

CIAB Report to Legislature – September 30, 2014

Highlights of key recommendations/findings.

- *There is a clearly established need for a new stadium on the UNLV campus, or as an extension of the campus, and close to The Strip.
- *That a new stadium will host football games, special events and other activities that benefit UNLV, and the community as a whole.
- *For a new stadium to be feasible it must bring together the university and community as a whole in the form of a public-private partnership that most effectively serves the needs of all stakeholders.
- *Based on existing conditions, the stadium could be a state-of-the-art, open air collegiate stadium which includes a shading system and has approximately 45,000 seats.
- *The development and funding of a new stadium is not feasible at this time.
- *The CIAB recommends that the Legislature allow consideration of alternative sites that can be considered an extension to the current UNLV campus.
- *The CIAB requests the Legislature enact legislation to continue the CIAB through the 2017 Legislative Session by extending the authorization of the CIAB from the current September 30, 2015 to September 30, 2017.
- *The CIAB requests the Legislature include in the legislation the appointment/re-appointment of members, a mandate for the CIAB's continued work, and a timeline for that work to be completed.

CIAB Final Report Summary of Stadium Options

	<u>Collegiate</u>	<u>Open Air</u>	<u>Domed</u>
Seating	45,000	50,000-55,000	50,000-55,000
Direct Economic Benefit	\$175M	\$175M	\$429M
Indirect/Induced Econ Benefit	\$101M	\$101M	\$248M
Total Annual Econ Benefit	\$276M	\$276M	\$677M
Total annual Employment	2,550	2,550	6,267
Annual incremental tax collections	\$15M	\$15M	\$37.1M
Hard Construction Costs	\$342M	\$449M	\$592.5M
Soft Costs	\$80.9M	\$106.2M	\$140.1M
Site & Infrastructure	\$100M	\$100M	\$100M
Total Cost Estimate	\$522.9M	\$655.2M	\$832.6M

UNLV Campus Improvement Authority
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Cedric Crear

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Crear Creative Group

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Attorney/Owner/Operator
The Law Office of James Dean Leavitt

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Kim Sinatra

Senior Vice President, General Counsel and Secretary
Wynn Resorts, Ltd.
Senior Vice President and General Counsel
Worldwide Wynn, LLC

Michael Wixom, Chair

Attorney
Smith, Larsen & Wixom

RTC Transportation Plan

Major Elements & its impact on the 42 acre site and UNLV

We have highlighted in red the items below that we believe specifically benefit UNLV and the 42 acre site, with some additional notes related to this focused look.

PROJECT SUITE 1 - Enhance visitor mobility between McCarran International Airport, the Resort Corridor, and Downtown

Surface/Local Roadway Improvements:

- Develop an elevated one-way couplet system on Koval Ln. /Swenson St. and segregated lanes on Tropicana Ave. to serve as an express connection between the airport and the Resort Corridor.

High-Capacity Transit Improvements:

- Core Area light rail connecting McCarran International Airport to the Strip and Downtown Las Vegas, generally along Las Vegas Boulevard
- Bonneville Transit Center expansion to accommodate light rail
- Light rail extension to Cashman Center
- McCarran Multimodal Transportation Center adjacent to McCarran International Airport that could interface with the public transit system, private transportation services, and the airport's on-site people mover circulation system.

PROJECT SUITE 3 - Improve connections between convention and event facilities

Surface/Local Roadway Improvements:

- Giles-Reno-Koval
- Koval Ln. widening
- Paradise/Swenson one-way couplet extension
- Harmon Ave. (complete street)
- Howard Hughes Parkway extension (Tropicana-Flamingo connector)

Pedestrian Improvements:

- Pedestrian bridges on Paradise Rd. at Convention Center Dr. and Harmon Ave, and on Koval Ln. at Sands Ave. and Tropicana Ave.

High-Capacity Transit Improvements

- Monorail extension to Mandalay Bay
- New monorail station at Sands Expo and Convention Center
- Monorail spur to LVCVA expansion facilities

PROJECT SUITE 4 - Improve connectivity between the Core Area and workforce population centers

High-Capacity Transit Improvements:

- High-capacity transit via Bus Rapid Transit or Light Rail Transit on Maryland Pkwy.
- High-capacity transit via Bus Rapid Transit or Light Rail Transit on Charleston Blvd.
- High-capacity transit via express bus lines utilizing North 5th St, Valley View Blvd. /US 95/Summerlin Pkwy., South Las Vegas Blvd. /Blue Diamond Rd., and I-215/CC-215
- Flamingo Rd. corridor transit improvements
- Regional park-and-ride facilities

PROJECT SUITE 5 - Improve Core Area access from I-15

Surface/Local Roadway Improvements:

- Valley View-Harmon grade separated connection over the Union Pacific Railroad
- Martin L King Blvd. extension south to Meade Ave.
- Meade Ave. connection to Resorts World Dr.

Freeway Improvements:

- I-15 direct access HOV drop ramp to Harmon Ave.
- I-15 direct access HOV drop ramp to Hacienda Ave.
- I-215 HOV direct airport connection
- I-15/Tropicana Ave. interchange capacity upgrades

PROJECT SUITE 6 - Improve Downtown circulation and access

Surface/Local Roadway Improvements:

- Grand Central Pkwy-Industrial Rd connector

Freeway Improvements:

- I-515/City Pkwy interchange

Pedestrian Improvements:

- Downtown Las Vegas pedestrian bridges across the Union Pacific Railroad

High-Capacity Transit Improvements:

- Downtown Circulator Trolley

PROJECT SUITE 7 - Support transportation infrastructure coordination and implementation

- Transportation navigation program: Give visitors the tools and information they need to understand where they are going, what transportation options are available, how much they cost, and where to access them.
- Resort Corridor Mobility Association: Establish a chartered group of Resort Corridor stakeholders (Resort Corridor Mobility Association) charged with mitigating impacts to the transportation system by scheduling, coordinating, and managing Core Area infrastructure needs related to conventions/major events, construction-related activities, roadway maintenance and parking related issues.
- Parking management: Establish parking regulations that encourage more efficient use by high value users, such as carpoolers; that reduce required parking ratios or allow greater flexibility in calculating parking needs; and that increase availability and use of remote parking facilities served by express transit or shuttle.