



**NEVADA LEGISLATURE
LEGISLATIVE COMMISSION'S SUBCOMMITTEE TO STUDY
THE DEVELOPMENT AND PROMOTION OF LOGISTICS AND
DISTRIBUTION CENTERS AND ISSUES CONCERNING
INFRASTRUCTURE AND TRANSPORTATION**

(Assembly Concurrent Resolution No. 30, File No. 96, *Statutes of Nevada 2009*)

SUMMARY MINUTES AND ACTION REPORT

The second meeting of the Legislative Commission's Subcommittee to Study the Development and Promotion of Logistics and Distribution Centers and Issues Concerning Infrastructure and Transportation was held on Monday, April 26, 2010, at 9 a.m. in Room 3138 of the Legislative Building, 401 South Carson Street, Carson City, Nevada. The meeting was videoconferenced to Room 4401 of the Grant Sawyer State Office Building, 555 East Washington Avenue, Las Vegas, Nevada. The meeting was also videoconferenced to the Maricopa Association of Governments, 302 North 1st Avenue, Phoenix, Arizona. A copy of this set of "Summary Minutes and Action Report," including the "Meeting Notice and Agenda" ([Exhibit A](#)) and other substantive exhibits, is available on the Nevada Legislature's website at <http://www.leg.state.nv.us/interim/75th2009/committee/>. In addition, copies of the audio record may be purchased through the Legislative Counsel Bureau's Publications Office (e-mail: publications@lcb.state.nv.us; telephone: 775/684-6835).

SUBCOMMITTEE MEMBERS PRESENT IN CARSON CITY:

Assemblyman Kelvin D. Atkinson, Chair
Senator Shirley A. Breeden, Vice Chair
Senator Maurice E. Washington
Assemblywoman Barbara E. Buckley
Assemblywoman Heidi S. Gansert

SUBCOMMITTEE MEMBERS PRESENT IN LAS VEGAS:

Senator Bob Coffin
Senator Dennis Nolan
Senator David R. Parks

LEGISLATIVE COUNSEL BUREAU STAFF PRESENT:

Marjorie Paslov Thomas, Principal Research Analyst, Research Division
Heidi A. Chlarson, Principal Deputy Legislative Counsel, Legal Division
Darcy L. Johnson, Deputy Legislative Counsel, Legal Division
Lucinda Benjamin, Senior Research Secretary, Research Division

OPENING REMARKS

- Chairman Atkinson welcomed the members and public to the meeting and introduced staff.

APPROVAL OF THE “SUMMARY MINUTES AND ACTION REPORT” OF THE MEETING HELD ON JANUARY 25, 2010, IN LAS VEGAS

- The Subcommittee **APPROVED THE FOLLOWING ACTION:**

ASSEMBLYWOMAN BUCKLEY MOVED TO APPROVE THE MINUTES OF THE JANUARY 25, 2010, MEETING IN LAS VEGAS, NEVADA. THE MOTION WAS SECONDED BY SENATOR BREEDEN, WHICH PASSED UNANIMOUSLY.

OVERVIEW OF REGIONAL TRANSPORTATION RELATED TO THE MOVEMENT OF GOODS AND COMMUTERS

- Tom R. Skancke, President and Chief Executive Officer (CEO), The Skancke Company, presented information on infrastructure, distribution, and global competitiveness through western connectivity. His information covered the proposed Interstate 11 and the Western High Speed Rail Alliance (WHSRA) regarding economic development and global competitiveness for the United States. Mr. Skancke stated that Jacob Snow, General Manager, Regional Transportation Commission of Southern Nevada, could not attend, and he would include information for Agenda Item V in his presentation.
- The Chair requested that Mr. Skancke submit his Microsoft PowerPoint presentation in writing to the Subcommittee and staff. ([Exhibit B](#))
- Continuing, Mr. Skancke opined that Nevada is positioned very well throughout the western U.S. to participate in global competitiveness and to be a part of the economic sustainability for the entire nation. He explained that Interstate 11 is a designation for a proposed interstate highway to be constructed from Arizona to northwest of Las Vegas, through Kingman, Arizona. The highway would parallel the existing U.S. 93 north of Wickenburg, Arizona, and south of Wickenburg the highway would follow a new freeway near the Hassayampa River.

Commenting further, Mr. Skancke explained that the California High-Speed Rail Commission (CHSRC) alignment goes from San Diego to Sacramento and ultimately to San Francisco. Phase one of the rail project is from Los Angeles to Fresno and the entire alignment would be to Sacramento, California. He noted the CHSRC received \$2.8 billion from the American Recovery and Reinvestment Act of 2009 (ARRA, Public Law 111-5) enacted by the 111th U. S. Congress for high-speed passenger rail, which is projected to be completed by 2025, pending any environmental concerns.

Mr. Skancke informed the Subcommittee that the completion of this portion of the rail finishes the connectivity between Nevada and California: (1) Reno to Sacramento; and (2) San Francisco to Los Angeles and then to Las Vegas. He stated another phase connects Denver, Colorado, to San Francisco and Los Angeles, California, which is called the "Golden Triangle." In addition, Mr. Skancke provided information about the planned movement of goods from the port at Punta Colonet, Mexico, to relieve the congestion at U.S. ports. He opined that the Los Angeles and Long Beach ports are at capacity, and 85 percent of goods transported to southern Nevada come from those ports.

Regarding future growth in the southern Nevada region, Mr. Skancke discussed Highway I-11 from Las Vegas to Reno, which eventually could connect to Seattle, Washington. He indicated an interstate highway is planned from Phoenix to Las Vegas, and he informed the Subcommittee that the Arizona Department of Transportation has allocated approximately \$2.25 million to begin the environmental impact phase of the proposed project. Continuing, Mr. Skancke stated that a congressional bill is planned to designate the proposed Highway I-11 from Phoenix to Las Vegas as an interstate highway to seek additional funding for the project. Las Vegas and Phoenix are the only major metropolitan areas in the U. S. with a population of one million or more that are not connected by an interstate highway.

Continuing, Mr. Skancke explained that the WHSRA is proposing to be a part of the national high-speed passenger and rail system and the Western Regional Connectivity (WRC) system. He explained that within the WRC, U.S. ports would not compete with ports in Mexico but would be a part of the connectivity system for the western U.S. Continuing, he provided information about:

1. California EPA requirements for emissions;
2. Executive orders for miles-per-gallon requirements for vehicles;
3. Four western ports;
4. Future investments required for truck and rail movement systems for global sustainability;

5. Funding needs and long-term sustainable funding sources, such as fuel taxes, private sector investment, congestion management, and toll fees;
 6. Global competition from China and India;
 7. Growth in the number of containers from Long Beach, California, and Mexico;
 8. Impact of electric vehicles on a regional basis;
 9. Movement of goods from west to east focusing movement in the west;
 10. Movement of goods within the western U.S.;
 11. National highway systems;
 12. Population growth for five western states;
 13. Proposed improvements of the highway between Phoenix and Las Vegas;
 14. Rail connections in the U.S.; and
 15. Regional partnerships for a national high-speed rail system.
- In response to an inquiry from Assemblywoman Buckley, Mr. Skancke made suggestions regarding transportation funding in Nevada and provided information about a three-year national pilot project conducted in the State of Oregon and funded by the U.S. Department of Transportation. He explained the Vehicle Miles Traveled (VMT) project tracked mileage of volunteer participants using a key fob at the point of purchase, and then a fuel tax was collected based on the miles traveled. Mr. Skancke opined that it would take approximately five to ten years to implement a national VMT project and added such a tracking program would create issues on collection of fees, privacy, and security.

Additional discussion ensued on increasing fuel taxes, which he opined would increase employment, particularly if the funds were invested in high-speed rail transit and highway infrastructure. Continuing, Mr. Skancke discussed the method by which states received federal funding and the required funding match. He suggested Nevada examine the creation of a pilot VMT project and private sector investment for congestion-pricing toll fees. Mr. Skancke also commented on a design-build funding mechanism used in the construction industry.

- Speaker Buckley requested Mr. Skancke submit information on temporary and permanent construction job-creation figures to staff.

- In response to a query from Senator Coffin, Mr. Skancke explained that the American Trucking Association (AMT) testified before the U.S. Congress and agreed to an increase the diesel fuel tax. However in return, the AMT requested a specific-goods movement account be created and earmarked for improvements of highways. Mr. Skancke was of the opinion that the benefits for the investment need to be clear, and he acknowledged the need to discuss a pilot VMT project.
- Senator Nolan commented that Mr. Skancke's presentation was in line with other presentations that were recently conducted at forums with state legislatures. Senator Nolan requested information on how Nevada could achieve economic diversification, and provide additional traffic lanes on I-15 and a high-speed rail connection between Las Vegas and southern California. He questioned how Nevada could obtain additional road capacity in Las Vegas and Reno in the next two years.
- Mr. Skancke discussed the connection between inland ports and impacts on Yuma and Phoenix, Arizona, and the importance of developing regional partnerships and cooperative efforts between states. He informed the Subcommittee that James L. Oberstar, Chairman, U.S. House of Representatives, Transportation and Infrastructure Committee, is advocating in a draft version of a transportation bill that projects that demonstrate regional cooperation receive additional funding. Mr. Skancke opined that Nevada could take the lead in economic diversification and play a key role in global sustainability as a state and as a regional partner.

Discussion ensued on major highway infrastructure projects being built nationwide utilizing public-private partnerships rather than revenue generated by states. Mr. Skancke provided information on development methods that included public-private partnerships, congestion pricing, and toll fees to build new infrastructure, but he expressed concern that toll revenues should be earmarked for infrastructure and not be used for other public projects. Concluding, Mr. Skancke stated that toll roads are becoming more prevalent in southern California, but in his view funding the highway system for the next 20 years would require using a VMT.

PRESENTATION ON PROPOSAL TO DESIGNATE U.S. ROUTE 93 AS A FUTURE INTERSTATE HIGHWAY

- Bob Hazlett, Senior Engineer, Maricopa Association of Governments, presented information about a statewide survey conducted in Arizona that examined key connections to Guaymas, Hermosillo, and the port at Punta Colonet, Mexico. Mr. Hazlett presented a Microsoft PowerPoint presentation, which included information on: ([Exhibit C](#))
 - commercial trucking;
 - emerging industries;
 - major truck routes on the national highway system;

- natural resources;
 - recreation and tourism;
 - the “sun corridor” mega region;
 - tonnage of trailer-on-flatcar and container-on-flatcar intermodal movement for 2006; and
 - tonnage on highways, railroads and inland waterways for 2002.
- Continuing, Mr. Hazlett provided additional information about:
1. Comparisons between 1957 to 1992 interstate highway systems;
 2. Freight framework study;
 3. Gaps and issues regarding the Boulder City bypass, bridging the Colorado River at Hoover Dam;
 4. Hassayampa and Hidden Valley, Arizona, framework studies;
 5. I-11 Coalition Trans-pacific shipping routes and approximate travel times and the importance of southern routes as all-year operations due to weather;
 6. I-11 Corridor freight opportunities;
 7. Inland port opportunities;
 8. Metropolitan growth in Phoenix-Mesa and Tucson, Arizona, and Las Vegas, Nevada;
 9. Statewide framework study accepted by the Arizona State Transportation Board, January 2010;
 10. U.S. I-93 Hoover Dam Bypass;
 11. Widening of U.S. I-93 and the extension into Phoenix; and
 12. World port activities and U.S. ports for 2007.

- R. Scott Rawlins, P.E., C.P.M., Deputy Director and Chief Engineer, Nevada's Department of Transportation, was of the opinion that the west coast is one of the fastest growing areas in the country and discussed the mega-regions that include Interstate-15 and Interstate-10. He commented on maintenance efforts in Las Vegas and the need to fund future transportation infrastructure projects.
- In response to a query from Chair Atkinson, Mr. Rawlins discussed a proposed study on the VMT concept and noted the gas-tax method of collecting revenue may need to be reassessed for a user-fee concept. Mr. Rawlins offered to provide additional information on the concept to the Subcommittee at a future meeting.
- In response to a query from Senator Washington, Mr. Rawlins provided further information on the VMT study and green initiatives.
- In response to Assemblywoman Buckley, Mr. Hazlett explained that he was not aware of any outreach efforts from Arizona to Oregon and California regarding the I-11 project. He provided information on studies to extend I-82 south and southeast of Oregon, and he commented that the outreach between states is beneficial to establish transportation corridors in the southwest.
- Mr. Rawlins stated that there have been discussions regarding the use of toll fees in southern Nevada, a managed-lane project for I-15 and I-95 to build additional connections to the resort corridor, and additional infrastructure for high-speed transit along the freeway system in Las Vegas. In his opinion, the projects would require approval by the State Legislature to study the concepts and benefits to Nevada.

PRESENTATION ON THE WESTERN HIGH-SPEED RAIL ALLIANCE

- Jacob Snow, General Manager, Regional Transportation Commission of Southern Nevada, was unable to attend the meeting.

PRESENTATION ON STATES THAT PROVIDE ECONOMIC DEVELOPMENT INCENTIVES TO BUSINESSES

- Michael E. Skaggs, Executive Director, Division of Economic Development, Nevada's Commission on Economic Development (NCED), discussed the competitive environment in the logistics industry. He commented on a competitive economic development assessment for Nevada regarding solar energy industry development, job training, and funding. Mr. Skaggs provided information on funding methodologies for solar energy projects in Louisiana, New Mexico, Oklahoma, Texas, and Utah, and the 2009 newly created or expanded jobs in each state. ([Exhibit D](#))
- In response to questions from Chair Atkinson, Mr. Skaggs stated that to generate incentives a new company to Nevada would need to exceed \$20 per hour, the average wage for much of Nevada. Currently, the lowest average wage is \$16.75 in

Lyon County. In his opinion, Nevada's incentive program needs to be modified and based on the current economic environment to lower thresholds for capital investment and the number of jobs. Mr. Skaggs explained that the current threshold is 75 jobs though the typical number is 40 to 50 jobs because companies are smaller, and lowering the threshold would provide parity between the metropolitan and rural areas in the State. He explained that lowering thresholds for capital investment and jobs would also be available for Nevada companies that plan to expand.

- Continuing, Mr. Skaggs explained that current funding for NCED comes from the State General Fund, and the Commission's focus is on marketing Nevada as a business center as opposed to a hospitality center. He further explained that the counties, cities, and the Community Development Block Grant Program provide funding for infrastructure. He also pointed out that the NCED coordinates with the Department of Employment Training, and Rehabilitation, (*Nevada Revised Statutes* 232.910) for job training programs for businesses, which provide incentives for companies to relocate to Nevada. Mr. Skaggs was of the opinion that the NCED needs to conduct a national marketing program to broaden the scope of business prospects, and he supported using a sales tax or VMT to increase funds for the program.
- Responding to an inquiry from Assemblywoman Gansert, Mr. Skaggs agreed to compile a table on the costs of conducting business in Nevada, which would reflect Nevada's tax structure of no corporate or personal income tax as compared to the states included in Mr. Skaggs' survey of states. Responding to Assemblywoman Gansert, Mr. Skaggs explained that New Mexico has a corporate and personal income tax, and he will provide information on the tax structures of the states that directly compete with Nevada.
- Assemblywoman Buckley commented on the creation of a strategy to prioritize one or two industries for development and incentives rather than scattering limited resources. Mr. Skaggs supported the fact that Nevada does not have regulatory barriers and has lower costs of doing business, which can be marketed to companies. Speaker Buckley reiterated the need to prioritize and to create a statewide economic development strategy focused on selected industries and to direct Nevada's resources into supporting the development of those areas. Mr. Skaggs supported the need to target industries, particularly for education and training, and opined that a trained, educated workforce is essential to achieve economic development. In Mr. Skaggs' view the current areas of focus in Nevada include logistics, small manufacturing, bioscience, and renewable resource industries. He added that lowering thresholds would achieve incentives for start-up businesses in targeted industry clusters.

Senator Nolan read and commented on an American Legislative Exchange Council (ALEC) publication and provided a synopsis of the article, which stated Nevada's neighboring states rate among the top ten in the nation for improving their Gross State Product and per capita personal income. Senator Nolan indicated Nevada was ranked as 11th in the ALEC article. Continuing, he stated that one of Nevada's largest

obstacles is the current instability of the State's tax base, and that businesses find it difficult to relocate to Nevada because of the slow sales rates of commercial properties in surrounding states. Subsequently, Senator Nolan advocated offering build-to-suit incentives for major warehousing and light manufacturing facilities.

PRESENTATION ON FOREIGN TRADE ZONES LOCATED IN SOUTHERN AND NORTHERN NEVADA AND HOW THEY MAY FACILITATE THE GROWTH OF LOGISTICS AND DISTRIBUTION CENTERS

- A. Somer Hollingsworth, President and CEO, Nevada Development Authority (NDA), stated the NDA is promoting Las Vegas as the best business climate in the nation and as the capitol of the new “megawest.” In his opinion, promoting Nevada includes the great quality of life, historically probusiness legislation at the State and local levels, and diversified business industries. Mr. Hollingsworth offered support for Nevada's current incentive programs. He explained the incentives are not “giveaway programs” because the incentives are not provided in dollars so the return on the investments occurs within 8 to 24 months as compared to years in states that offer large monetary incentives. Concluding his remarks, Mr. Hollingsworth explained that warehousing containers from the Long Beach, California, port at a large distribution center in Nevada, or using a foreign trade zone to receive foreign materials would save companies time, and equates to billions of dollars in commerce.
- Robert Anderlik, President, Nevada International Trade Corporation, Foreign Trade Zone (FTZ) No. 89, Las Vegas, provided the history of the creation of FTZs to stimulate the U.S. economy following the Great Depression. He added the FTZ is a designated site licensed by the FTZ Board with special customs and procedures. Mr. Anderlik pointed out that the FTZ No. 89 is a general purpose zone, which allows the entry of any product and the warehousing of that product. He further explained there are subzones, which are industry specific and normally located at manufacturing plants. He added FTZ operations are overseen by U.S. Customs and Border Protection for daily operation, and the main benefit of FTZ imports is that products can be warehoused indefinitely in the FTZ without paying duties or taxes. Mr. Anderlik informed the Subcommittee that there are no zones outside of the U. S., and assembly, repackaging, and relabeling processes can be located in an FTZ. Zones can be located adjacent to a customs port of entry or within a 90-mile radius and can transfer product from one FTZ to another within the U.S. Further, he pointed out there are approximately 250 general purpose zones and 450 subzones in the U.S., which are located in all 50 states and Puerto Rico. Concluding, Mr. Anderlik explained the main products in FTZs in the Las Vegas area are alcohol and tobacco products. During 2006-2007 Las Vegas FTZs had \$394 million for inbound activity, 2007-2008 had \$654 million for inbound activity, 2008-2009 had \$32 million, which dropped due to the downturn in the economy, but the trend for 2010 is improving.

- A. Somer Hollingsworth, further explained that 365 acres have been added to an FTZ in northern Nevada, and there is a plan to move products from the port at Long Beach to the zone.
- Senator Coffin provided information on the history of attempts to bring businesses to Nevada since 1982, and requested information on businesses that have developed in Nevada over the years.
- A. Somer Hollingsworth, provided information on financial institutions, the General Electric Company, and the Firestone Tire and Rubber Company, and other national and international companies. He commented that the base of development has been from small companies with 25 to 50 employees that pay high wages. He said the small companies generally have high wages, however larger companies have more jobs. Mr. Hollingsworth was of the opinion that Nevada is diversified, competitive with other states, and has a great business climate. He expressed concern about focusing on only two or three industries and supported diversification. Mr. Hollingsworth discussed the movement of products from Long Beach, California, and the development of FTZs.
- Chuck Alvey, President and Chief Executive Officer, Economic Development Authority of Western Nevada (EDAWN), introduced Russ Romine, President, Griffin Global Logistics (GGL).
- Russ Romine, previously identified, presented a Microsoft PowerPoint presentation. ([Exhibit E](#)), which contained information about the history of FTZ 126, and the increase in the amount of acreage in the Zone since 1986, which spans several counties in Nevada. He explained that GGL is a non-asset based company located in the FTZ industry. Mr. Romine noted that tax and duty rates have recently declined, therefore FTZ activity has decreased as well. Continuing, he provided information to the Subcommittee on distribution companies such as Audiovoc Corporation, Legacy Sports, Michelin USA, and manufacturing companies such as Taiyo America. Mr. Romine further explained that potential FTZ users for distribution include Kodak Worldwide and Randa Accessories. He noted there are no potential FTZ users in the manufacturing industry. ([Exhibit E](#))
- Mr. Alvey, previously identified, explained that there are 89 FTZs in Las Vegas and 126 in northern Nevada, and EDAWN is working to increase those numbers.

OVERVIEW OF OPPORTUNITIES AND OBSTACLES IN SOUTHERN NEVADA'S COMMERCIAL REAL ESTATE MARKET RELATING TO TRANSPORTATION ROUTES AND LOCATIONS OF DISTRIBUTION CENTERS

- Suzette LaGrange, Board Member, National Association of Industrial and Office Properties (NAIOP) Southern Nevada Chapter, and Senior Vice President, Industrial Properties, Colliers International, Inc., began with an overview of Nevada's current industrial real estate market, which included 17.5 million square feet of industrial space

in southern Nevada and 11.3 million square feet in northern Nevada. Ms. LaGrange provided additional information on the following:

1. Economic development and promotion of distribution centers;
 2. Industrial market overview;
 3. Southern Nevada logistics and infrastructure; and
 4. State of Nevada as a source of capital for new businesses.
- Ms. LaGrange supported the reallocation of funds for economic development and opined there is interest in the possible changes in Nevada's tax structure. She was of the opinion that there is a need for a strategic plan for relocating businesses to Nevada, especially those moving from the eastern to western U.S. Ms. LaGrange discussed the distribution of current funding and impacts at the local level; possible increases to health benefits; thresholds for state incentives for property taxes and other incentives; and high utility costs. Ms. LaGrange submitted information to the Subcommittee on investment funds and the promotion of a pro-Nevada effort within the Public Employees Retirement System investment portfolio. ([Exhibit F](#))
 - John Ramous, Board Member, NAIOP Southern Nevada Chapter, and Vice President of Operations, Harsch Investment Properties, LLC, referred to a NAIOP study on southern Nevada's economy that was presented at the Subcommittee's January 2010 meeting titled "A Strategic Analysis of Southern Nevada's Economy: Implication of Industrial Land Constraints for Regional Growth and Income." Mr. Ramous discussed the need to lower costs as a region and the link between a diversified economy and opportunities for manufacturing, warehousing, and distribution of goods in southern Nevada. He supported the need to maintain and develop large distribution centers on the major interstate highways in Nevada and referenced the proposed development at Ivanpah, Nevada. Continuing, Mr. Ramous supported the need for another rail-route provider, as well as the expansion of FTZs and highway expansion for traffic corridors. He provided an example of the efforts of North Las Vegas to establish a focus group for a development project.
 - Speaker Buckley referenced the reduction in education funding and how that reduction will adversely affect preparation of a workforce for economic development and business diversification, and the need to promote the fact that Nevada has land for future development.
 - In response to a question from Senator Nolan, Mr. Ramous was of the opinion that there was no formal consolidated association that encompasses all the individual organizations that promote economic development in Nevada but supported the need for one. Mr. Ramous opined there are only a few industrial development projects, retail, or office development projects because the markets have not stabilized. However, he

added there will be opportunities for new retail businesses to focus on Las Vegas and the western U.S., which is driven by employment. He expressed optimism based on the Federal Deposit Insurance Corporation's positive activities in addressing problem loans.

- Senator Coffin commented on the need to examine Highway-164 as a connection to California and to Highway-40 to Arizona. He noted the lack of State funds and pointed out the need to change Nevada's tax structure in order to support the suggestions presented by NAIOP.
- In response to comments by Senator Coffin, Ms. LaGrange was of the opinion that an examination and reallocation of current resources is needed and agreed the Subcommittee faces a challenge to locate funds for the cost of promoting Nevada's favorable tax climate.
- Senator Parks commented on how important it is for local governments to quickly approve the development of infrastructure for new businesses.

PUBLIC COMMENT

- Chuck Alvey, previously identified, announced to the Subcommittee that the Logistics Management Program, Supply Chain Management, at the University of Nevada, Reno, may be eliminated due to budget reductions. He added that the private sector is attempting to locate funding to continue the program.
- Ray Bacon, Executive Director, Nevada Manufacturers Association, Carson City, commented on issues the Subcommittee might want to discuss further, which included: (1) examination of Nevada's current business incentive program based on the refocusing of businesses to improve productivity rather than adding employees; (2) modification of the current taxes on energy-conservation efforts made by businesses; and (3) reduction of the 50 percent high school dropout rate in Nevada.

ADJOURNMENT

There being no further business to come before the Subcommittee, the meeting was adjourned at 12:23 p.m.

Respectfully submitted,

Lucinda Benjamin
Senior Research Secretary

Marjorie Paslov Thomas
Principal Research Analyst

APPROVED BY:

Assemblyman Kelvin D. Atkinson, Chair

Date: _____

LIST OF EXHIBITS

[Exhibit A](#) is the “Meeting Notice and Agenda” provided by Marjorie Paslov Thomas, Principal Research Analyst, Research Division, Legislative Counsel Bureau.

[Exhibit B](#) is a Microsoft PowerPoint presentation titled “Global Competiveness Through Western Connectivity” dated April 26, 2010, submitted by Tom R. Skancke, President and Chief Executive Officer, The Skancke Company, Las Vegas.

[Exhibit C](#) is a Microsoft PowerPoint presentation titled “Proposal to Designate U.S. Route 93 As a Future Interstate Highway” dated April 26, 2010, presented by Bob Hazlett, Senior Engineer, Maricopa Association of Governments, Phoenix, Arizona.

[Exhibit D](#) is a Microsoft PowerPoint presentation titled “Competitive Economic Deveopment Assessment” submitted by Michael E. Skaggs, Executive Director, Division of Economic Development, Nevada’s Commission on Economic Development, Carson City, Nevada.

[Exhibit E](#) is a Microsoft PowerPoint presentation titled “Foreign Trade Zone No. 126” dated April 26, 2010, presented by Russ Romine, President, Griffin Global Logistics, Reno, Nevada.

[Exhibit F](#) is a presentation outline titled “An Overview of Opportunities and Obstacles in Southern Nevada’s Commercial Real Estate Market Relating to Transportation Routes and Locations of Distribution Centers” submitted by Suzette LaGrange, Board Member, National Association of Industrial and Office Properties Southern Nevada Chapter, and Senior Vice President, Industrial Properties, Colliers International, Inc., Las Vegas.

This set of “Summary Minutes and Action Report” is supplied as an informational service. Exhibits in electronic format may not be complete. Copies of the complete exhibits, other materials distributed at the meeting, and the audio record are on file in the Research Library of the Legislative Counsel Bureau, Carson City, Nevada. You may contact the Library online at www.leg.state.nv.us/lcb/research/library/feedbackmail.cfm or telephone: 775/684-6827.