U.S. Department of Agriculture
Humboldt-Toiyabe National Forest

Spring Mountain National Recreation Area

SNPLMA Round 16
Capital Improvement Program

Spring Mountains Visitor Gateway – RV Campground

Project location
N 36° 16’ 13.58”
W 115° 35’ 17.32”

Amount Requested $9,857,540

Project Manager: Donn Christiansen
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Nomination reviewed and approved by: /s/ April 29, 2016

Donn Christiansen
Area Manager

Date

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Executive summary:

The Spring Mountains Visitor Gateway (SMVG) Complex is a keystone facility that will inform and orient visitors to the natural resource assets and recreational venues in the Spring Mountains National Recreation Area (SMNRA). The SMVG is sited and designed to attract new and repeat visitors to the area with an inviting broad-spectrum suite of recreational opportunities and interpretive information. The SMVG will also provide a welcoming place for visitors to enjoy and engage with the mountain environment before traveling to other SMNRA assets.

Business models prepared by PricewaterhouseCoopers (PwC) for the SMVG anticipated the visitor use-rate and use-type that would call on the facility. Projected use-patterns for the Las Vegas area indicate that a significant segment of visitors to Las Vegas seeking recreational vehicle (RV) camping are not being adequately served while demand is ever increasing. Revenue projections for an RV campsite in the Spring Mountains weighed heavily in the successful business model revenue streams associated with the SMVG site.

The EIS prepared for the SMVG Village at full build-out of the site included the analysis of the RV campsite located directly to the east of the new Visitor Center site (see attached EIS map). The water system designed and constructed for the Visitor Center under Phase III (FS23) in 2013 was sized for the anticipated use of the new RV Campsite and a valve and T connection from the main line is in place ready for the RV campsite future expansion.

The RV campground is specifically pivotal to the future financial success of the overall complex and generally to Forest Service operations on the mountain site according to business projection models. Below are the components of the complete project:

Purpose statement:

WHO: The USDA Forest Service will perform the design and construction management and will contract the construction

WHAT: RV Full-Campground design and construction. Decommission Fletcher View Campground and restore to natural site.

WHERE: The project is located on NFS lands located at mile post 20 of State Hwy 157 leading to Mt. Charleston, NV. Fletcher View Campground is located 3 miles further up the highway.

WHY: The primary purpose of this project is to provide services to visitors on SMNRA that are currently not available. This project will improve and increase use of the newly constructed assets on the mountain (thereby increasing revenue and sustainability).

Background information:

The project is needed to complete the business model completed during Phase II of the Visitor Gateway program development. This project will provide additional critical assets necessary to attract and grow a new cadre of visitors who will patronize not only this project, but who will base their visitation, both present and future, from information gained through informational resources offered at the Visitors Gateway.

There are no full-service camp sites located anywhere on the mountain. Additionally, only limited RV sites exist anywhere in Las Vegas. Adding RV campsites within the SMNRA will draw new visitors to the mountain adding significant gravity to the expanded business model developed by the SMNRA and enhancing the overall sustainability of all new SNPLMA-funded infrastructure by enabling opportunities for new sources of revenue into the business model.

Important criteria for the Forest Service regarding its sponsorship for this project is that the project be self-sustaining. The intent for this project, if implemented, will broaden the potential revenue based upon which the SMNRA will draw to maintain both this project as well as the new visitor gateway and all other recently completed SNPLMA-funded projects. This project will complete the vision embraced by the SMNRA under its new business plan that holistically facilitates long-term sustainability through effective revenue generation and delivery of a comprehensive recreation and resource conservation-focused management agenda.

The proposed project site will utilize and rehabilitate the old Mt. Charleston dumpsite (recently used as an unofficial helipad). The Engine Bay (Phase III), now operational, has a formal, properly-designed helipad that can service the mountain leaving the old helipad/old town dumpsite unattended.

Construction of the RV campground project will enhance and restore the old Mt. Charleston dumpsite by converting it from a dumping ground/abandoned helipad to a full-service recreational facility that caters to an untapped demand that currently exists in the Las Vegas area for RV camping. It will provide a natural, scenic setting that is located close to, but not immersed in the city lights and heat of the Las Vegas valley.

Upon completion of the RV campground the Fletcher View campground will be decommissioned. This site provides only 11 small RV sites with minimal connections. The small size of the sites limits access of newer-larger RV's. Additionally the site is located within the flood plan and poses a threat to users. All improvements will be removed and the site will be restored back to natural conditions.

What will be accomplished; The Spring Mountains Visitor Gateway – RV Campground will include the following assets**.**

1. *Site Survey*
2. *Design*
3. *Treat noxious weeds within the campground*
4. *NDOT turning lanes for new driveway*
5. *Entry station/gates*
6. *Three RV loops with separated spurs*
7. *Four septic systems (one for each spur and one for shower facilities)*
8. *Power and water infrastructure*
9. *Flush Toilet building(s)*
10. Host site
11. 40 single full-service RV sites and 10 double full-service RV sites
12. Expansion capability for tent sites
13. Trail head connections to Rim Trail
14. Play space (common)

How the Forest Service will determine when the project is complete and ready for close out:
The project shall be complete when:

1. construction has been completed and contract closed and de-obligated any unexpended construction funds,
2. the Forest Service has accepted the project as complete and received the release of lien,
3. the RV campground is open for public use, and
4. the Fletcher View site is restored.

How project addresses the following Executive Committee values:

<u>Sustainability:</u>
This project not only enhances the overall sustainability of all recreation-based SNPLMA-funded projects in the SMNRA by creating a new and significant draw for currently missing services on

the mountain, but it also creates its own center of gravity. It provides a unique venue for recreational activities in an environment previously unavailable anywhere in the vicinity of the greater Las Vegas area. Construction of the RV campground would complete a viable operating vision for the SMNRA that has been developed and designed after long-contemplated collaboration among the most qualified Forest Service recreation management professionals. The campground will be a compliment to all recently-completed SNPLMA-funded recreational infrastructure development in the SNMRA. Additionally, the campground completes the suite of revenue-generating infrastructure that financially enables long-term, sustainable operation and management of all capital assets on the mountain by broadening the suite of fee-based recreational venues to include a broad-spectrum array of opportunities for visitors of all types.

The RV campground will be an all-season attraction for local and touring RV users to enjoy the SMNRA year-round. The demand experienced by the SMNRA mangers over the past decade for RV campground facilities has far exceeded capacity and the conservative projection is that the new RV facility will easily become fully self-sustaining and produce revenues well beyond operational costs. Revenues generated beyond base operational costs can and will be funneled into the operational fund for support of all SMNRA recreational venues.

Furthermore, the commonly known construction technique of "Greening" will be used to construct the project by using natural building techniques, materials, and site reclamation processes. The project will reclaim the old Mt. Charleston dumpsite and convert it into an attractive opportunity for visitors to base their exploration of the SMNRA.

Connectivity:

The original project scope designed the area to become a Visitor Gateway with numerous and varying opportunities for the visitor. The Visitor Gateway project was awarded because it integrated with the other nearby renovated fee-based recreation venues in the SMNRA to help preserve the health of mountain ecosystems by attracting visitors to previously underutilized areas. Dispersing concentrated use patterns into new areas develops opportunities for the SMNRA to educate the public about the unique ecosystems in the Spring Mountains, create avenues that, through educational programs, can result in new respect and understanding for the area, and increase enjoyment of the area for the visitor by increasing variety and mitigating overcrowding.

The Visitor Gateway built-environment connects the visitor with the entire mountain by serving as the principal point of introduction to the natural and recreational resources in the SMNRA. The Gateway serves as the 'beginning' of a visitors experience providing the services of orientation and education, as well as offering a large suite of proximal recreation opportunities that, by building the RV campground, can include every aspect of opportunity the SMNRA has to offer.

The proposed RV campground project offers connectivity not only to the entire SMNRA, but also to the new SMVG and its assets since the campground is within walking distance of the visitor center. Visitors who travel to the RV campground, both local and tourists, will likely set-

up camp and stay in the area so they can enjoy the trails, amphitheater, interpretive education and local commercial establishments which are located nearby.

Community:

The project will benefit the community in three ways.

- First, the project increases campground capacity in the SNMRA. Increased capacity translates to increased patronage of local businesses and creates incentive for investment into new commercial venues. Increased campground capacity also increases revenue at local business which in turn, creates new opportunities for local employment.
- Second, the local and Las Vegas community benefits from the presence of increased recreational opportunities in areas immediately adjacent to greater Las Vegas and that are uniquely different from the nightlife of the Strip, the environment of Red Rock, and different from those opportunities offered by Lake Mead or Valley of Fire. Additionally, the community connection is recognized because resources for locals and the traveling visitor and in the Las Vegas area has no scenic/remote full service RV sites located in a mountain zone like the SMNRA.

Project Timeframe:

The project duration will take approximately 4 years for the planning and design and construction.. One year is needed for design and two years are needed for construction with six months for punch-list item corrections, and six months for closeout.

Project deliverables:

Primary deliverables:

- Design and construction of required NDOT turning lanes into-out of the new camp site.
- Design and construction of the RV campsite (40 single and 10 double full-service with entry station, host sites, power, water, sewer, flush-toilet buildings, common spaces, trail-heads, tent sites)
- Extension of utilities (Continuation of water, and electrical) from the North side of HWY 157 under the highway to the south side.
- Construction of access control assets (gates, entry station, host site and central common facilities).
- Construction of RV loops and spurs
- Construction of INFRASTRUCTURE, INCLUDING septic, water, AND power systems
- Decommissioning and restoration of Fletcher View site.

Relevant performance measures

Performance Measure O8 - Buildings or Facilities that Support Green Sustainable Design and Construction

- **Output:**
    - One toilet building

- Entry station building
-

Performance Measure O10 – Number of Volunteers Used

- **Output:** Approximately 1200 hours of Volunteer Time used during implementation.

Performance Measure R3- Number of Recreational Facilities/Structures Constructed or Improved.

- **Output:**
  - Design and construction of required NDOT turning lanes into-out of the new camp site.
  - Design and construction of the RV campsite (40 single and 10 double full-service with entry station, host sites,)
  - Extension of utilities (Continuation of water, and electrical) from the North side of HWY 157 under the highway to the south side.
  - Construction of access control assets (gates, entry station, host site and central common facilities).
  - Construction of RV loops and spurs
  - Construction of septic systems
  - Construction of water systems
  - Construction of power systems

Project Implementation Process:

Implementation process is as follows:

1. Survey property and prepare topographic files.
2. Conduct schematic design and layout over topographic layers.
3. Conduct building design with UNLV
4. Prepare NDOT driveway application and proposed design.
5. Complete NDOT driveway design and campground design.
6. Bring utilities across the road.
7. Construct NDOT driveway access
8. Construct loops and spurs-complete
9. Construct buildings (Contract and UNLV volunteer program)
10. Begin operations.
11. Restore Fletcher View site

Level of readiness for project implementation

The design and construction of the projects will require both in-house design and A/E design and construction contracts. The contract designs can be done using our in-place ID/IQ contracts but the construction will have to be openly advertised.

Relationship to previous SNPLMA projects:

The proposal dove-tails with the currently approved Spring Mountains Visitor Gateway (SMVG) project (FS23). Previously approved phases of this project which include the Kyle Canyon

Administrative & Visitor Center Complex – Phase One, Two and Three. These phases funded the acquisition of land at the MKC site, planning, NEPA and a variety of studies, and ultimately the design for construction of the SMNRA Spring Mountains Visitor Gateway (aka Middle Kyle Complex Visitor Center) and administrative assets on Hwy 157.

It should be noted here that the proposed RV campground is further related to the following list of projects on the mountain because there are no full service RV sites available on the mountain and during the risk analysis for Kyle Campground, camping was changed to "Picnic" because of possible flood danger in the canyon bottom. Therefore, camping on the Kyle side of the mountain is substantially reduced from pre-SNPLMA conditions in addition to the lack of full-service RV sites anywhere on the mountain. This project will fulfil the need for RV sites not available AND will ultimately include tent sites and restore general camping above that of pre-SNPLMA further enhancing visitor opportunities on the mountain and collaborating with the previously funded projects below.

Round	Project No.	Project Description
3	FS11	Fletcher View & Kyle RV Camp-Phase II
3	FS13	Desert View/Cold War Memorial
3	FS14	Upper Kyle Canyon Day Use Complex
4	FS17	Blue Tree/Sawmill Trail System Development
4	FS19	Lee Canyon Meadow Restoration
5	FS25	Cathedral Rock Trail, Overlook, Restroom & Parking
6	FS26	Cathedral Rock Picnic Area Improvements
6	FS28	CATHEDRAL PICNIC RENOVATION - PHASE II
6	FS29	Dolomite and McWilliams Campground Renovation
6	FS31	Kyle Canyon Campground Renovation
6	FS32	Mahogany Grove Campground Rehabilitation
6	FS33	Foxtail Group Picnic Area Rehabilitation
6	FS34	Desert View Overlook Rehabilitation - Phase II
11	FS41	Old Mill Picnic Area Reconstruction
15	FS44	Restoration/Repair of the Kyle Canyon Historic CCC

Methodologies used in developing the proposal include the following:
The Spring Mountains Visitor Gateway – RV Campground is the best value option for SNPLMA funding because:

1. Visitation on the mountain has vastly exceeded projections with the Grand Opening of the Visitor Gateway on May of 2015. When the visitation analysis was conducted by Capital Hotel Management in 2011, no consideration was given to increased tourist visitation that will very likely occur due to the media frenzy which continues to occur to date. At the time of the visitation analysis, the partnerships with the Cold War Memorial, its inclusion and construction along with the Nuwuvi 7 Stones was not fully developed.

2. This opening has had the same result as when areas of significance are given National Park designation. The simple change in designation is always accompanied by National attention and those areas see drastically increased visitation far beyond projections. Adding these RV sites is a necessary step in preparation for the continued increase in visitation.
3. The RV campground provides services that Las Vegas currently does not have. RV full-service sites are extremely limited and are confined to the City. Most RV campers prefer to be out in nature, even though they may drive their towed vehicle to the city, staying away is more desirable. This RV campground can provide that for them which no other project will do.
4. The project ultimately benefits the local visitor by increasing revenue on the mountain, encouraging an economic stream that serves the working Las Vegan.
5. This project builds and compliments all the previous Mt. Charleston projects supported by SNPLMA.

Proposed Project Budget

Non-SNPLMA sources of funding or in-kind contributions include Forest Service Regional Office designs (Concept, electrical, interpretive, signage) and design and construction of the building structures throughout the site. In-kind design and construction labor contributions in the amount of: $100,000.

The cost estimate for the proposal expanded on actual cost data received by the Forest Service in the contracts for the Spring Mountains Visitor Gateway (which included water, sewer, restrooms, shade structures, roads, paving) and the Engine Bay (which includes 8 full service RV camp sites (for administrative use only), roads, water, sewer, power). Cost data was pulled from the contracts and used in unit-prices, then increased to match the proposed project. Because both of those projects include similar amenities, occur in the location, were obtained through competitive methods and are very recent, there simply isn't any better cost data available.

Following is a Summary of the estimated project cost and detail cost sheets with itemized cost estimates.

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Capital Improvement Project Proposal
Estimated Necessary Expenses

Project Name:	Spring Mountains Visitor Gateway - RV Campground	Date:	4/2/2016
Agency:	U.S.D.A. Forest Service		
Project #:		Priority #	
Prepared by:	John Harris, PE, PMP		
Phone #	435-327-2025		%

1	**Planning, Environmental Compliance & Preconstruction Engineering and Design** ***(Not to exceed 27% of total project costs)****	$507,000	5.1%
	(pre-design sketches and conceptual drawings; environmental assessment and permitting, specialist surveys/reports for archaeology, wildlife, biology, etc.; architectural and engineering analysis, design survey & field investigations; construction drawing, specifications, cost estimates, and engineering technical reports.)		
2	**Construction Contract Costs**	$8,382,400	85.0%
	(including labor, supplies & materials, construction management, etc.; sampling/testing; site restoration; and government furnished supplies and materials.		
3	**Project Equipment**	$0	
	(pg. 89 of the Implementation Agreement) SNPLMA funds can only be used for "project related necessary expenses" and SNPLMA can reimburse only for those equipment costs directly associated with completion of the approved project. Does not include office furnishings or equipment necessary for operations or maintenance of the project).		
4	**Travel**	$137,200	1.4%
	(including per diem where official travel status is required to carry out the project, such as to serve as COR, experts to review reports, etc.)		
5	**Official Vehicle Use**	$25,600	0.3%
	(pro rata cost for use of Official Vehicles when required to carry out the project)		
6	**Other Direct and Contracted Labor**	$632,300	6.4%
	Agency payroll for the Contracting Officer to do project procurements, COR Project Inspector, Section 106 Consultation, NEPA Lead, Project Manager, Project Supervisor, and subject experts to review contracted surveys, design/drawings, plans, reports, etc.; Also covered is the cost to contract for a Project Manager and/or Project Supervisor if contracted separately from other project costs.		
7	**FWS Consultation - Endangered Species Act**	$0	
8	**Federal Direct Labor** (to perform project construction)	$0	
9	**Other Necessary Expenses** (See IA Appendix B-3)	$173,040	1.8%
	Total Requested/Estimated Budget	**$9,857,540**	**100.00%**
10	**Total Estimated contributed funds**	$0	
	Total Estimated Project Value (*Requested funding plus contributed funds)*	**$9,857,540**	

General Comments:

1. Estimated costs for Planning, Environmental Compliance & Pre-construction Architectural and Engineering Services

	Description	Units	Units of measure	Unit Cost	Est. Cost
Professional Contracts and Services	In-house Landscape Architectural design	90	days	$500	**$45,000**
	in-house Architectural design	90	days	$500	**$45,000**
	in-house Civil design	260	days	$550	**$143,000**
	Contract Mechanical design (A/E)	1	Job	$30,000	**$30,000**
	in-house Electrical design	90	days	$550	**$49,500**
	In-house design management	90	days	$550	**$49,500**
					$0
A&E Services	Contract for topographic mapping and control	1	Job	$35,000	**$38,500**
	Geotechnical reports and investigation	1	Job	$30,000	**$33,000**
	NDOT approved accell/decel access design	1	Job	$25,000	**$28,500**
		1	Job		**$0**
Permitting	Building permits (N/A)		EA		**$0**
	NDOT driveway access review approval permit	1	EA	$20,000	**$20,000**
	NVEnergy design permits	1	ea	$25,000	**$25,000**
					$0
				Estimated total	**$507,000**

2. Estimated Costs for Construction Contracts *(Agency costs)*

	Description	Units	Units of measure	Unit Cost	Est. Cost
Construction Management Contract Services					**$0**
	Contract for construction	1	LS	$7,933,000	**$7,933,000**
	NDOT accel/deccel lanes	1	ls	$400,000	**$400,000**
					$0
					$0
Misc.	Federal Register notice	1	ea	$400	**$400**
	Signage and warning devices rental	1	ls	$4,000	**$4,000**
	Weeds Treatment	3	yr	$15,000	**$45,000**
					$0
				Estimated total	**$8,382,400.00**

4. Estimated travel (not associated with construction contract administration)

Identify by title/position and purpose of travel

	Description	Units	Units of measure	Unit Cost	Est. Cost
Government Travel	Entity Planning/Design/Coordination meetings	20	trips	$1,800	**$36,000**
	Misc. Travel expenses for visiting designers/dignitaries	1	LS	$4,000	**$4,000**
	COR perdiem	720	days	$120	**$86,400**
	Budget-Travel to District for Project Oversite	14	days	$200	**$2,800**
	Oversite	40	days	$200	**$8,000**
					$0
				Estimated total	**$137,200**

5. Estimated costs for use of Government vehicles and equipment (*FOR or hourly rate*)

	Description	Units	Units of measure	Unit Cost	Est. Cost
Heavy Equipment and government vehicles	WCF vehicles USE for COR	20,000	Hrs/Miles	$0.60	**$12,000**
	WCF FOR for COR	24	MO	$350	**$8,400**
	Other WCF miles	8,000	Hrs	$0.65	**$5,200**
			miles		**$0**
			FOR		**$0**
				Estimated total	**$25,600**

6. Labor costs for developing, managing and implementing contracts to complete the project.

	Description	Units	Units of measure	Unit Cost	Est. Cost
Federal and contract personnel involved with developing and executing contracts	Contracting Officer (CO)	180	days	$500	**$90,000**
	Contracting Officer Representative (COR) & Agency PM	520	days	$650	**$338,000**
	COR OT	520	Hrs	$65	**$33,800**
	Agency Project Inspector (PI)	260	days	$400	**$104,000**
	Agency Project Supervisor	40	days	$600	**$24,000**
	Agency Project Engineer (s)	20	days	$500	**$10,000**
	Agency Project Architect (s)	20	days	$500	**$10,000**
	Bios	25	days	$500	**$12,500**
	Bio techs	40	days	$250	**$10,000**
					$0
				Estimated total	**$632,300**

9. Other Necessary Expenses (required fees and permits)

	Description	Units	Units of measure	Unit Cost	Est. Cost Year 1
See B-11 for approved expenses					**$0**
	ADMINISTRATION/OVERHEAD COSTS				
	SNPLMA Program Manager and SO-Budget Tracking/Accounting and	160	Days	$350	**$56,000**
	Allocation of Transferred Funds to the Region and to the Field	8	Days	$400	**$3,200**
	Preparing Transfer Requests	8	Days	$380	**$3,040**
	Managing Allocation of Transferred Funds	8	Days	$400	**$3,200**
	Supervision and Oversight of SNPLMA-Funded Staff and/or Contractors	12	Days	$380	**$4,560**
	Preparing Quarterly Status Reports	8	Days	$380	**$3,040**
	A percent of Project-Related Indirect Costs for Support Based on Staff Time Spent on the Project(s), provided these expenses meet the three criteria of necessary expenses and are not covered elsewhere in the cost estimate (Examples of such indirect costs would be secretarial support, printing, copying, cost-center expenses, etc.)	4	YEARS	$25,000	**$100,000**
					$0
				Estimated Total	$173,040

CAPITAL IMPROVEMENTS RANKING CRITERIA:

This project also addresses the following health/safety issues:

1. RV Campsites provide a safe and responsible place for oversized vehicles and their operators to stop prior to entering the narrow and limited access canyon.
2. Amenities associated with the adjacent Visitor Center are fully accessible and provide a unique and secure environment for RV visitors to enjoy the mountain without overextending their capabilities.

Addresses the Executive Committee's primary goals of:

(1) Promoting sustainability by conserving resources to ensure availability to future generations, or restores or maintains natural processes, remains relevant and continues to provide a benefit in the face of changing demographics and/or environmental conditions;
(2) Connecting and links population centers to outdoor recreation facilities and the natural environment and encourages people to meaningfully connect with the natural environment and helps them appreciate and care for the environment, and
(3) Provides recreation opportunities to improve the quality of life, especially for underserved communities conserves the integrity of biological communities, and encourages partnerships.

SUSTAINABILITY: The project promotes sustainability by conserving resources to ensure availability to future generations, or restores or maintains natural processes. The project will remain relevant and continue to provide a benefit in the face of changing demographics and/or environmental conditions. The project minimizes the human impact on the environment.

A. This project will conserve the quality of the outdoor environment and mitigates future potential negative impacts. Since "B" is addressed below "A" is not used here.

B. This project Enhances or Restores the quality of the outdoor environment by Reclaiming an old dump-site used by the town of Mt. Charleston over the history of the area and, sadly, is still used today by those avoiding difficult and expensive garbage collection on the mountain. Previous projects have uncovered old cars, appliances, construction and building debris along with dead animal carcasses that are still dumped there today. Adding the RV site will reclaim this area and provide an occupied presence, which will deter future dumping and restore the area with planting/seeding and weeding.

C. The project will enhance stewardship and shared support for the operations and maintenance over the life of the project through partnerships. These partnerships would support the operational responsibilities with the U.S. Forest Service and provide sustainable operations to the area.

- 2.6 – Sustainability – The outcomes of this proposal, if implemented, will increase the probability that the project will become self-sustaining by creating enhanced opportunities for generation of revenues through development of an infrastructure that is more appealing, dynamic, and adaptable to the changing needs of the public which, when effectively implemented will result in increasing opportunities for fee generating patronage. Implementation of the deliverables proposed in this document will also enhance the sustainability of the infrastructure by providing revenue for overall O&M costs, thereby providing a level of insurance that increases the protection of investments made under previous phases through increased longevity.

Project is sustainable

- Providing the campground could turn into a significant public destination providing for fee generation by its use.
- Increasing demand and access to the SMVG area beyond what is currently envisioned and planned will increase the overall attractiveness of the entire Gateway complex, provide additional incentive for visitors to visit the site, provide a mechanism to increase the duration of time spent by visitors to the site, and increase the probability for return visits.

D. It is anticipated the project may employ the following sustainable practices:
   1. Natural, local materials
   2. Site reclamation
   3. Low energy use

CONNECTIVITY: The project provides recreational opportunities that link population centers, recreation facilities and natural landscapes. It encourages people to meaningfully connect with their natural environment, thus helping them appreciate and care for the environment.

A. The project will provide access and/or amenities to previously undeveloped recreation areas and/or new recreation opportunities by:
   1. Providing site access making the natural resource available to the visitor that is currently not available except by overland-strenuous hikes.
   2. Making the site accessible to handicap and elderly visitors. The site currently has no ADA access and it provides a unique ecosystem visitation opportunity not available anywhere else on the mountain.
   3. Making the Village area available by connected trail systems, education and interpretation of the surrounding area and by making the visitor center and all of its education and interpretation readily accessible.

3.1. Enhance recreational opportunities: The project is centered on responsible recreational opportunities. Building the campground provides outcomes of increased site and recreational options, enhanced potentials for generation of revenue that can offset future

B. This project contains an outreach and education component by integrating interpretation in the site and trail heads and by its close proximity to the Visitor Center encourages and makes for an easy visit by the RV visitor to the Center where there are ample education and interpretation opportunities. The visitors in the RV site would not be there were it not for the campground so by creating the proximity relationship, we open up an entire population to education they would not otherwise have.

Protects the integrity of significant resources

- Provides educational infrastructure that enhances the ability of the FS to educate the public about protecting natural and cultural resources of the Spring Mountains area.
- The specific items proposed in this document will enhance the ability of the FS to convey important educational information that will enable the visiting public to better understand their role in assisting the FS in the protection and enjoyment of the resource heritage endowment of the Spring Mountains.
- Develops an attractive, sustainable, and functional suite of infrastructure at the Gateway site that enhances the visitors' experience at the SMNRA.
- Provides enhanced features at a new recreational venue in the Spring Mountains that reduces the demand and traffic load at sites elsewhere in the Spring Mountains that contain critical habitats. The Gateway infrastructure will help preserve and protect sensitive areas throughout the Spring Mountains by providing educational information that will inspire the public to respect and protect natural and cultural resources in those areas as well as reduce visitation demand.
- The specific items proposed in this document will enhance the ability of the FS to convey those important elements by attracting and capturing an entirely new cadre of visitors that would not normally come to the area and think only of Las Vegas as casinos, completely missing the beauty and importance of the natural environment.

COMMUNITY: This project provides outdoor recreation opportunities to improve the quality of life, especially for underserved communities. It conserves or restores the functionality, resiliency and integrity of biological communities. The project encourages partnerships, which in turn also builds community

A. The project will provide new or enhances existing recreation opportunities for under-served or under-represented communities that cannot be addressed or met with current funding by:

Responds to visitor demand

- Provide RV opportunities not available on the mountain or in the Vegas Valley.
- Provides for educational opportunities.
- Provides for information distribution.
- Provides for recreational access.

Provides the infrastructure that will attract partners and fee generating activities.

B. Non-SNPLMA sources of funding or in-kind contribution for the development of the project include the following:

1. The project will receive in-kind contributions for the design and construction of the buildings on the site. (Approximately $100,000/4682 hours)

Address Maintenance and Operations costs:

The following is a description of the operation and maintenance (O&M) requirements for the project over its expected lifecycle of 20 to 30 years.

- O&M costs will increase with additional facilities.
- O&M costs will be off-set by the high potential for consistent fee generation that these assets normally provide – see description above.
- O&M costs, and improving the overall quality of the visitor experience.

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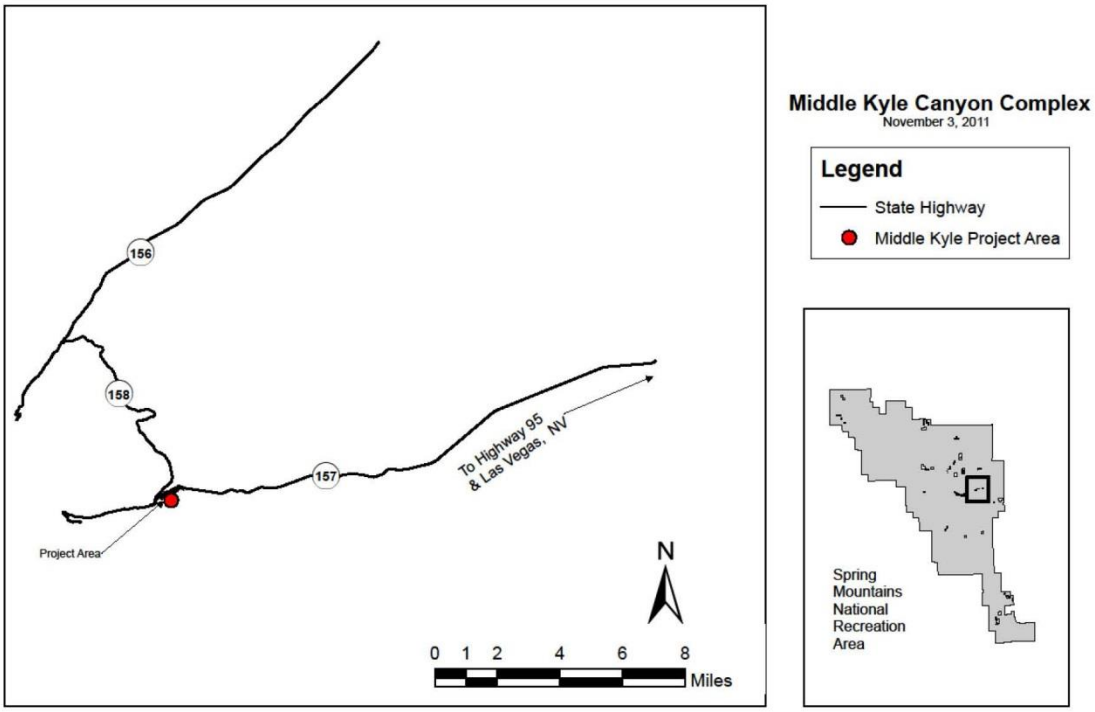

Figure 1. Approximate location of project.

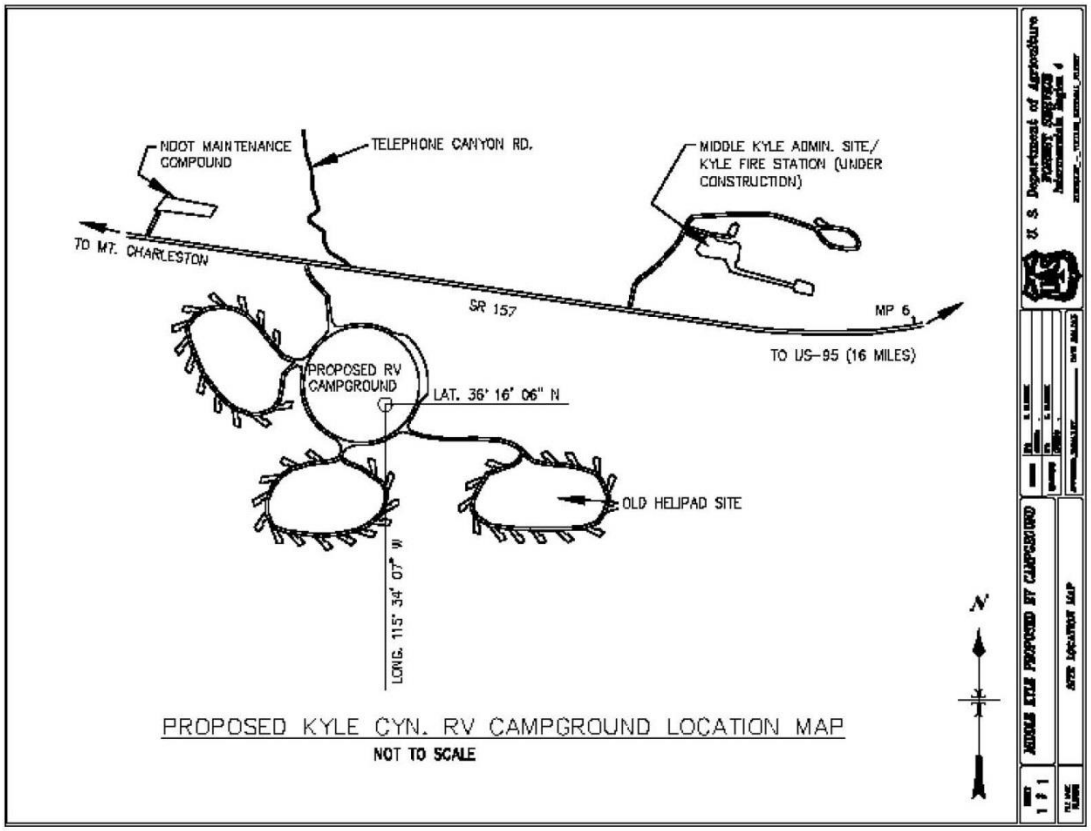

Figure 2. Detailed project location map

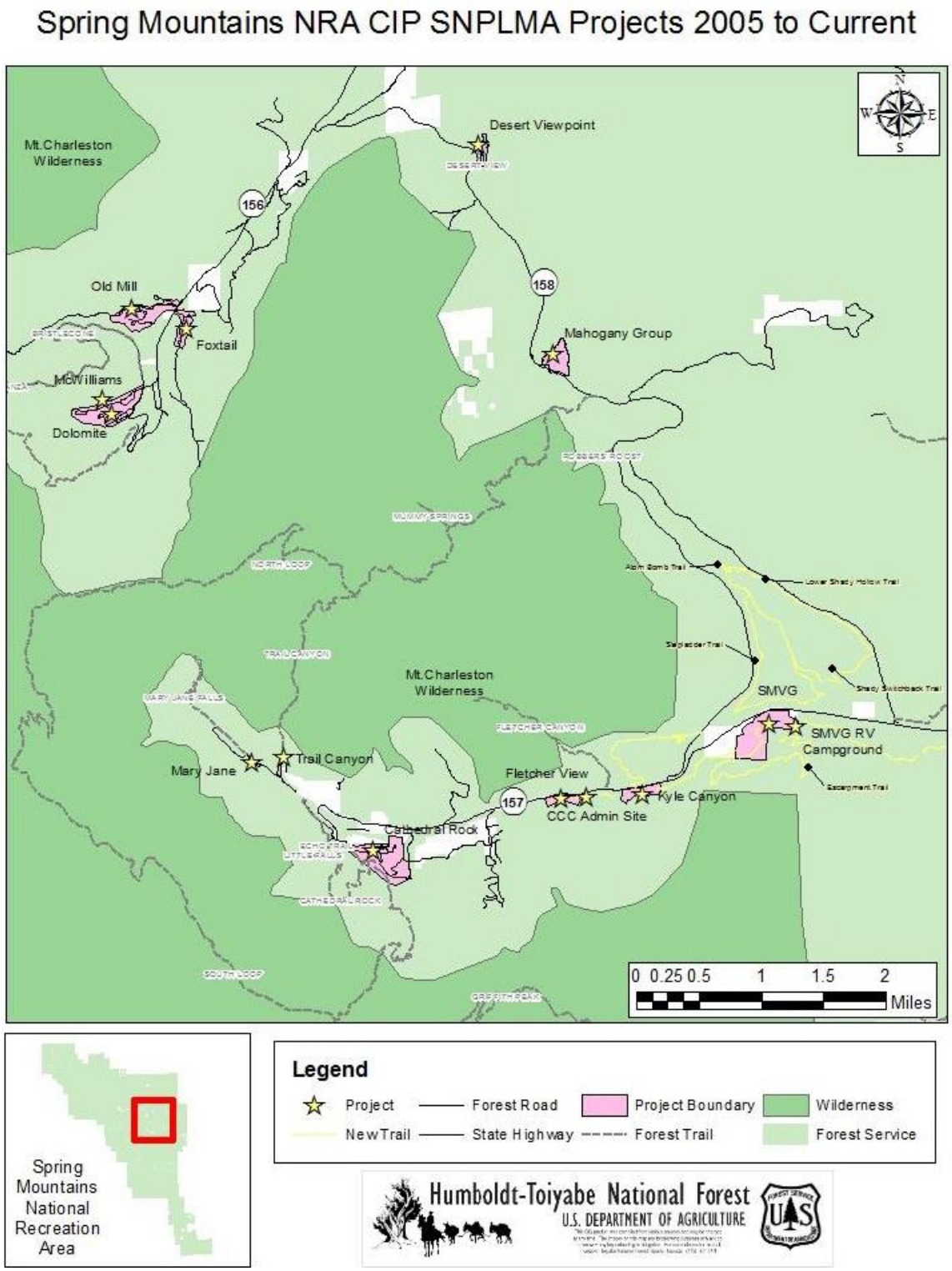

Figure 3. Location of the previous SNPLMA Funded Recreation projects associated with the RV Campground.

UNLV
UNIVERSITY OF NEVADA LAS VEGAS

5 November 2014

Bill Dunkelberger
Forest Supervisor
Humboldt-Toiyabe National Forest
1200 Franklin Way, Sparks, NV 89431
775-355-5310

Subject: Letter of support for the Southern Nevada Public Land Management Act Round 15 nomination – Spring Mountains Visitor Gateway RV camp site.

Dear Mr. Dunkelberger,

This letter is provided in support of the subject proposal, which is nominated as a Capital Improvement Project (CIP) under Round 15 of the Southern Nevada Public Land Management Act (SNPLMA).

The Forest Service (FS) and the University of Las Vegas (UNLV) will work cooperatively, under agreement, to provide students the opportunity to build projects that they design under an existing UNLV program. This CIP RV station includes structures that are ideal in size and scope for our design/build program. UNLV is particularly excited by the opportunity to provide design/build services on important public projects that will benefit our community and region.

This Letter of Support confirms my conversations with you, your Spring Mountains National Recreation Area (SMNRA) manager, Mr. Randy Swick, and your Spring Mountains Visitor Gateway project manager, John Harris to provide the design/build labor to the project. The only remuneration, to be negotiated, would be to cover administrative expenses; all other services will be in-kind, without remuneration. In discussion of the scope and scale of the project, those hours should easily exceed 1000 total man-hours.

We fully support the subject proposal and look forward to working with you on this critical public infrastructure. Supporting the FS on this CIP RV campground will benefit the mountain, the community, and our students.

If you have any questions or require additional information, please contact me at 702.717.2142.

Sincerely,

Eric Weber, Architect and Assistant Professor
Coordinator, David G. Howryla Design-Build Studio
UNLV School of Architecture

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702-895-3031