

**STATE OF NEVADA**  
**SOUTHERN NEVADA STRATEGIC INFRASTRUCTURE DEVELOPMENT WORKING**  
**GROUP MEETING MINUTES**  
**JUNE 24, 2021**

**The meeting of the Southern Nevada Strategic Infrastructure Development Working Group was called to order by Kris Sanchez on the WebEx Platform.**

**1. CALL TO ORDER, ROLL CALL, ESTABLISH QUORUM**

**MEMBERS PRESENT**

Mr. Kris Sanchez, Deputy Director, Governor's Office of Economic Development  
Mr. Dave Johnson, Deputy General Manager of Operations, Las Vegas Valley Water District  
Ms. Doa Ross, Deputy General Manager of Engineering, Las Vegas Valley Water District  
Mr. Jeff Brigger, Director of Business Development, NV Energy  
Ms. Stacy Woodbury proxy for Mr. Justin Brown, Senior VP/General Counsel, Southwest Gas Corp.  
Ms. Terri Sheridan, Economic Development Specialist, City of North Las Vegas  
Mr. Derek Armstrong, Director of Economic Development and Tourism at City of Henderson  
Mr. Bill Arent, Deputy Director of Economic and Urban Development, City of Las Vegas  
Mr. Raffi Festekjian, Economic Development Coordinator, City of Boulder City  
Ms. Myisha Williams, Vice Chair and Legislative Subcommittee Chair, Commission on Minority Affairs  
Ms. Shani Coleman, Director of Community and Economic Development, Clark County  
Mr. James Chrisley, Deputy Director of Operations, McCarran International Airport  
Mr. Victor Wei, Senior Advisor to the President for Strategy & Partnerships, UNLV  
Mr. Michael Bolognini, Market Vice President, COX Communications  
Mr. David Swallow, Deputy Chief Executive Officer, Regional Transportation Commission of Southern Nevada  
Ms. Jennifer Taylor, Deputy Director of Intergovernmental Relations, Nevada Governor's Office of Energy  
Ms. Kristina Swallow, Director, Nevada Department of Transportation  
Mr. Jim Lawrence, Deputy Director, Nevada Department of Conservation and Natural Resources  
Ms. Kristen Averyt, Climate Policy Coordinator, Nevada Department of Conservation and Natural Resources  
Ms. Constance Brooks, Vice President, Public Affairs and Diversity, Las Vegas Convention and Visitors Authority  
Dr. Kumud Acharya, President, DRI  
Mr. Bart Patterson, President of Nevada State College

**MEMBERS ABSENT AND EXCUSED**

Commissioner Marilyn Kirkpatrick, Clark County, NACO President  
Ms. Betsy Fretwell, SVP of Switch, Chairwoman of LVGEA  
Mr. Bo Bernhard, Interim Vice President of Economic Development, UNLV

Ms. MJ Maynard, Chief Executive Officer, Regional Transportation Commission of Southern Nevada  
Dr. Melody Rose, Chancellor, NSHE  
Mr. David Bobzien, Director, Nevada Governor's Office of Energy  
Dr. Federico Zaragoza, President, College of Southern Nevada  
Mr. Bradley Crowell, Director, Nevada Department of Conservation and Natural Resources  
Ms. Sondra Rosenberg, Assistant Director of Planning, Nevada Department of Transportation  
Mr. Sean Sever, Deputy Administrator, DMV  
Mr. Justin Brown, Senior VP/General Counsel, Southwest Gas Corp.

**STAFF MEMBERS PRESENT**

Kristopher Sanchez, Deputy Director, GOED  
Bob Potts, Deputy Director, GOED  
Christine Guerci, Special Counsel to the Colorado River Commission and GOED  
Jeanette Holguin, Business Development Specialist, GOED  
Susan Skaggs, Executive Assistant, GOED  
Pawel Pietrasienski, Director of International Trade, GOED  
Samantha Cline, International Business Development Specialist, GOED  
Carli Smith, Administrative Assistant and Digital Communications Specialist, GOED

**GUESTS PRESENT**

Roben Armstrong, McCarran Airport  
Ken Evans, Urban Chamber  
Bill Thompson  
Angela Torres Castro, RTC  
Mike Dishari, LVVWD  
Scott Carey, SBC Global  
Ingrid Reisman, LVCVA  
Amanda Brazeau, Rowe Law NV  
Marcel F. Schaerer, Nevada Department of Business and Industry  
Alan Ragsdale, City of North Las Vegas  
Steve Culberson, Ricondo  
Emily Ku, Nevada Department of Business and Industry  
Beth Xie, RTC  
Lisa Cole, LDALV  
Aileen Pastor, RTC  
Malik Williams, Workforce Connections  
Dan Anderson, Camsys  
John Restrepo, RCG Economics  
Erik Jimenez, Nevada Treasurer's Office  
Amber Stidham, Henderson Chamber  
Lynn O'Mara, NNDA

**2. PUBLIC COMMENT**

There was no public comment.

**3. APPROVAL OF THE MAY 27, 2021 WORKING GROUP MEETING MINUTES**

A motion was made by Jennifer Taylor to approve the May 27, 2021 Working Group meeting minutes. Michael Bolognini seconded the motion. The motion passed unanimously.

**4. CHAIRMAN REMARKS**

Chair Sanchez thanked the working group for all they've done to contribute, particularly over the past several months, which have been especially trying given the pandemic. Chair Sanchez indicated that that the July 29 final meeting will be to address any issues that may be suggested by members or to answer questions that may arise during this meeting or through subsequent meetings. Chair Sanchez also thanked John Restrepo for all of his hard work as he will be unable to attend the July 29 meeting. Chair Sanchez indicated that item 8 will be moving to item 5 in order for James Chrisley to present his information.

**5. MCCARRAN PROJECTS UPDATE**

James Chrisley, Deputy Director of Aviation at McCarran International Airport, introduced associates Robin Armstrong, Clark County DOA Project Manager for the SNSA, and Steven Culberson, Project Manager for lead planning consultant Ricondo and Associates. Mr. Chrisley reminded the group of the planning efforts in the early 2000s for a second commercial service airport located in the Ivanpah Valley, just south of Jean on the east side of the I-15 corridor, a project that was put on hold and suspended during the great recession. Mr. Chrisley indicated that over the last decade, as the state recovered from the great recession, the need for a second airport became apparent again as McCarran has a finite capacity and will be unable to meet the projected commercial aviation demands of the future. Mr. Chrisley reminded the group that 50 percent of Las Vegas visitors come through McCarran and it is a key component of getting the tourism dollars into Nevada's economy. Mr. Chrisley further informed the group that the proposed airport is supplemental and not a replacement for McCarran. Mr. Chrisley informed the group that in 2018, Director of Aviation Rosemary Vassiliadis went to the Clark County Board of Commissioners and received approval to take the project off hold and restart planning efforts.

Robin Armstrong informed the working group that Ricondo and Associates is the prime consultant on this planning effort along with many sub-consultants, several of whom are local in Las Vegas.

Steven Culberson reiterated that the Ivanpah Valley is the location that has been deemed best for a supplemental airport. In addition to the airport site itself, 6,000 acres were conveyed by Clark County for the project, as well as an additional 17,000 acres for compatibility purposes and storm-water retention facilities to help protect the site have been reserved by other Congressional Acts. Mr. Culberson reminded the group that in the early and mid-2000s much of the planning was done but the planning now needs to be updated to bring the airport up to current FAA standards. Mr. Culberson explained that airlines have been retiring some original aircraft and upgrading to larger, narrow-aisle passenger aircraft, which affects required facilities. In addition, separation standards need to be met in order to obtain FAA approval. Mr. Culberson explained to the group that the FAA and the Bureau of Land Management have been designated by Congress as the joint lead agencies to assess the airport and get NEPA clearance, and they have requested a number of studies and information be completed before they begin the EIS process, which is what forms Ricondo and Associates' scope of work.

Steven Culberson described the efforts that Ricondo and Associates have made since being put under contract by the Department of Aviation. Mr. Culberson explained that an updated airport layout plan has been submitted to the FAA and now the capacity of McCarran International Airport is being studied in order to discern how much activity can be reasonably be accommodated while still giving the desired level of service required by the Department of Aviation. Mr. Culberson further explained that ground access is another major component with a focus on the best methodology to get passengers to and from the site.

Steven Culberson informed the group that the airport site is close to the Nevada/California state line, between Primm and Jean, just east of I-15 and that the airport site itself is a 6,000-acre location where runways, taxiways, and terminal areas will be constructed. Surrounding the site is the compatibility area, the 17,000 acres that will be conveyed to Clark County once the airport is approved by FAA and BLM. In addition, retention facilities are being planned as well as a designated transportation utility corridor that extends north of the airport towards Sloan and will be designated specifically for roadways, transits, and utilities that are needed to service the airport.

Steven Culberson next discussed the challenges of this project. Mr. Culberson informed the group that this is in a very undeveloped portion of the county. Despite the site's proximity to I-15, I-15 backs up on Sundays and holiday weekends with traffic to and from California. As a result, maintaining access to the airport via other methods are being studied. Mr. Culberson further discussed the fact that although there are some major distribution lines that go through the area, there are no major utilities such as water, electricity, or gas, and all of those things will need to be brought down to the site. Mr. Culberson discussed the importance of outreach and engagement, and explained that stakeholder engagement is currently in progress through the use of workshops planned later in the summer to specifically reach out to stakeholders and present information on the plans to bring passengers and employees to the airport for their input and ideas to ensure that all aspects of the planning efforts are being considered.

Steven Culberson next explained the interest from federal, state, and local agencies in the project either from a regulatory perspective or because of the utilities that need to be provided. Mr. Culberson explained that monthly meetings have taken place with NDOT and Brightline West, the high speed rail company. In addition, Mr. Culberson indicated that coordination has begun with some of the federal agencies through FAA and BLM.

Steven Culberson explained the schedule of the project to the group, indicating that: approximately two more years are needed to complete the information requested by the FAA; following the planning phase, the environmental effort will begin and will take two to three years to complete; design will then require an additional four years; and finally construction will require five to six years' time. At this time, the planned opening for the new airport is scheduled for 2035. Mr. Culberson did caution that this is a rough estimate as details are still being worked out in the planning phase.

John Restrepo asked what kind of uses will be allowed for the 17,000 acres, and whether or not that land will be long-term ground leases and/or sold to fulfill its compatible uses.

Robin Armstrong responded that that is part of the planning effort but indicated that it would not necessarily be totally defined by the end of the planning process because more discussion is needed regarding what that 17,000 acres will entail and what those agreements will look like.

Chair Sanchez asked in light of the pandemic and the country's reemergence thereafter, what some of the higher level things may change or adjust the plan as a result of the pandemic.

Robin Armstrong explained that the air-travel demand has recovered fairly quickly in Las Vegas following the pandemic. Ms. Armstrong further explained the importance of making adjustments in the short-term forecasting to ensure alignment with the aftereffects of the pandemic. In addition, Ms. Armstrong discussed the importance of studying the direction in which the region is headed in terms of economic diversification as well as considering how to meet the needs from a multi-modal perspective and the importance of anticipating future and shifting technologies between now and the proposed finish date of 2035.

Steven Culberson concurred with Ms. Armstrong's response and indicated that the fundamental goal is to ensure that plans are flexible enough to be adjusted, citing 9-11 and COVID as examples of times where technological and regulatory changes have been incorporated.

Bart Patterson asked if the cargo would be shifting from McCarran out to the new airport and wondered what the relative passenger versus cargo flights would be.

Robin Armstrong explained that that decision has not yet been made, but that several possible combinations are being studied now as part of the forecasting effort.

Bill Arent asked if there is an opportunity to expedite the schedule with the availability of federal funds, given the heightened interest in infrastructure spending at the federal level. Mr. Arent also asked if there is a Brightline date planned for the completion of the environmental process as well as for approval at the federal level.

Robin Armstrong explained that the conceptual schedule shared earlier is meant to be flexible, not linear, so some of the tasks may start concurrently. Ms. Armstrong cautioned that a major infrastructure project such as this one does take a lot of time to plan to get through the environmental process to design and construct, so she does not anticipate shaving off a lot of years and believes the 2035 timeline will prove to be accurate. Ms. Armstrong did note, however, that if monies are available, it is possible that some time could be gained in the schedule. In terms of Brightline, Ms. Armstrong indicated her belief that Brightline has received environmental clearance from FRA, has performed a re-evaluation, and is currently in the 106 process.

Jennifer Taylor asked if there is any consideration of the state's policies on de-carbonization in the design that will reduce emissions in both the airport structures and operations. Ms. Taylor further inquired if there was any consideration regarding how to move passengers and employees back and forth while still reducing vehicles on the roads, increasing efficiency, increasing range, and decreasing costs in transportation electrification.

Steven Culberson indicated that features and design features will be studied to implement good practices in both construction and operation. Mr. Culberson discussed the amount of fill required for an airport and indicated that the use of conveyor belts rather than trucks is being studied. Mr. Culberson further indicated that other technologies are also being explored to reduce construction and airport operation emissions. Mr. Culberson informed the group that the airport industry overall has begun to set goals for de-carbonization and minimizing aircraft emissions, and these goals will also be studied as part of the planning phase for the new airport.

## **6. NEVADA TREASURER'S OFFICE POST LEGISLATIVE UPDATE**

Mr. Erik Jimenez, Senior Policy Director at the Nevada Treasurer's Office, reminded the group of the governor's commitment to ensuring a strong economic recovery. Mr. Jimenez discussed the 2017 legislation to establish the state infrastructure bank and indicated that due to circumstances in Washington and the limited nature of the bank, this was never funded or set up. However, Mr. Jimenez informed the group that Senate Bill 430 expanded the bank to include a variety of projects and dedicated resources to stand this bank up beginning July 1.

Erik Jimenez informed the group that with the governor's recommended budget in the capital improvement program, there are \$75 million in bonding authority that will be issued in the fall when normal bond issuance is done for the capital improvement program, and this will involve setting up a revolving fund through the state infrastructure bank. Local governments, tribal governments, nonprofit entities, and P-3 structures will be able to apply to the bank for loans.

Mr. Jimenez further explained that with the deal on infrastructure, this is an exciting time for the state infrastructure bank in ensuring that it can serve as a convener in identifying regional priorities for Southern Nevada specifically and making sure that every federal dollar that can be leveraged is leveraged for infrastructure. Mr. Jimenez explained that the bank will be launched in the upcoming weeks. In addition, an executive director will be hired and formal working groups will be created to identify projects, vet the projects, and ensure that the bank gets off the ground as quickly as possible.

Erik Jimenez encouraged local partners to continue submitting projects. Mr. Jimenez informed the group that thus far there is a list of hundreds of projects totaling nearly \$3 billion being vetted and that at this point, there is available federal funding for water, sewer, wastewater, cleaning and drinking water, broadband connectivity, so likely those will be the first types of projects funded. Nonetheless, Mr. Jimenez encouraged the members of the group to reach out with their needs as local government agencies.

Jim Lawrence asked if state agencies are eligible.

Erik Jimenez indicated that they are.

Jim Lawrence informed the group that through the Division of Environmental Protection, which is also funded through general obligation bonds, there is a program to finance water projects that gives the grants dollars for water infrastructure projects. Mr. Lawrence informed Mr. Jimenez that if this program is not on his radar, it would be good for them to communicate and coordinate as the infrastructure bank gets up and running to ensure no duplication between the programs.

Erik Jimenez responded that conversations have taken place with Jason Cooper and Director Swallow and there is an effort underway to be complementary to ongoing projects rather than duplicating them.

## **7. RTC UPDATE**

David Swallow, Deputy Chief Executive Officer at Regional Transit Commission (RTC), gave an overview of the role of the RTC. Mr. Swallow indicated that the RTC is responsible for the following things: RTC is the public transit authority for Southern Nevada; RTC is the designated metropolitan planning organization responsible for coordinating transportation plans between the cities, the county, NDOT, and federal partners; RTC is the funding agency for streets and highways; RTC funds roadway projects through the local jurisdictions; RTC is responsible for operating the region's traffic management center on behalf of the cities, the county, and NDOT; and RTC fully supports all options, including bicycling, and operates the public bike share system in downtown Las Vegas. Mr. Swallow informed the group that the current population is approximately 2.3 million with an expected growth to 3 million by the year 2050 and possibly faster given the amount of growth seen in the past year. Mr. Swallow explained that it is therefore

important to provide the infrastructure for the population to get around as well as for goods and services to be delivered within the metropolitan region and through interstate travel. Mr. Swallow indicated that there are currently nearly 7,500 miles of roadway in the Metro area and that RTC also operates the public transit system. Pre-pandemic, ridership on public transit was approximately 65 million, and even during the pandemic when everything was shut down, an estimated 56 million trips took place on the bus system, indicating the critical role public transportation plays in serving the public. Mr. Swallow also explained that approximately 39 million tons of freight moves through Southern Nevada by rail, by air, by truck, and by pipeline.

David Swallow next gave the group an update on traffic numbers. Mr. Swallow explained that right at the time the governor declared COVID an issue in March of 2020 and just before the shutdown, the state averaged 94 to 95 percent of the average traffic level; in April, the average dropped down to a low of 44 percent. Then, once the economy began to reopen, traffic picked up to about 85-90 percent throughout the rest of the year before turning upward in December of 2020. Mr. Swallow informed the group that as of Memorial Day weekend 2021, traffic was at 118 percent of the pre-pandemic levels, indicating more movement through town, more visitors returning, and more interstate traffic in terms of freight.

David Swallow next discussed RTC's role as the Metropolitan Planning Organization (MPO) for Southern Nevada, explaining that this is a federal designation that is required for communities of a certain size, in the case of Southern Nevada, that equals more than 200,000. In its role as the MPO, RTC is required to coordinate all the transportation plans between the cities and the county, and to bring all of those together into a regional transportation plan, which then feeds into NDOT's statewide plan. Mr. Swallow explained that this is what is required for RTC to show that there is a comprehensive plan and a continuing process for updating that plan going forward. Mr. Swallow further explained that this also shows where RTC intends to invest money, whether roadways, transit, or other mobility options, and to ensure that the funding is available for those things and that they do not have a negative impact on air quality.

David Swallow discussed the requirement for RTC to provide a regional transportation plan, which is updated every four years. Mr. Swallow indicated that the newest plan was adopted in January of 2021 and is available on the website for members of the group to view. Mr. Swallow explained that the plan currently anticipates nearly \$30 billion in transportation revenue over the next 30 years as well as approximately 200 projects that will be funded by some portion of that revenue, including highways, roadways, and transit. Mr. Swallow informed the group that one of the key components of the plan is improving transit, and includes an onboard mobility plan that focuses on eight big moves, some of which Mr. Swallow shared with the group: expanding and enhancing the public transportation system to ensure it reaches everyone; high-capacity transit which includes building bus rapid transit lines and perhaps utilizing light rail.

David Swallow discussed the importance of public transit, indicating that not everybody can afford or have the ability to operate an automobile. In addition, Mr. Swallow indicated the importance of moving away from single-occupant vehicle trips and more towards combined trips. Mr. Swallow explained that in addition to regular buses, also referred to as fixed route, there is also paratransit, which is for people who are not able to physically or cognitively access the

regular systems. Mr. Swallow explained that RTC certifies these folks and provides them door-to-door trips from where they live to where they are going. Mr. Swallow further explained that there are specialized services focused on senior residents as well as veterans. Veterans and veterans' families are provided free transit service to and from medical appointments. In addition, reduced fares are provided to seniors, veterans, students, and kids.

David Swallow informed the group that during the pandemic, there was an immediate impact on sales tax revenues and passenger fare revenues. Mr. Swallow described the difficulty in providing a higher level of transit service due to the need for social distancing and enhanced cleaning during the pandemic while experiencing the significant drop in revenue. As such, Mr. Swallow explained that although they did their best to keep service going, approximately \$40 million in costs needed to be cut during the previous year along with furloughing and laying off approximately 15 percent of the workforce. Thankfully, Mr. Swallow explained, they were able to rely on federal funding from the CARES Act, the CRRSA, and the American Rescue Plan, which brought over \$300 million to Southern Nevada to keep the transit system going and thriving going forward. Mr. Swallow described the deficits that were expected through the last, current, and future fiscal years and explained that due to federal funding, these deficits can now be offset through FY27, providing the ability to keep transit service running, almost bringing it back up to pre-pandemic levels.

David Swallow discussed the planned transit service change beginning in August, which will add two new routes to the 38 currently operating, one at Ann and Tropical across the north side of the valley, and one at Cactus and Horizon Ridge around the south part of the valley. Mr. Swallow further explained that the southwest part of the valley has been underserved up to now. To better serve that area, routes are now being extended and microtransit is being introduced, which will allow people to hail a transit vehicle to transport them to the closest transit line. Mr. Swallow informed the group that RTC has partnered with over 90 employers to distribute two seven-day passes to their employees for free to encourage people to use public transit. Mr. Swallow explained that approximately 26,000 of these passes have been distributed thus far to get employees back on the bus to get them to work and help make their commutes sustainable. Mr. Swallow also explained that the RTC app, RideRTC, is available on mobile devices to help make public transit more feasible for users who may be unfamiliar with the bus system. Mr. Swallow also explained that RTC has partnered with companies like Uber, Lyft, and Transit App to allow customers to purchase transit fares from those applications. Mr. Swallow further informed the group that the public bike share system is now available on the transit app so paying for bike share can be done there, and low-income residents have been provided an option to pay even less.

David Swallow explained that the key to the future is ensuring a focus on clean energy, implementing sustainable practices, and looking at mobility options that do not degrade air quality or create too much congestion. The key to that, Mr. Swallow explained, is reducing single-occupant vehicle trips wherever possible. Mr. Swallow also informed the group that the bus fleet is being transitioned away from diesel to cleaner, natural gas. Mr. Swallow explained that 100 percent of the paratransit fleet and the majority of the fixed-route fleet has already been converted. RTC has received a grant to purchase two hydrogen fuel cell electric buses and is

also looking to bring in battery-electric buses moving forward. Mr. Swallow explained that the goal is to have a 100 percent zero-emission vehicle fleet within the next 15 years.

David Swallow explained that thanks to the community, RTC now has the roadway funding needed and in place and cited some of the sources of this funding: sales tax; motor vehicle fuel tax; and the fuel revenue indexing that was passed in 2013 and enacted in 2016. Mr. Swallow informed the group that to date, RTC has delivered over 500 projects on that, really focusing on not just the regular contracting community, but encouraging and supporting the small and diverse business community. Mr. Swallow informed the group that to date, approximately \$1.6 billion has been spent and 11,000 jobs have been supported. Mr. Swallow further indicated that the RTC Board has approved a 10-year capital improvement program, which represents approximately \$2.2 billion in projects over the next 10 years. Mr. Swallow informed the group that there are over 200 projects underway currently, representing close to half a billion dollars, and for 2021 there are already 40 projects in the books ready to go out to bid. Mr. Swallow explained that with the growing number of work zones due to these projects, there is also a need for traffic management, and informed the group of RTC's traffic management team, also called the fast team or freeway in arterial system and transportation. Mr. Swallow explained that these are the folks that operate the region's traffic management center, and RTC works closely with them to do signal coordination as well as how to mitigate impacts from incident and plan future improvements. Mr. Swallow explained the signalized intersections and how the fast team is able to tap into those from the main traffic management center and readjust or re-time them as the need to do so arises with changing traffic patterns. In addition, Mr. Swallow informed the group that there are more than 4,000 intelligent transportation system (ITS) devices that include cameras, flow detectors, dynamic message signs, and active traffic management signs, all of which are managed by the fast team, who work to try to mitigate the impacts of congestion as much as possible to ensure that first responders can get to where they need to go. David Swallow informed the group of RTC's partnership with Waycare, which collects and aggregates big data which the traffic management center then uses to recognize where incidents are occurring. Mr. Swallow indicated that through the use of this technology, the traffic management center is actually being notified of incidents prior to calls coming in to report them.

David Swallow discussed the adaptive signal control technology that has been implemented at about 14 signals along Eastern Avenue between Pebble Road south to Beckler, which sets up signal timing based upon the way traffic is likely going to move. This studies the traffic coming into each of the intersections and readjusts the timing as much as possible to best serve everybody while still preserving signal coordination. Mr. Swallow explained that the project cost was approximately \$900,000 but that with the time savings and unburned fuel, the project paid for itself in just over 30 days. Mr. Swallow informed the group that going forward, RTC is studying which corridors would make the most sense to implement similar technology and then prioritize with the jurisdictions on how to implement these going forward.

## **8. APEX UPDATE**

Dave Brown, President at Land Development Associates, informed the group of his background as a civil engineer in Northern Nevada prior to forming Land Development Associates with his

partner, Lisa Cole. Mr. Brown informed the group that Lisa Cole's background is in environmental science, water rights, and BLM permitting. Mr. Brown explained that the 5/4/88 PEPCON explosion set forth a need for industrial land to be away from residential centers in Southern Nevada. Public law 101-67 was created as a result, and that is referred to as the APEX Land Act, which set aside approximately 18,000 acres for development of industrial services. Mr. Brown explained that the APEX Holding Company purchased most of the property outside of Kerr-McGee, Georgia-Pacific, PABCO, and Chemline, which were the only four developments in the area, in 2000. Mr. Brown explained that the development has sat for such a long time for multiple reasons: there was no master developer and although APEX purchased the property in 2000, they purchased it on a flip with the intent of reselling by 2004; there is little distributable power in the area; no sustainable water source. The BLM, when they transferred this over to Clark County through the APEX Land Act, set aside crosshatched areas that bisect APEX as transportation utility corridors for the purpose of promoting development out there to get power, water, sewer, and rail, but it was left under the purview of the federal government, which Mr. Brown explained has been a detriment as permitting timeframes run from 24 to 36 months, which does not align with the speed of development. In addition, there have been other more economical land options, such as land at the Speedway for approximately \$6 a foot. Mr. Brown discussed the businesses that have been successful, such as Love's Truck Stop, in that location as well as ones that have been less successful, such as marijuana growers and Faraday Future.

Dave Brown next discussed the current happenings in the location. Weston Adams, who purchased approximately 320 acres in the southern part of APEX, became a master developer of those 320 acres and structured an oversized water agreement with the city of North Las Vegas, which entails bringing an eight-inch water line to his property in order to develop his purchased 320 acres, but the city and the mayor had the foresight to oversize that waterline, which is anywhere from 24 to 36 inches, consists of five miles of water line, and will serve the southern two thirds of APEX. Mr. Brown explained that the first phase is five miles of water line up to the I-15-Las Vegas Boulevard interchange, in which the pipeline is in, backfilled, has two pump stations, two tanks, and will be turned over to the city in the upcoming weeks. Mr. Brown explained that the second phase of the water line is four-and-a-half miles and goes up to the central part of APEX is currently at 99 percent design level and construction is expected to begin on that second phase within the next 30 days; the second phase of waterline will service approximately an additional 2,000 acres within APEX. Mr. Brown further explained the importance of the sewer line, explaining that surface water comes from the lake and APEX wants to return the water to the lake for return-flow credits and then reuse the water. As Lake Mead is currently lowering, APEX anticipates putting 75 to 80 percent of what is being used into a facility and returning it to the lake in order to create sustainable development. Mr. Brown explained that this project is funded purely by private development with no oversize from the city of North Las Vegas. Mr. Brown informed the group that NV Energy has been a perfect partner for APEX. NV Energy is funding the Prospector Substation 100 percent based on the number of new connections that will go to that substation. In addition, several miles of lower KV power line is going in to get distributed power to the customers. Mr. Brown further informed the group that gas is also being designed out there currently. Mr. Brown also

informed the group that Cox Communications has partnered with APEX and is installing their fiber line along the entirety of the water line.

Dave Brown discussed the impact of the infrastructure on the area, citing the fact that users have now closed on property and are starting construction on their facilities, or are currently in escrow and pursuing their due diligence. New businesses in the area include: Air Liquide, a hydrogen and fuel cell plant; Dermody, who is doing distribution spec buildings; Kroger, who is doing a cold-storage facility at about a million-and-a-half square feet; and Project Courts (phonetic), who is a Fortune 300 manufacturer. Mr. Brown explained that these are all part of phase one, encompassing the 320 acres that Mr. Adams had purchased, leaving approximately only two 50-acre parcels left for marketing purposes. Mr. Brown indicated that APEX is sitting on those two parcels for the moment because there are elevation issues that first need to be resolved prior to putting them on the market. Mr. Brown informed the group that 1300 acres have been sold in approximately 24 months, and there is now nothing left to sell. Mr. Brown indicated that there will be 4 million square feet of new distribution within the next 24 months. Mr. Brown explained that there are still approximately 4,000 acres left to develop in APEX, 3,300 of them in Northern APEX. Mr. Brown indicated his belief that once utilities are delivered to Northern APEX, the land left will be absorbed quickly.

Dave Brown informed the group that SNWA has set aside \$250 million for investment in APEX, which will bring water transmission out to the Garnet Valley and will bring sewer back to the city of North Las Vegas treatment plants. Mr. Brown explained that this is in its first phase with water being brought out from Pecos and 215 to the northern part of APEX. Mr. Brown explained that this will terminate in two storage tanks called four bays (phonetic) and this water will be able to be used for distribution rather than just a transmission line. Mr. Brown also explained that the sewer will consist of over 43 miles of wastewater pipeline from 18 to 48 inches, will service all of APEX, and will bring the surface water back to the treatment plant and eventually the lake. Mr. Brown informed the group that once water and sewer are up at the development, only power will be left. APEX is currently working with NV Energy to address future substation locations as well as how to get distributable power out of the existing Gypsum Substation (phonetic). Mr. Brown next informed the group that the eastern part of the park is going to be further on the horizon. At the moment, NDOT is working on improvements to that area of the park but currently access to the east side of the freeway is missing so an interchange plant will need to be build to get to the last 1,000 acres of APEX.

## **9. RCG ECONOMICS WORKING GROUP AND INTERVIEW SUMMARY UPDATE**

John Restrepo, Principal at RCG Economics, thanked the members of the working group who have participated and provided valuable information. Mr. Restrepo informed the group that the main themes in the one-on-ones among the working group have been infrastructure, the relationship between infrastructure and economic development, and how to define traditional and non-traditional infrastructure within the infrastructure space. Mr. Restrepo next discussed

the opportunities, referring to Southern Nevada as a blank slate as it does not carry the burden of old infrastructure and legacy cities.

John Restrepo discussed the challenge of moving from siloed work environments between agencies and groups and special interests into a more unified approach that better coordinates the infrastructure for implementation purposes, for investment purposes, and for better collaboration with the private and public sectors. Mr. Restrepo also indicated that feedback received included the recommendation to be proactive rather than reactive. Mr. Restrepo also discussed the importance of spending federal money on meaningful, strategic projects rather than smaller projects and ensuring efforts are not being duplicated, as well as employing better planning models and impact analysis. Mr. Restrepo explained that should be considered at the state level and should include some type of bipartisan, private-public commission or independent group task planning and decision making relative to regional infrastructure strategies. Mr. Restrepo continued on to say that the federal government plays a huge role and discussed concerns raised of how the state can work with the feds to make the processes quicker and what can be done legislative-wise in Washington to move projects forward.

John Restrepo informed the group of additional concerns raised regarding the skill level and size of the workforce, the educational system, how to train workers of the future for jobs that are not automatable, and how AI, automation, and robotics may affect the workforce of the future. Mr. Restrepo discussed the concern of "brain drain," where people are trained in Nevada but move to other states because of the lack of job opportunities in Nevada, which ties into both business-attraction questions, and questions of how the state can grow and become more resilient. Mr. Restrepo explained that underlying all of this is the issue of natural resources, particularly water and the importance of ensuring that the water authority continues to play a prominent role in helping to decide what businesses come to Nevada and what existing businesses to expand. Mr. Restrepo also discussed permitting of development and utilities and the need to remove any potential existing barriers to make the process more streamlined.

John Restrepo informed the group that the importance of the Ivanpah Valley and moving forward with providing the new airport with all the necessary utilities as quickly as possible was raised as a concern on more than one occasion. Mr. Restrepo explained that the airport situation is a bit disconcerting as it will be a 14-15 year process to have Ivanpah and the compatible land around it operational. Mr. Restrepo further stated that mobility was raised as an issue on more than one occasion and expressed concern about the potential \$530 million budget shortfall NDOT is predicting. Mr. Restrepo indicated the importance of having greater equity in mobility in terms of transit to colleges, schools, and reiterated David Swallow's earlier point of reducing single-vehicle transportation. In addition, Mr. Restrepo discussed the importance of improving connectivity to southern California, which is the fifth largest economy in the world, and discussed I-11 and its different routes, some of which have more economic development impacts than others. Mr. Restrepo also discussed electric vehicles (EVs) and their potential impact on transportation funding and planning.

John Restrepo next discussed diversity and inclusion, indicating that a large share of workers in southern Nevada are low-skill, low-wage workers. Mr. Restrepo explained that there is a wealth and income disparity issue in southern Nevada that has existed for many years. Mr. Restrepo informed the group that the great recession exposed some of the disparity and the pandemic accelerated the issue of concerns of equity in the workforce and what type of infrastructure needs to be invested in to bring about that equity. Mr. Restrepo discussed the need to educate workers through the community college system and next raised the issue of available broadband and Wi-Fi given that a portion of the population will likely be studying or working remotely. This issue of broadband is a part of critical infrastructure, particularly in rural areas that currently have minimal connectivity. Mr. Restrepo also discussed the importance of housing and affordable housing, raising the debated issue of whether or not affordable housing can be considered infrastructure, and as such, the need to have a more expansive definition of infrastructure.

John Restrepo concluded his presentation with a discussion of conservation and the environment, stating that the two are related as a healthy economy cannot exist without a healthy environment and vice versa. The challenge, Mr. Restrepo explained, is balancing climate change, natural resource constraints, and conservation efforts with evolving technology and providing quality of life to residents. Mr. Restrepo explained that these are not new conversations given that he has been hearing them for 25 years, but explained that there is a real case to be made that these issues of human and physical infrastructure within the context of limited natural resources and protecting the environment need to be addressed now.

Chair Sanchez explained that all of the comments and presentations over the last six months regarding this issues will be aggregated and put into a comprehensive report that will be released to the working group in September.

#### **10. WORKING GROUP MEMBER COMMENTS**

There were no comments from the working group.

#### **11. INTRODUCTION OF AGENDA ITEMS SCHEDULED FOR JULY MEETING**

Jennifer Taylor suggested revisiting the federal infrastructure bill given the White House just announced their support of the framework from the ongoing bipartisan discussions.

Chair Sanchez asked the members to forward suggestions that may come up later to his and to Jeanette Holguin's emails.

#### **12. PUBLIC COMMENT**

Ken Evans, President of Urban Chamber of Commerce, explained the importance of today's presentations in providing information that small, diverse businesses can use to strategize and participate in future opportunities. In terms of diversity, equity, and inclusion, Mr. Evans further

indicated the importance of providing businesses with information now in order for them to participate in forward-looking opportunities and to develop critical relationships now so that in the upcoming years, these businesses will be positioned to participate in these promising opportunities when they arise.

**13. ADJOURNMENT**

A motion was made by Doa Ross to adjourn the meeting and seconded by Jennifer Taylor. The motion passed unanimously.