



The Southern Nevada Infrastructure Development Working Group Findings

➤ **2022**

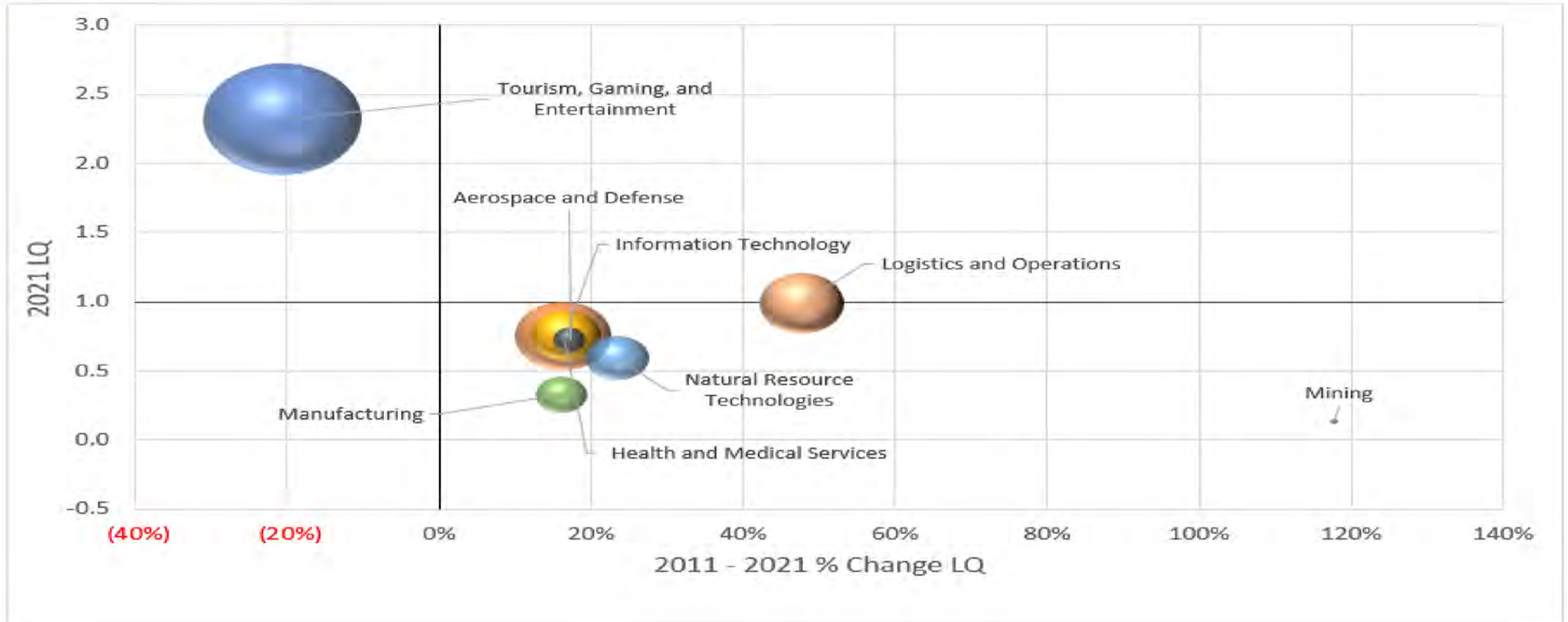
Nevada Governor's Office of
ECONOMIC DEVELOPMENT

Nevada's Three Megapolitan Clusters



*Data from SRI International

Southern NV Industry Base



*Data from SRI International

Nevada Governor's Office of
ECONOMIC DEVELOPMENT

Working Group Purpose

The Southern Nevada Strategic Infrastructure Working Group brings the regions, organizations, and stakeholders together to **identify infrastructure projects** that will **enhance the growth of new industries**, **support long-term sustainable job growth**, and **growth across sectors throughout the region**.

Working Group Mission

The Working Group was assembled to evaluate Southern Nevada's **infrastructure assets and deficiencies**, to **identify its opportunities** in the Southwest macro region, and to **envision a niche** for Southern Nevada that would **add significant value to the state's overall economic ecosystem**.

The overarching goal of GOED in this endeavor is to position Southern Nevada as a highly attractive destination for private sector investment focused on 21st -century-relevant growth. **The state of Southern Nevada's infrastructure is key to this goal.**

Working Group Activities

SIX MEETINGS (FEBRUARY- JULY 2021)

Meeting 1 -
February 25, 2021

POSITIONING SOUTHERN NEVADA
AND THE REGION FOR THE FUTURE

Meeting 2 -
March 18, 2021

SMART PORTS, INLAND PORTS, INTERMODAL
FACILITIES AND MAXIMIZING SOUTHERN
NEVADA'S GEOGRAPHIC LOCATION

Meeting 3 -
April 29, 2021

TRENDS IN ELECTRIFICATION AND AUTONOMOUS
SYSTEMS AND HOW SOUTHERN NEVADA CAN LEAD
IN THE ADOPTION AND DEPLOYMENT OF SUCH
TECHNOLOGIES

Meeting 4 -
May 27, 2021

INFRASTRUCTURE FINANCE: NEW APPROACHES
AND THE NEVADA STATE INFRASTRUCTURE BANK

Meeting 5 -
June 24, 2021

INTERMODAL FACILITIES, PUBLIC TRANSIT
AND LAND DEVELOPMENT

Meeting 6 -
July 29, 2021

INDUSTRIAL DEVELOPMENT, CLARK COUNTY
INFRASTRUCTURE AND LAND SCARCITY

TWO-ON-ONE INTERVIEWS

RCG ALSO CONDUCTED A SERIES OF TWO-ON-ONE ZOOM INTERVIEW WITH A VARIETY OF WORKING GROUP MEMBERS AND WITH SUBJECT MATTER EXPERTS. THESE TWO-ON-ONE INTERVIEWS WERE CONDUCTED IN CONJUNCTION WITH THE DEPUTY DIRECTOR OF GOED-LAS VEGAS, KRIS SANCHEZ (THE WORKING GROUP'S CHARIMAN)

Working Group Participants



Nevada Governor's Office of
ECONOMIC DEVELOPMENT

Central Points

- 💡 Southern Nevada needs a bold strategy to drive the **type of evolutionary change that is needed**
- 💡 **How development and economic growth occur matters now more than ever**

Central Points

- 💡 Southern Nevada advantage – no legacy infrastructure – **can be early adopter of new technology**
- 💡 Southern Nevada is not using a standard, regionally **adopted planning model for forecasting**
- 💡 What needs to be done to address the **needs of a more diverse population** in Southern Nevada?



If you're talking about economic development in Southern Nevada but you're not talking about land and its scarcity, you're not really talking about much that's relevant.

Economic Diversification

- The globalization of the lodging and hospitality industry, especially the digitalization of gaming, could become a significant threat to Southern Nevada
- Economic development and diversification should analyze in terms of “degrees of separation” from the Strip
- More must be done to mature the secondary industries that are related to lodging and hospitality as the region’s primary industry

Economic Diversification Cont.

- Economic resiliency is dependent on infrastructure—how is it prioritized while still protecting the natural environment?
- The Las Vegas Valley Water District currently has no plans to support I-15 south of Las Vegas to support industrial development in the Ivanpah Valley or the proposed airport



The case to be made is that the region is not just building “a lane” or a high-tech highway system for goods and services to pass through the state. **The bigger picture is that these thoroughfares are incentives for companies to locate here and create jobs.**

Transportation and Distribution

- Funding of public transit in Southern Nevada in 2021 is at the same level as it was in 2002
- NDOT currently has a \$530M annual budget short fall
- The work currently being done on I-15 is likely going to be amongst the last of road work that can be done on I-15 because of right-of-way limitations on both east and west sides of the freeway

Transportation and Distribution

- “Induced demand” will negate passenger rail benefits from southern California to Nevada. A combination of solutions will be needed
- Local jurisdictions should move toward eliminating minimum parking requirements and evolve toward maximum parking regulations. **Minimum parking regulations drive the car ownership which drive traffic congestion**
- A large share of Southern Nevada’s workforce lives on the east side of the Valley, where there is more affordable/workforce housing, but there is not much in the way of transit availability in the East Valley

Transportation and Distribution

- Autonomous driver-assisted trucks unlikely to be in viable for the foreseeable future because of potential payload liability risks
- Is it possible to create a separate highway lane for the trucking industry, possibly tied into electrification?
- Henderson needs to have several additional exits funded and approved through NDOT to help support some of the trailer truck traffic that the Las Vegas Valley is going to be experiencing as West Henderson develops as a logistics and warehousing cluster

RCG Recommendations

It is RCG's opinion that establishing an Infrastructure Working Committee under SB430 would be an effective option to encourage a regional approach to infrastructure investments in Southern Nevada (and in the state, generally). RCG recommends that the Committee report to the Board of Directors of the SIB. The Committee could have between nine and 15 members comprised of experts in Urban Planning, Transportation, Public Works, Real Estate Development, Conservation, Construction, Civil Engineering, Economic Development, etc., as well as representatives from GOED and the Nevada Legislature.

We believe that such a committee would be instrumental in achieving Nevada's goals for infrastructure in Southern Nevada and the WG's mission priorities of:

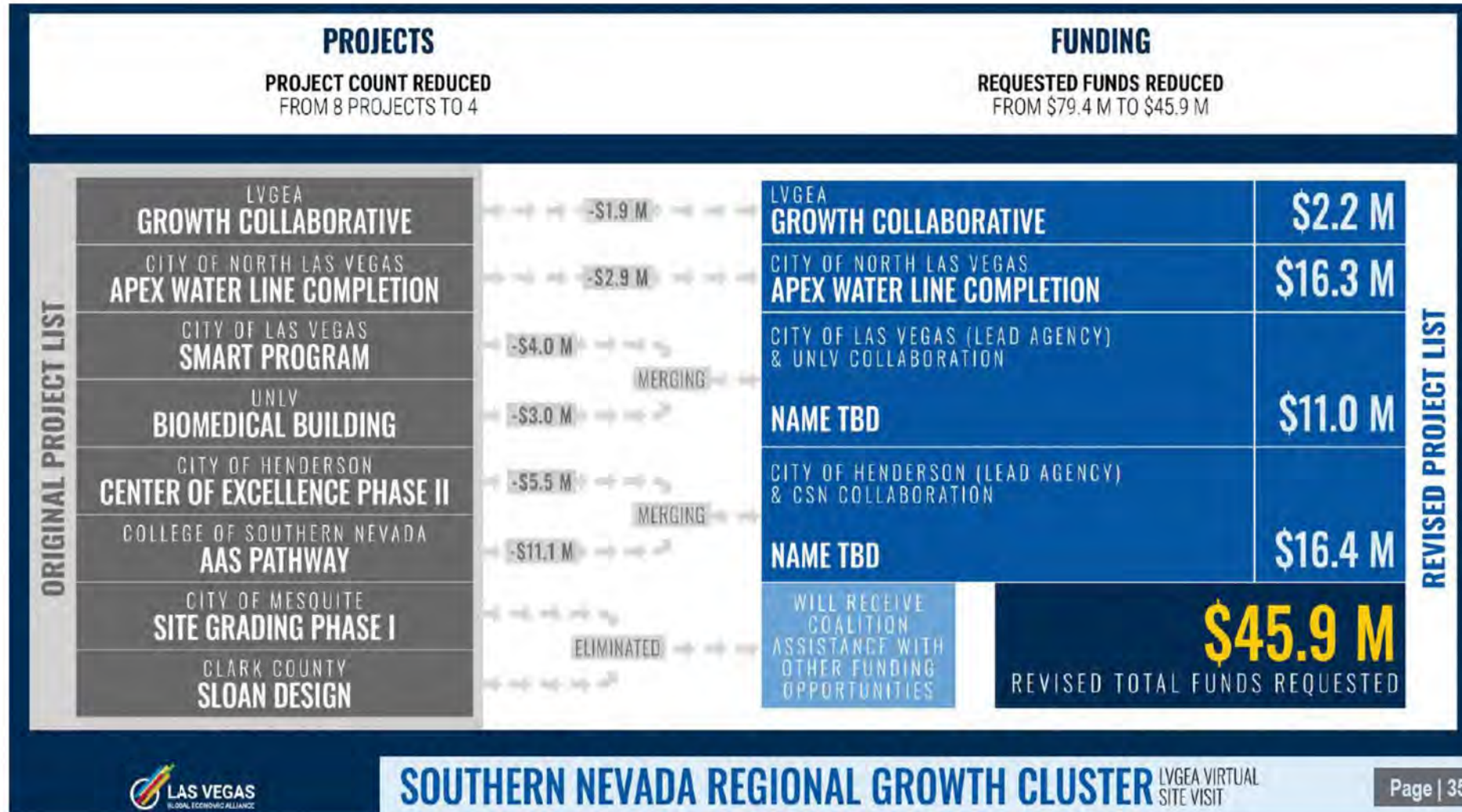
- ADDING SIGNIFICANT VALUE TO THE STATE'S ECONOMIC ECOSYSTEM
- ENSURING THAT INFRASTRUCTURE ENHANCEMENT WILL BENEFIT SOUTHERN NEVADA'S MOST AT-RISK COMMUNITIES
- ENSURING THAT IT WILL BENEFIT SMALL BUSINESSES
- AVOIDING INCREMENTAL AND SILOED APPROACHES TO INFRASTRUCTURE DEVELOPMENT
- PLANNING BEYOND AND ACROSS JURISDICTIONAL BOUNDARIES

A photograph showing the silhouettes of two construction workers on a large steel framework, likely a bridge or large building, against a bright sunset sky with orange and yellow clouds. The workers are positioned in the center-left, with one slightly behind the other, both wearing hard hats and holding onto the structure. The steel beams create a complex grid pattern across the frame.

BUILD BACK BETTER REGIONAL CHALLENGE (BBBRC)

The Southern Nevada Regional Growth Cluster (SNRGC) coalition, led by the Las Vegas Global Economic Alliance (LVGEA), applied for the Build Back Better Regional Challenge grant to build **EIGHT** critically-needed infrastructure projects — a once-in-a-lifetime opportunity to transform the regional economy, diversify the economic base, and prevent future devastation born from an over-reliance on the tourism industry.

Build Back Better Regional Challenge (BBBRC) Grant



SOUTHERN NEVADA WAS SELECTED AS **ONE OF THE 60 FINALISTS** OUT OF 529 APPLICANTS ACROSS THE COUNTRY