used for recent RTC projects, including some that are ARRA funded. This, together with the proven efficiency of CMAR, means that RTC is confident the construction phase need take a year starting in April 2011, thus allowing five months for final design, selection of the CMAR and completion of preconstruction activities. The entire construction project can be completed by March 2012.

3.7.4 Financial Feasibility

As noted, the RTC is committed to using most of its available resources to completing the currently funded $210 million capital program. The UNLV Multimodal Transit Center is a logical next development of that program, but one which can only be implemented using the Bus Livability Initiative program funding.

RTC expects to receive approximately $53 million in FTA formula funding in Fiscal Years 2011-12. Much of this is currently scheduled for activities such as the transit replacement program, but RTC has some flexibility as to the priorities for spending in this time period. If necessary, some of these funds can act as a contingency reserve for the transit center project.

Operationally, RTC currently faces challenges due to the slowing of local tax revenues that support transit operations. However the project is not expected to add to the strain on local operating resources, as the new transit center will lead to increases in ridership, farebox receipts, and revenue per service hour. In regards to maintenance costs, the partnership with UNLV provides both agencies with shared responsibilities for maintaining the facility.

As the designated recipient of FTA funds for the Las Vegas Urbanized Area, the RTC has an established record for the management of federal grants and the oversight of federally-funded projects. Two projects funded through the ARRA are under construction and a third was awarded in late 2009.
4. References

1. UNLV Multimodal Transit Center Project Web Site
   http://www.rtcsouthernnevada.com/mpo/plansstudies/maryland_projects/

2. Fiscal Year 2009 – 2012 Transportation Improvement Program (federally approved March 3, 2009)

3. UNLV Multimodal Transportation Hub Feasibility Study (developed June 2009)
   http://www.rtcsouthernnevada.com/mpo/plansstudies/maryland_projects/docs/UNLV%20Multimodal%20Transportation%20Hub%20Feasibility%20Study_June%202009.pdf

4. UNLV Multimodal Transit Center – Categorical Exclusion Determination (developed February 2010)

5. RTC Transit Information
   Fixed Route:
   http://www.rtcsouthernnevada.com/transit/index.cfm
   Paratransit:
   http://www.rtcsouthernnevada.com/transit/paratransit/
   Silver Star and Flexible Demand Response:
   http://www.rtcsouthernnevada.com/transit/ss_fdr.cfm
   Active Fleet:
   http://www.rtcsouthernnevada.com/transit/index.cfm#activefleet

6. Midtown UNLV Project
   http://midtown.unlv.edu/

7. Land Use Planning Information
   Clark County Mixed Use Overlay District Map:

   Clark County Development Code (Title 30):

8. UNLV Urban Sustainability Initiative
   General Information:
   http://urban21.unlv.edu
   Campus Sustainability Efforts:
   http://urban21.unlv.edu/about/efforts.html
   Task Force Recommendations:
   http://urban21.unlv.edu/taskforce/

9. UNLV Design, Construction, and Sustainability Standards
   http://facilities.unlv.edu/plancon/sustainability_standards.html

10. Letters of Support for the UNLV Multimodal Transit Center Project
MEMORANDUM OF UNDERSTANDING

BETWEEN

THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AND

THE BOARD OF REGENTS OF THE NEVADA SYSTEM OF HIGHER EDUCATION, ON BEHALF OF THE UNIVERSITY OF NEVADA LAS VEGAS

FOR DEVELOPMENT OF ON-CAMPUS PUBLIC TRANSPORTATION SERVICES AND FACILITIES
MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (this "MOU") is entered into by and between the Regional Transportation Commission of Southern Nevada ("RTCSNV") and the Board of Regents of the Nevada System of Higher Education, on behalf of the University of Nevada, Las Vegas ("UNLV"), and provides the basis for continued cooperation, planning, design and implementation of public transportation services directly onto and through the UNLV Maryland Parkway campus (the "Campus") and for construction of an Intermodal Transportation Center on the Campus to support these services. This MOU shall be effective as of the last date any authorized signatory affixes his/her signature below (the "Effective Date").

WHEREAS, the parties completed a joint “UNLV Multimodal Transportation Hub Feasibility Study,” dated as of June 2009 (the “Feasibility Study”), whose objective was to “complete a transit terminal feasibility study, alternative site selection analysis and basic conceptual layout planning for a transportation center within property owned by the University of Nevada Las Vegas”:

WHEREAS, during the study, the parties reached informal agreements that allowed selection of a rapid transit route through the Campus (the “Route”) and a preferred site for the proposed “Intermodal Transportation Center,” both as identified in the Feasibility Study:

WHEREAS, such informal agreements included substantial agreement on the route, mode, and stop locations for RTCSNV public transportation service and the location and configuration of the proposed Intermodal Transportation Center;

WHEREAS, the parties also reached certain informal agreements to allow advancement of study concepts into completion of roadway improvements and construction of joint-use transportation facilities;

WHEREAS, the parties acknowledge the benefits of the proposed service and facilities to UNLV and the public; and

WHEREAS, the parties wish to record and document such agreements so that the jointly-developed concepts can move forward to implementation by both parties in a cooperative and coordinated process.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth, the parties agree as follows:

1. Implementing Agreements.

The parties agree to collaborate and work in good faith to negotiate and complete legally binding final implementing agreements, which shall include the following key components:

a. UNLV will grant RTCSNV permission to operate its public transportation services on the Route as identified in the Feasibility Study, or as otherwise agreed by the parties, more specifically those segments of Harmon, Tarkanian Way and University Drive located on the Campus.

b. RTCSNV will identify improvements necessary for the Route through the Campus and shall cooperate with UNLV to ensure such improvements are completed prior to commencing service.
c. Improvements necessary for safe and efficient operation of planned public transportation services will include:

i. general roadway surface improvements, including the removal of speed humps and vehicle barriers on the Route and lane marking as identified in the Feasibility Study;

ii. completion of University Dr. through the Campus from Bock Dr. to Maryland Parkway in a width and configuration to accommodate future RTCSNV vehicles and designation of this roadway segment for transit and service vehicles only;

iii. addition of curb and gutter at various locations along the Route to identify the Route to other vehicles and pedestrians and to provide for safe rapid transit operations;

iv. intersection configuration improvements at Tarkanian Way/Thomas and Mack and University Dr./Bock Dr. required for safe and efficient rapid transit operations, which shall include full consideration of geometric design recommendations in the Feasibility Study

v. traffic signal or traffic control devices to allow safe and efficient bus movements;

vi. location and marking of pedestrian crosswalks for safety

vii. additional bus stop pads and amenities consistent with RTCSNV design standards for rapid transit services

d. The parties' mutual cooperation in the development and design of the Intermodal Transportation Center on the site selected in the Feasibility Study and completion of roadway improvement to University Drive.

e. Use, operation, maintenance and control of the real property required for the Intermodal Transportation Center and its approaches as required by applicable state and federal laws.

f. Coordination of construction process for the Intermodal Transportation Center and all other improvements to ensure diligent prosecution and minimal interference with the business of UNLV, its tenants or subtenants.

g. Use, operation, maintenance and control of a proposed adjacent parking garage and ancillary administrative parking office.

h. Police jurisdiction over the Intermodal Transportation Center, parking garage, ancillary administrative parking office and Route.

i. The parties' mutual cooperation in establishing special events traffic management plans that provide for efficient movement of rapid transit vehicles through the Route and/or other portions of the Campus when special events are in progress at the Thomas and Mack Center, the Cox Pavilion or other portions of the Campus.

Subject to approval by the Board of Regents of the Nevada System of Higher Education and/or the RTCSNV Board of Commissioners, as appropriate, the parties anticipate the implementing agreements will be in the form of a ground lease, with UNLV as the landlord and RTCSNV as the tenant for the Intermodal Transportation Center. Subject to appropriate approvals, the parties further anticipate an operating agreement which shall evidence the rights and obligations of the parties relating to the use.
operation, management, maintenance and reciprocal easements for the proposed Intermodal Transportation Center, parking garage, ancillary administrative parking office and Route.

2. **Funding.** RTCSNV and UNLV agree to work cooperatively to identify funding sources and mechanisms for facilities at the Intermodal Transportation Center that are suitable for shared or joint use. This MOU does not and will not be used to obligate or commit funds or as the basis for the transfer of funds. Neither UNLV nor RTCSNV shall be authorized to act as the representative or agent of the other relative to third parties.

3. **Future Planning.** UNLV agrees to incorporate identified RTCSNV improvements into future projects that overlap the Route or Intermodal Transportation Center to remain consistent with the future vision of transit operations through the Campus.

4. **Term and Termination.** This MOU will remain in effect for two (2) years from the Effective Date, or upon earlier termination by either party with sixty (60) days' written notice to the other party.

5. **Reservation of Rights.** Nothing contained in this MOU shall be construed as a conveyance by UNLV to RTCSNV or any other party of UNLV's fee title to any portion of its real property. In addition, nothing contained herein shall be construed as a dedication of any portion of UNLV's real property to the public domain.

6. **Indemnification.** To the extent expressly authorized or permitted by law, specifically, Nevada Revised Statutes Chapter 41, each Party agrees to defend and hold harmless the other Party (and its officers, employees, agents and representatives) from and against all claims, liabilities, expenses, costs, liens and judgments relating to accidents, injuries, loss or damage of or to any person or property arising from the negligent, intentional or willful acts or omissions of such party, its tenants and subtenants, and the contractors, employees, agents, suppliers, surveyors, customers, licensees and invitees of each of them. The parties do not waive and intend to assert all defenses and immunities that are available to them by law.

7. **Miscellaneous.**

7.1 **Notices.** Any and all notices and demands required or desired to be given hereunder shall be in writing and shall be personally delivered or deposited in the United States mail, certified or registered, postage prepaid. return receipt requested, to the party at the address listed below:

UNLV: Tad McDowell, Director
Parked and Transportation Services
University of Nevada Las Vegas
4505 S. Maryland Parkway, Box 452035
Las Vegas, NV 89154-2035
Office: (702) 895-5797
Fax: (702) 895-2305
E-mail: tad.mcadowell@unlv.edu
7.2 **Governing Law and Jurisdiction.** This MOU shall be interpreted and construed in accordance with the laws of the State of Nevada, and any action or proceeding instituted to enforce its provisions shall be litigated and determined in a court of competent jurisdiction located in Clark County, Nevada.

7.3 **Severability.** If any provision or provisions of this MOU is held to be invalid, illegal, unenforceable, or in conflict with the law of any jurisdiction, the validity, legality and enforceability of the remaining provisions will not in any way be affected or impaired thereby.

7.4 **No Waiver.** The failure of any party to insist upon strict performance of any of the obligations, conditions or agreements contained herein shall not be deemed a waiver of any rights or remedies that said party may have and shall not be deemed a waiver of any subsequent breach or default in any of the obligations, conditions or agreements contained herein by the same or any other party.

7.5 **Not a Partnership.** The provisions of this MOU are not intended to create, nor shall they be in any way interpreted or construed to create, a joint venture, partnership or any other similar relationship between any of the parties.

7.6 **Third-Party Beneficiary Rights.** This MOU is not intended to create, nor shall it be in any way interpreted or construed to create, any third-party beneficiary rights in any person not a party hereto unless otherwise expressly provided herein.

7.7 **Assignment.** Neither party shall assign, transfer or delegate any rights, obligations or duties under this MOU without the prior written consent of the other party.

7.8 **Integration.** This MOU, together with any attachments, exhibits or amendments thereto, constitutes the entire agreement between the parties and supersedes all previous contracts, whether written or oral, between the parties with respect to the subject matter hereof, whether expressed or implied and shall bind the parties unless the same be in writing and signed by the parties.
IN WITNESS WHEREOF, this MOU is effective as of the Effective Date.

REGIONAL TRANSPORTATION
COMMISSION OF SOUTHERN NEVADA

[Signature]
Jacob Snow
General Manager

2/11/10
Date

Approved as to Legal Form:

[Signature]
Zev Kaplan
RTCSNV Legal Counsel

BOARD OF REGENTS OF THE NEVADA SYSTEM
OF HIGHER EDUCATION, ON BEHALF OF
THE UNIVERSITY OF NEVADA LAS VEGAS

Recommended:

[Signature]
Gerry Bomotti
Senior Vice President for Finance and Business

Approved:

[Signature]
Neal Smatresk
President

3/08/10
Date

Approved as to Legal Form:

[Signature]
Richard C. Linstrom
Vice President and General Counsel
Attachment 5

Summary of Preliminary Ground Lease Terms:

• UNLV, as landlord, will lease to the Southern Nevada Regional Transportation Commission (SNRTC), as tenant, approximately 1.2 acres of the 2.2 acre parcel outlined in the concept plan (Attachment 3). Determination of the total amount of land affected under the terms of the ground lease will be based on final design of the transit facility.

• Design, construction and long term operation, maintenance and management of the transit facility will be addressed under the terms of the ground lease which will be brought before the Board of Regents for final approval.

• SNRTC will plan, design, obtain permits, and construct the transit facility in accordance to Federal and UNLV design and construction standards. Federal standards will supersede only when they exceed the UNLV standards. UNLV will review all design, development, and construction documents and plans. Plans and specifications will be also be submitted to the State Public Works Board for review and approval.

• Design and Construction costs will be funded by means of a Federal Transit Administration grant along with matching funds from SNRTC. UNLV has no financial obligation under this agreement for the capital or operational costs.

• It is estimated that the ground lease will be for an initial 30 year term, beginning once construction is completed, with the option to extend the agreement two additional ten year periods for a possible 50 year term. Mutual consent of both parties will be required prior to any term extension taking effect.

• It is estimated that design and construction of the facility will take a maximum of two years.

• SNRTC will own the improvements during the term of the ground lease and ownership of those improvements will be transferred to UNLV upon termination of the lease agreement.

• Management, operation, maintenance, and utilities for the facility will be provided by the SNRTC. At no time under the lease agreement is UNLV obligated, during this phase of the project, to contribute to any current or future expenditure of funds for capital or operational expenses.
• There will be no lease payment due under the terms of the lease agreement.

• In the event a default occurs due to lack of funding or vacation of the facility, UNLV will be compensated for completing construction of the improvements, or at option of UNLV, returning the property to the same state and physical condition that existed on the effective date of the ground lease.