

Notice and Agenda of Public Meeting



**SOUTHERN NEVADA STRONG
STEERING COMMITTEE**

Thursday, February 27, 2025, at 10:30 AM

**RTC Administration Building
600 S. Grand Central Parkway, Room 108
Las Vegas, NV 89106
(702) 676-1500**

The Regional Transportation Commission of Southern Nevada (RTC) encourages citizen participation at its public meetings. During the initial Citizens Participation, any citizen may address the Southern Nevada Strong Steering Committee (Committee) on an item featured on the agenda. During the final Citizens Participation, any citizen may address the Committee on matters within the Committee's jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, the Committee can direct that the matter be placed on a future agenda. The Chair must recognize each citizen. When called on by the Chair, the citizen is asked to approach the microphone at the podium, to state his or her name, and to spell the last name for the record. Comments will be limited to three minutes for both citizens participation comment periods. The RTC appreciates the time citizens devote to be involved in this important process.

Please note that the RTC will no longer read aloud public comments received via email. Any public comments received via email will be included only in the written record. Written public comments relating to the RTC may be submitted via email to PublicComments@rtcsonv.com to be included in the written record of the meeting.

The RTC keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations should be submitted to the Recording Secretary.

The meeting room is accessible to the disabled. Assistive listening devices are available for the hearing impaired. A sign language interpreter for the deaf will be made available with 48 hours advance request to the RTC offices. Additional language interpretation services are available upon request with a 48-hour advance notice to the RTC. Phone: (702) 676-1500 or TDD: (702) 676-1834.

This agenda, including the supporting materials, is available at the RTC Administration Building, 600 S. Grand Central Parkway, Las Vegas, Nevada, 89106; the RTC's website, www.rtcsonv.com; or by contacting Tiffany Voss by calling (702) 676-1970 or by email at vosst@rtcsonv.com.

In compliance with Nevada Revised Statute 241.035(4), the RTC shall create an audio and/or video recording of the meeting and retain such recording(s) for the required period of time.

This meeting has been properly noticed and posted in the following locations: at the RTC Administration Building, 600 S. Grand Central Parkway, Las Vegas, Nevada, 89106; on the RTC Website at www.rtcsonv.com; and on the Nevada Public Notice site at <https://notice.nv.gov>.

Please be advised that the Southern Nevada Strong Steering Committee has the discretion to take items on the agenda out of order, combine two or more agenda items for consideration, remove an item from the agenda, or delay discussion relating to an item on the agenda any time.

1. Conduct a comment period for citizens participation
[Initial Citizens Participation - Pdf](#)

2. Approve the Minutes: Meeting of October 31, 2024 (FOR POSSIBLE ACTION)
[SNS Minutes 2024-10-31](#)
[MINUTES BACKUP: Item 3 - SNS and NEJC Listening Sessions](#)
[MINUTES BACKUP: Item 4 - Underutilized Lands Inventory](#)
[MINUTES BACKUP: Item 5 - SNS Plan](#)
[MINUTES BACKUP: Item 6 - SNS Grants](#)
[MINUTES BACKUP: Item 7 - SNS Legislative Session](#)
[MINUTES BACKUP: Item 9 - SNS Next Meeting](#)

3. Review and approve revisions to the Southern Nevada Strong Steering Committee Policies and Procedures to update the committee role and membership list (FOR POSSIBLE ACTION)
[SNS Steering Committee Policies and Procedures - Pdf](#)

4. Receive a presentation on Southern Nevada Strong 2050 and provide feedback on the planning process and peer regions review (FOR POSSIBLE ACTION)
[Southern Nevada Strong 2050 - Pdf](#)

5. Receive a presentation on the Southern Nevada Strong Underutilized Lands Inventory and provide input on future uses, additional inventory features, and regional planning work plan activities that support infill development (FOR POSSIBLE ACTION)
[Southern Nevada Strong Underutilized Lands Inventory - Pdf](#)

6. Share successes, work plan activities, and State legislative priorities that further the implementation of the Southern Nevada Strong Regional Plan (FOR POSSIBLE ACTION)
[Regional Plan Implementation Updates - Pdf](#)

7. Identify future Southern Nevada Strong Steering Committee meeting(s) and agenda items (FOR POSSIBLE ACTION)
[Southern Nevada Strong Steering Committee Meetings and Agenda Items - Pdf](#)

8. Conduct a comment period for citizens participation
[Final Citizens Participation - Pdf](#)

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Initial Citizens Participation
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Conduct a comment period for citizens participation
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Feb 27 2025

FISCAL IMPACT:

None by this action

BACKGROUND INFORMATION:

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada (RTC) Southern Nevada Strong (SNS) Steering Committee shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the SNS Steering Committee's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the SNS Steering Committee can direct that it be placed on a future agenda.

MINUTES
SOUTHERN NEVADA STRONG STEERING COMMITTEE
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
OCTOBER 31, 2024

*These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format.
For complete contents, please refer to meeting recordings on file at the Regional Transportation Commission of Southern Nevada.*

**THIS MEETING WAS PROPERLY NOTICED AND POSTED
IN THE FOLLOWING LOCATIONS ON OCTOBER 24, 2024**

RTC	RTC Website	Nevada Public Notice
600 S. Grand Central Pkwy.	www.rtcsnv.com	https://notice.nv.gov
Las Vegas, NV 89106		

CALL TO ORDER

Chair Zane Marshall, Southern Nevada Water Authority, called the meeting to order at 10:30 a.m. in Meeting Room 108 of the Regional Transportation Commission of Southern Nevada Administration Building.

MEMBERS PRESENT:

Zane Marshall, Chair, Southern Nevada Water Authority
Martin Gies, Vice Chair, Clark County Comprehensive Planning (Alternate)
Rick Baldwin, Clark County School District
Nicole Bungum, Southern Nevada Health District
David Damore, The Lincy Institute and Brookings Mountain West
Eddie Dichter, City of Henderson
Rebecca Kapuler, Nevada Department of Transportation
Andrew Kjellman, Regional Transportation Commission of Southern Nevada (Alternate)
Michael Mays, City of Boulder City
Tina Quigley, Las Vegas Global Economic Alliance
Janet Quintero, United Way of Southern Nevada
Tick Segerblom, Regional Transportation Commission of Southern Nevada Board Liaison
Rick Van Diepen, Urban Land Institute
Marco Velotta, City of Las Vegas (Alternate)

MEMBERS ABSENT:

Shawn Gerstenberger, University of Nevada, Las Vegas
Jared Luke, City of North Las Vegas
Vacant, Federal Reserve Bank of San Francisco
Vacant, Las Vegas Metropolitan Police Department
Vacant, Southern Nevada Regional Housing Authority
Vacant, Conservation District of Southern Nevada
Vacant, Southern Nevada Regional Planning Coalition

RTC STAFF:

Deb Reardon, Manager of Regional Planning
miguel dávila uzcatégui, Senior Regional Planner
Michelle Larime, Senior Regional Planner
Jennifer King, Management Analyst

INTERESTED PARTIES:

Teresa Bell, Sierra Club Toiyabe Chapter

INTERESTED PARTIES (continued):

- Aaron Harris, Sierra Club Toiyabe Chapter
- Barrett Lewis, EConorthwest
- Sabina Malik, Southern Nevada Food Council
- Annamarie Smith, City of Henderson (Alternate)
- Jackie Spicer, Nevada Environmental Justice Coalition
- Minjia (Minja) Yan, Urban Land Institute (Alternate)

Item:

1. Conduct a comment period for citizens participation

Comments:

Ms. Teresa Bell made the following comment:

Hi, everyone. My name is Teresa Bell, and I live at 1944 Grey Eagle in Henderson. And it's Bell, B-E-L-L. I'm with the Sierra Club, I would just like to, you know, I've been going to these meetings kind of off and on. And I was with Henderson Strong a long time ago. I remember kind of at the end getting involved in that, and I was so excited that everybody was coming together to say all these things that we want our community to be. So we built this whole plan, and it had all of these things and I was so proud. "Oh yay, we're going to do all of these things." And so, I was just reading over the plan again to see if there was anything else that we would want to add or comment on, and it has all of the things that we want in this community: to build communities that were close to transportation, that everybody lives and works and can recreate close together. All the things that we see, I see it all in there. And then I just wondered, and this is kind of, you know, maybe just a naïve question, but part of what it said in the plan before was that we measure progress, we track implementation progress, and then we share that data and keep everyone informed, and I was just wondering how we track progress. And if when city planners or planning commissions or municipalities are making these big decisions, is there some sort of rating system, some sort of point calculus that they have to look at? So that if they're saying, "We want to build this way. We want to put these roads here." Do they go back to the Southern Nevada Strong Plan and say, "Does it meet the criteria of this?" Is there some kind of computer program or something that gives it points, and if the points don't fit then go back and start over? So that was kind of like if we don't have something like that, maybe we create something like that where we actually could measure or we could say, "You know what, that doesn't fit with our plan. Can we do something that would fit with our plan?" Thank you.

Mr. Aaron Harris made the following comment:

Hello. My name is Aaron Harris. I also live in Henderson, and I want to address the board today on a couple of different things. Last week, I was at the RTC's TRAC meeting, and that was discussing how we're going to meet our budget shortfall for the next ten years or so. And, unfortunately, this is to be expected. The way we're developing our infrastructure, the way we've developed is, is not self-sustaining. We have not decoupled our growth from our infrastructure costs. And we are growing, and we're expected to continue to grow, which is why we're all here today. But not just looking at the short-term, but ultimately it's this group that's going to determine whether our transportation costs are going to be sustainable beyond 2035. We can find a short-term solution there, but this group is going to determine the long-term the future of are we going to be a self-sustaining infrastructure and self-sustaining economy. The plans that we've discussed have all the right elements: higher density, walkability, transit-oriented development. What's great is now we have more data and more studies now about how we need to be developing to meet these goals. The threshold that's been identified is

that to truly have walkability, to have practical walkability, you're looking at about 23 dwelling units an acre. And right now, less than 0.1 percent of land in Clark County is zoned anywhere near that amount. So, what we're discussing won't actually improve the walkability if we're actually talking about making serious increases in the way we're developing, the way that we're building. We need to make sure that the plans discussed here actually get implemented, like Teresa was saying. Legislation is needed to reform the process to ensure that new growth that the market is building matches the goals that we are aiming for here. Legislation at the state level is needed to provide cover to local decision-makers to ensure that we're not trading long-term goals for short-term social and political gains. For example, the recent Transform Clark County initiative that updated our development code still has much of the same restrictions in place with only minor tweaks to things like parking minimums. Most notably, mixed-used development still requires a discretionary process while sprawling single-family development gets a pass. I think one of the misconceptions that we have is that density necessarily causes more traffic congestion, and that's not true. Poor land use causes more traffic congestion. Traffic is among the number one concerns the public have when it comes to new development, and so that's why I think that this group should not only focus on how we're developing the buildings but also how we're developing our transportation infrastructure in tandem with that. We need to have a much more prescriptive and much more innovative transit network if we're going to build the things that we want to build. We're not going to be able to support high-density mixed-use developments if there isn't high-quality grade separated mass transit that are actually going to be able to serve these areas without people having to resort to using a car. And finally, climate change. The things that we've discussed now were also in the 2015 plan, but looking at the majority of their new development housing continues to follow the same pattern of growth that we've seen since the 70s with a little bit of increase in density. The world population, however, since 1973 has doubled, and Las Vegas is, as we know, one of the fastest warming cities in the country. We need to leapfrog what other cities are doing if we hope to have any chance of taking control of our urban heat island effect here. I was looking at one of the reports published by the RTC just earlier this year, in 2024 it was published, and it said by the year 2050 we should expect to see 100 days per year over 100 degrees. Well, guess what? That was this year. So, I know it's Halloween, but that scares me the most. I don't want to know what we're going to see in 2050. So, we really have to take not just our plans seriously but we also have to make sure that we have the legislation so that way, the market takes our plan seriously and the bureaucracy takes our plan seriously. So, thank you, and I look forward to discussion today.

Ms. Sabina Malik made the following comment:

Hello. My name is Sabina Malik, I am UNR extension faculty and health and nutrition and I chair the Southern Nevada Food Council and serve on the Board of the Governor's Council on Food Security. I just wanted to reiterate this Steering Committee's already existing goal of supporting food access/food insecurity that we used to refer to as food deserts are built. They're not naturally occurring, and so I just wanted to commend all of your efforts in making sure that food access is a priority and I just want to make sure that we're still working towards that. I wanted to bring to your attention a few projects that we've done through the Southern Nevada Food Council in partnership with RTC that can help with that goal. We are just updating the healthy food access map that shows all the locations of farmers markets, community gardens, food pantries, all these different points of SNAP-authorized retailers that we want to make sure that we address transportation in there. Transportation has always been the number one barrier for our consumers, and just wanted to point out the success of the Bonneville farmers market pop ups. Supporting transportation to food access has made an immeasurable difference in our community, and also the city of North Las Vegas Urban AG overlay has done an

incredible job of making sure that we can support food access by improving our level of farms and community gardens and they're supported with training and grants through UNR extension. Thank you all so much.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
2. Approve the Minutes: Meeting of July 25, 2024 (FOR POSSIBLE ACTION)

Comments:
No comments were made.

Motion:
Mr. Rick Van Diepen, Urban Land Institute, motioned to approve the minutes of the July 25, 2024, meeting.

Vote/Summary:
14 Ayes. 0 Nays. The motion carried.
Ayes: Zane Marshall, Martin Gies, Rick Baldwin, Nicole Bungum, David Damore, Eddie Dichter, Rebecca Kapuler, Andrew Kjellman, Michael Mays, Tina Quigley, Janet Quintero, Tick Segerblom, Rick Van Diepen, Marco Velotta
Nays: None
Absent: Shawn Gerstenberger, Jared Luke, Federal Reserve Bank of San Francisco (Vacant), Las Vegas Metropolitan Police Department (Vacant), Southern Nevada Regional Housing Authority (Vacant), Conservation District of Southern Nevada (Vacant), Southern Nevada Regional Planning Coalition (Vacant)

Item:
3. Receive a presentation on the 2024 community listening sessions facilitated by the Nevada Environmental Justice Coalition with support from the Regional Transportation Commission of Southern Nevada’s Metropolitan Planning Organization (FOR POSSIBLE ACTION)

Comments:
Following a detailed PowerPoint presentation [attached], Ms. Jackie Spicer, Nevada Environmental Justice Coalition, presented on the Nevada Environmental Justice Coalitions’ 2024 community listening sessions. She shared that the term “environmental justice” derived from both the civil rights movement and the labor movement of the 1960s. She invoked the words of Dr. Robert Bullard, who is known as the father of the environmental justice movement and recognized as the first scholar to conduct a study proving environmental racism in the United States. She explained that the Nevada Environmental Justice Coalition is a statewide coalition of nonprofit organizations dedicated to fighting for sustainability, justice, and equity in all levels of government decision-making in the face of climate change. Her goal was to provide an update on an eight-month statewide community listening session held in Southern Nevada as well as a digital survey conducted in partnership with a Greenspun College of Urban Affairs Public Communication Initiative at the University of Nevada, Las Vegas (UNLV).

Ms. Spicer continued by saying the goal of the listening session was to understand how frontline communities are being impacted by climate change and what that looks like in people's everyday

lives. The project took place between October 2023 and April 2024, with 186 participants in Southern Nevada. Of the 186 participants, 32 were students. The 15 listening sessions were 90-minute focus-group style events, that included an hour-long discussion and incentives for community members to participate. Three sessions were Spanish only.

Ms. Spicer said initiatives targeted the heat-stricken urban core of Clark County to ensure the voices of those most impacted by climate change were centered in the work. Data from the Southern Nevada Urban Heat Mapping Project was utilized to identify the urban heat island neighborhoods, and outreach was conducted via flyers, tabling at community events, social media, door knocking, and partnering with other community organizations. The targeted audience include youth, renters, and transit riders.

Moving on, Ms. Spicer remarked how the UNLV Public Communications Initiative published a report on a climate survey regarding priorities and opinions on affordable housing, public transportation, extreme heat, and water in Nevada. The 13-page document has all the data necessary to analyze the survey, and a copy would be provided to Southern Nevada Strong (SNS) Steering Committee members. Of the 952 survey responses in Clark County, the highest priority for community members was affordable housing with more than 40 percent of respondents listing this as their first choice. Second was water, followed by public transportation, and extreme heat last. The survey reached respondents in the Cities of Las Vegas, North Las Vegas, Henderson, and Laughlin. She stated that the goal for future listening projects is to ensure that the Cities of Mesquite, Elko, and Pahrump are included for statewide projects.

Next, Ms. Spicer spoke more directly to the four callouts – affordable housing, water, public transportation, and extreme heat – as well as data collected. She explained that two questions were asked during listening sessions relating to extreme heat – “What are your top concerns for yourself and your family when extreme summer heat arrives each year?” and “Has extreme heat ever caused health problems for you or anyone in your household?” She related that families are limited in what can be done during extreme heat. Children cannot go to the park or the playground because of how dangerous the heat is. Additionally, the disparities between the heat and the urban core compared to the outlying areas of the Las Vegas Valley are noticeable to residents. She explained that people notice the lack of trees in the hottest parts of town, and the disproportionate impacts of extreme heat are dangerous to the health and well-being of community members. She cited how heat causes problems but also worsens existing health issues and can cause severe complications for people taking prescriptions that are sensitive to the heat. She said the best defense against extreme heat is having access to air conditioning and cool shaded spaces. Without a climate-controlled space to take respite, the impacts of extreme heat can occur suddenly and leave people feeling panicked without the resources to support themselves or their loved ones.

Ms. Spicer reported that respondents shared a pervasive sense of insecurity while using public transit compounded by lack of reliability. The buses were notoriously late or failed to appear, disrupting daily life, and limiting access to essential services. Repeated concerns included commute times longer than one hour each way via public transit. The long commute time leads people to opt for using personal vehicles if they have the means to afford one, which raises carbon emissions. She noted that safety was also a top concern for transit riders, with Southern Nevada community members most likely to experience extreme heat in transit. As mentioned, extreme heat poses health risks for people as they

are walking to catch public transit and waiting at bus shelters. She also noted that many bus stops lack safe infrastructure like shade, sidewalks, or lighting at night. In both listening sessions and the digital survey, multiple residents said they did not feel safe “as a woman,” implying that women and femme-presenting people are subjected specifically to gender-based harassment while on public transportation. Ms. Spicer heard multiple complaints that transit riders feel like tourists are prioritized over locals for resources, and people also talked about their dreams for alternative modes of transportation like light rail, trains, and expanded bike share options. She said that ensuring communities have access to safe and reliable transportation options is critical for the long-term sustainable growth of the community.

Moving on, Ms. Spicer stated that Southern Nevada grapples with water scarcity issues exacerbated by climate change and growing population demand. The two questions asked of community members were – “What is your understanding of the water scarcity situation in Southern Nevada?” and “Based on your understanding, how do you feel when thinking about the future of Nevada in terms of water availability?” Despite efforts to conserve water, the fear of a looming water crisis contributes to community anxiety, with concerns that decreasing water levels in Lake Mead could one day make homes uninhabitable. She noted that there are perceptions that individuals are being policed more than large consumers for their water usage, and that in extreme heat, water is a life-saving resource; however, it is not always accessible or affordable to people who need it. Respondents expressed the need for access to public drinking water, generally, but especially in transit and along commutes. Ms. Spicer said that safeguarding water resources and utilizing sustainable water management practices are essential for future generations.

Ms. Spicer stated that housing affordability was the top priority for community members. She said people are struggling to afford the ever-rising cost of rent and living. The skyrocketing costs threaten local communities and foster the fear that living in Nevada might no longer be viable for the average resident. She reported that people often have to sacrifice essentials like food and medicine to pay for housing costs, and in every listening session held, the cost of energy bills came up. Air conditioning is a lifesaving resource in the summer, but extreme heat means higher energy usage and unaffordable bills. She said this can be especially burdensome for low-income communities where older homes with outdated appliances and vulnerable people live on fixed incomes like disability and Social Security. She stated that the housing crisis demands urgent attention to ensure that Nevada remains a home for all.

Next, Ms. Spicer explained that questions were not raised about regional growth during the community listening sessions, but repeated themes came up. Sentiments included the feeling that planning results and natural resources like green spaces and water are allocated to newer and more affluent neighborhoods. She said that people thought the bus system was already not functioning effectively for the people who live within the growth boundary, yet it has been observed that development keeps building outwards. Most of the homes being built are unaffordable, and Nevada's housing market is increasingly out of reach for many, especially young people and lower income families who are being priced out of the possibility of home ownership or even stable rental options.

To conclude, Ms. Spicer highlighted the following quote: “We still have the chance to do right by the people who live here and invest within our communities to flourish together.” She said that, overall, it

was observed that participants of the listening sessions were engaged and excited to talk about these issues and expressed a desire for an outlet to transform their perspectives into action.

Ms. Tina Quigley, Las Vegas Global Economic Alliance, said that the fact that people still bring up water usage as an issue tells the SNS Steering Committee that a lot of work still needs to be done as it relates to getting the message out to recapture infrastructure and a moratorium on turf and evaporative coolers and that Southern Nevada is actually moving to a closed-loop system, where water is not wasted. She added that the region is the most responsible user of the Colorado River. She expressed frustration that the message was not getting out.

Chair Zane Marshall, Southern Nevada Water Authority, commented that he was happy to hear that people were interested and concerned about the topic, because that is the start of action, but he agreed there was more to do in communicating to the public. Ms. Quigley said that 99.99 percent of all indoor water use goes right back into Lake Mead.

Ms. Minjia Yan, Urban Land Institute, said that if future listening sessions were planned, she would like to collaborate and conduct one in Chinatown. She stated that in addition to environmental justice, public transportation for job creation and economic growth is essential. She related an anecdote about seeing people waiting for the bus and how people in the plaza she was driving by relied on public transportation to get to and from work. She said that without public transportation, there is no economic development. She also shared Ms. Quigley’s sentiment about water conservation and doing better at communicating those conservation efforts.

Next, Ms. Janet Quintero, United Way of Southern Nevada, said that as future iterations of not only outreach but focus groups are formed, she would like to offer support and share more about her organization’s language access plan, which provides low-cost translation and interpretation services, and she wanted to join the conversation in terms of expanding to other populations and having materials available in different languages.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

4. Receive a presentation on the Southern Nevada Strong Underutilized Lands Inventory map results and through an interactive discussion, identify future map features and potential opportunities to facilitate redevelopment (FOR POSSIBLE ACTION)

Comments:

Following a detailed PowerPoint presentation [attached], Mr. miguel dávila uzcátegui, Senior Regional Planner for the Regional Transportation Commission of Southern Nevada (RTC), discussed the Southern Nevada Strong (SNS) Underutilized Lands Inventory map results. He began with some background information, explaining a collaboration with ECONorthwest, planning, and tying in an infill study and findings as opportunities to bring more equity in how the region grows and develops. The goal was to create a regional map and a list of vacant and partially vacant parcels to complement studies that identify parcels that are vacant but typically facing constraints, such as over 20 acres, no more than five percent slope, proximity to a highway, and so forth. His team set out to define

underutilized land with specific context needs and goals related to the region beyond industrial uses, such as housing and economic development priorities shown in the comprehensive economic development strategy that Las Vegas Global Economic Alliance (LVGEA) puts together. This will in turn inform scenario planning in the new SNS Regional Plan to help identify patterns of development and their impact on both infrastructure costs and environmental issues as well as affordability issues. He also noted the potential for climate impact and growth in economic development opportunities like higher wages.

Mr. dávila uzcátegui noted that in speaking with economic development professionals, feedback included the desire to maximize land utilization depending on development feasibility and potentially using this tool/map to promote economic development and redevelopment. Feedback included the desire to have a case-by-case inclusion of government-owned land. He noted that the map showed parcels that are inventoried and are government owned land, but only with government input and feedback; otherwise government owned land was not included. Both zoning and planned land use were accounted for, and the goal was to prioritize public and private partnerships or opportunities while considering affordable housing and economic development as the most important priorities. He also noted whether it was permitted to build in certain areas, with boundaries included, and the intent to prioritize areas that are important to the region.

Mr. dávila uzcátegui explained that vacant or partially vacant lots must be at least 5,000 square feet for residential and 0.5 acres for employment. Multiple lots with contiguous ownership and several smaller lots were also looked at, but if they are right next to each other, subdivisions, for example, may not have been developed. He said there are multiple parcels, but they all have the same owners, so they were aggregated to match the threshold or to meet the size thresholds. Floodplains and slopes as constraints were also used, but the threshold was made more flexible to be mindful of other inventories that ECONorthwest has done in the past in other regions to complement what was already done in Southern Nevada. Mr. dávila uzcátegui said the definition of vacant lots comes directly from Clark County Assessor data, which defines it as partially vacant with a hybrid threshold of improvement to land value and the site coverage area. He provided the Allegiant Stadium parking lot as an example of land that does not show up in the study because of the improvement to land ratio.

Mr. dávila uzcátegui shared how stakeholder input regarding how to rank parcels took into account things like density, vacant share of land in adjacent areas, economic development zones defined as redevelopment and other economic development areas that have been adopted by the different local jurisdictions, distance to high-frequency transit, Centers for Disease Control (CDC) social vulnerability index, walk scores, etc. He remarked that this means being mindful of not only what is currently allowed to be built but also what could be allowed to be built in the future. He stated that the study was essentially complete, and thanked local jurisdictions for their collaboration and input.

Next, Mr. dávila uzcátegui illustrated how these factors were ranked along with a series of maps detailing the results of the Underutilized Land Inventory Study area. He shared how boundaries included the Cities of Mesquite and Boulder City as well as the Southern Nevada Public Land Management Act (SNPLMA) boundary. He advised that this was a draft and that jurisdictions still have an opportunity to make changes. The maps showed both vacant and partially vacant parcels, and Mr. dávila uzcátegui called attention to the ranking of parcels by level of underutilization as well as the urban core that has the highest level of underutilization.

Next, Mr. dávila uzcátegui exemplified the total tax lots across the region. This includes 84,000 total vacant and partially vacant parcels, with 35,000 acres shared between the employment and residential inventories. This means those parcels are currently zoned for mixed-use. He noted that 9,000 to 10,000 acres are high opportunity, totaling 33,000 vacant and partially vacant tax lots, with 6,000 shared between residential and employment inventory, which are again mixed-use zoning.

Moving forward, Mr. dávila uzcátegui said his team would like to keep receiving feedback from the SNS Steering Committee as to the features jurisdictions and developers would like to see on future interactive maps. He said there is potential in how to leverage these data tools to be innovative about changes in legislation, zoning codes, etc., but this would need to be led by the local jurisdictions. He was encouraged that the findings are prompting these conversations.

Mr. Marco Velotta, City of Las Vegas, asked where the largest region/site was that was vacant or underutilized. Mr. Barrett Lewis, EConorthwest, said that information could be provided. Mr. Velotta mentioned Cashman Field.

Ms. Tina Quigley, LVGEA, shared Mr. Velotta's sentiment in that she would like to see parcels sorted by size as well. She noted that there were very few parcels that were more than 100 acres in the Las Vegas Valley, which limits the types of development.

Clark County Commissioner Tick Segerblom, RTC Board Liaison, asked if density, as in high-rise housing, as well as single-family housing were assessed as far as ranking was concerned or if it was an acre-by-acre assessment. Mr. dávila uzcátegui replied that this had not been done yet. Assessment so far is only based on employment or residential. Commissioner Segerblom noted the fine line in terms of low-income housing and the like. Mr. dávila uzcátegui agreed.

Mr. David Damore, The Lincy Institute and Brookings Mountain West, asked what share of the parcels shown are owned by local governments. Mr. dávila uzcátegui replied that it is not much. Some are owned by public works and some by the Harry Reid International Airport. He conceded that multiple departments are involved in parcel ownership, and if the land is already owned, the owners can determine how to use the land. He noted that some regions, such as the City of Mesquite, have said that all parcels are "fair game" with minor exceptions, while some jurisdictions were more cautious.

Mr. Damore then asked if there was a plan to incorporate access to infrastructure. Mr. dávila uzcátegui replied affirmatively and added that NV Energy was part of the stakeholder group, and the goal is to find gaps/planned improvement areas and is encouraged to be involved.

Ms. Minjia Yan, Urban Land Institute, asked about the end product in regard to this map/study/data collection and who can use it. She asked if this was an open data platform or if it is only used by internal/local municipalities. Mr. dávila uzcátegui replied that it was complicated as many of these are publicly owned parcels that have never been packaged in a way that can all be seen in one place. He noted it is also a public process, and some deliverables are available to the public to see as far as what could use improvement and the like. He added that the public having the ability to click on any parcel and download ownership data and potentially speculate and more, it is ideal to be careful about that kind of data access.

Mr. dávila uzcátegui urged those present to reach out to him with further questions.
Motion: No motion was necessary.
Vote/Summary: No vote was taken.

<p>Item:</p> <p>5. Receive a presentation on the Southern Nevada Strong Regional Plan update and provide feedback on the work plan, community engagement plan framework, and kick-off event (FOR POSSIBLE ACTION)</p>
<p>Comments:</p> <p>Ms. Michelle Larime, Senior Regional Planner for the Regional Transportation Commission of Southern Nevada (RTC), reported that procurement was complete, and a contractor was on board, before she introduced Mr. Tyler Bump, ECONorthwest. Following a detailed PowerPoint presentation [attached], Mr. Bump provided an update on Southern Nevada Strong (SNS) Regional Plan (Plan). He began by introducing his organization and what it does. He then provided an overview of his team and subcontractors. ECONorthwest is leading technical analysis for this project as well as building off the work of inventory integrating as mentioned by Mr. miguel dávila uzcátegui, Senior Regional Planner for the RTC. He announced that his group is part of the team that works on the original SNS Plan.</p> <p>Mr. Bump continued to say that ECONorthwest helped to facilitate steering committees and the process of content and questions and being available to decision makers. He shared an organizational chart and explained collaborative partnerships with groups like the Community Planning Collaborative, MIG, Purdue Marion, and Parametrix.</p> <p>Mr. Bump described the phase and task overview, breaking down the four phases and the overview of tasks associated with each. These included:</p> <p>Phase I: Existing Conditions (November 21 – August 25)</p> <ul style="list-style-type: none"> ● Review existing plans, policies, & past efforts ● SWOT Analysis ● Activity Centers Analysis ● Housing Market & Needs Assessment <p>Phase II: Scenario Planning (November 24 – October 25)</p> <ul style="list-style-type: none"> ● Scenario Planning Work Plan ● Evaluation Criteria ● Assumptions & Data Gathering ● Baseline & Future Scenarios Development <p>Phase III: Strategic Actions (August 25 – March 25)</p> <ul style="list-style-type: none"> ● Strategic Actions ● Policy Growth Areas ● Regional Housing Strategy ● RTP Integration

- Governance & Staffing
- Monitoring Program

Phase IV: Plan Adoption (December 25 – August 25)

- Draft & Final Regional Plan
- Presentations
- Regional Plan Adoption Documents
- Adoption Support

Next, Mr. Bump spoke about SNS Steering Committee key engagements, including opportunities like project kickoff, midpoint of existing conditions, evaluation of scenarios, beginning and refinement periods of the action plan, and review of the draft Plan. The goal is to build consensus around policy changes that align with identified public values and provide guidance on analysis, scenario assumptions, and strategies used in developing the preferred scenario(s) for the region's future.

Mr. Bump said next steps for the SNS Plan include finalizing the Community Engagement Plan, beginning with the existing conditions data analysis, forming task groups, planning a focused stakeholder kick-off in January, and planning for first official SNS Steering Committee meeting in early 2025.

Mr. Marco Velotta, City of Las Vegas, referred to Item 7, comments made by Mr. dávila uzcátegui, and public comment heard earlier. He said evaluation mechanisms for individual jurisdictions' master plans, and how that factors into the overall Regional Plan as well as any corresponding legislative changes, need to be considered and included in the Regional Plan. Ms. Larime said these kinds of high-level recommendations are part of the Plan's scope.

Ms. Minjia Yan, Urban Land Institute, brought up community engagement, saying the approach to community engagement as it pertains to things like this Plan and other master plans must be reassessed. She shared an anecdote about attending a community open house and urged that there is an opportunity to start engaging with the community to get more community engagement. She also urged that language and locations be available to the public from the beginning as doing so late in process is less effective. Ms. Larime agreed with her sentiments and mentioned that work is being done to improve community engagement efforts and to make the community aware of the SNS Plan and to participate in sessions. Ms. Larime cited a few of the partners mentioned by Mr. Bump as being instrumental in helping with that.

Ms. Yan then said that in all of these plans and committees, there is always a stakeholder group, but those stakeholder groups are always the same faces and organizations. She would like to see outreach done to new stakeholders who are true community members where impact is felt regarding public transportation and planning shortfalls. Ms. Larime said that as part of the draft community stakeholder plan, stakeholders will be identified, which will be an opportunity for SNS Steering Committee members to provide input around missing or potential stakeholders not identified.

Mr. Michael Mays, City of Boulder City, inquired about the educational component as part of the community engagement to inform people about what SNS is and what it does. Ms. Larime said there was.

<p>Mr. Rick Van Diepen, Urban Land Institute, said it would be impactful and helpful for the public to see a list of short-term strategies and recommendations, which could be “quick wins” that can be undertaken soon.</p>
<p>Motion: No motion was necessary.</p>
<p>Vote/Summary: No vote was taken.</p>

<p>Item: 6. Provide an update on and discusses current and future grant opportunities and coordination efforts between regional partners</p>
<p>Comments: Following a detailed PowerPoint presentation [attached], Ms. Michelle Larime, Senior Regional Planner for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on current and future grant opportunities. She said that the regional grants coordination work was part of implementing Southern Nevada Strong’s (SNS) strategy to increase the region’s competitiveness for securing federal funding, and this effort began through the onset of the Infrastructure Investment and Jobs Act. The SNS Steering Committee asked the SNS Team to coordinate with regional partners to develop a regional strategy for applying for or being kept informed of the investment opportunities coming out of the new federal funding. She stated that in response to that request, regional grants coordination was facilitated through a working group in late 2022, and the group has been convening regularly since that time with interdisciplinary staff from all local jurisdictions, federal and state partners, the Nevada Department of Transportation (NDOT), and NV Energy. The goal is to share information and upcoming opportunities that potentially meet shared priorities.</p> <p>Ms. Larime explained that her team was at the beginning point to work through developing a regional grant strategy. She noted that with regard to the Regional Transportation Plan (RTP), the RTC was able to amend the contract to secure consultant services with Parametrix to help develop this strategy as an amendment to the RTP. That plan is currently wrapping up and is open for public comment now. The regional project list for the upcoming future funding years will be utilized to develop an unfunded needs list. She also shared that a stakeholder working group will meet and discussions with other partner agencies who either do not receive funding from the RTP or are not eligible for other reasons will commence to help understand the broader needs and priorities. That information will then be used to develop a short list of high-priority needs (approximately 12 to 15 projects) that will be matched with potential funding sources. Ms. Larime noted work was well underway, and the consultant was approved through the amendment process, with work expected to progress quickly and possibly be complete by early next year.</p> <p>Moving on, Ms. Larime stated that this effort would also help to build the region's capacity for regional planning and collaboration overall. She then shared a collaboration spectrum graphic to help exemplify the goals of the regional grants coordination group and how participants preferred to collaborate with one another. She explained that the majority of the participants agreed that right now in the region, primary collaboration is done in the “Communicate and Cooperate” area of the spectrum, which is more of information sharing and having increased transparency with one another.</p>

The majority of the group also shared that it really aspired to collaborate in ways that are more towards the right end of the spectrum through shared priorities and strategic partnerships that could bring in projects that have a regional benefit. She said that through the development of this regional grant strategy, this will be one tool to help continue moving as a group and a region more towards the right end of the spectrum.

Lastly, Ms. Larime provided a brief update around several RTC/SNS in-progress and awarded grants.

Ms. Rebecca Kapuler, NDOT, spoke up to say that NDOT has a grant opportunities page that is updated to include a checklist, which is where agencies can start to apply for a grant or earmark or ask a letter of support from NDOT.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

7. Share updates on the 83rd (2025) Session of the Nevada Legislature bill drafts and policy changes related to regional planning and identify opportunities for collaboration (FOR POSSIBLE ACTION)

Item:

8. Share current work activities and priorities related to implementation of the Southern Nevada Strong Regional Plan

Comments:

Chair Zane Marshall, Southern Nevada Water Authority (SNWA), explained that in the interest of time, Items 7 and 8 would be heard together. He invited updates on the 83rd Session of the Nevada Legislature as well as current work activities and priorities related to the Southern Nevada Strong (SNS) Regional Plan.

Chair Marshall began by sharing that he had no updates for the 2025 Legislative Session but stated he would be meeting with the SNWA legislative team that afternoon. In terms of work priorities and activities, he shared that the SNWA has a revised resource plan, explaining that the SNWA updates the resource plan every year. There was also an SNWA Board meeting on November 24 to discuss the new regional plan. He noted that there are also five-year conservation plans that are due to the state and to the Bureau of Reclamation. He explained that his group has a regional plan and a five-year conservation plan for the SNWA and the Water District, and there are also small system conservation plans for the small systems at the Water District. Those will go to those respective boards or advisory groups next month.

Next, Ms. Janet Quintero, United Way of Southern Nevada (United Way), said that for the 2025 Legislative Session, United Way has a number of nonprofit initiatives, and she called attention to one in particular. She cited the challenge when receiving grant funding and in the reimbursement cycle to receive that funding. United Way is recommending an advanced payment to the state legislature, which would allow that organization to receive 25 percent of the grant amount up front. United Way is working with state agencies and welcoming feedback, and she urged SNS Steering Committee

members to provide their experiences. She went on to say that she is excited to collaborate in the SNS Steering Committee process and looks forward to seeing where that goes.

Mr. Michael Mays, City of Boulder City (Boulder City), announced that Boulder City was successful in implementing its strategic five-year plan, noting that action items were completed early, and over the past year, the Boulder City City Council has been working with the community to create a new five-year plan. Mr. Mays reported that it recently adopted that plan. The plan has similar elements to the prior plan but highlighted that there are action items in the new plan tied to the SNS Steering Committee.

Mr. Eddie Dichter, City of Henderson (COH), said that the COH is proposing to amend Nevada Revised Statute (NRS) 271 to allow for the repair of private water and sewer facilities and common interest as part of an authorized neighborhood improvement district. He said the COH is starting to see a lot of the older multi-family developments that have private property in common interest areas. He added that the COH has a lot of projects in the works such as the Henderson Strong Comprehensive Plan amendment and modification amendment, with the first advisory group meeting planned for November 14. He also noted the All-In Henderson Sustainability and Climate Action Plan, with the engagement plan and other documents being finalized, as well as the Joint Land Use Study with Clark County.

Vice Chair Martin Gies, Clark County Comprehensive Planning, shared that the Parks and Recreation Master Plan is underway for Clark County, which has not had one since 2000. It is also currently developing the scope of work for future phases of building out and trying to complete long-standing projects.

Ms. Rebecca Kapuler, Nevada Department of Transportation (NDOT), said at the last SNS Steering Committee meeting, she mentioned a grant application for a Transportation Improvement Program (TIP) grant, and NDOT is still waiting to hear back on that.

Mr. Marco Velotta, City of Las Vegas (CLV), said the CLV is getting its annual report on the CLV's Master Plan. Additionally, the CLV has two Bill Draft Requests going into the 2025 Legislative Session, one of which deals with tax increment financing areas under NRS 278C. The CLV tried getting this through the last legislative session, but the goal is to expand the list of affordable housing and transportation improvements, transit-oriented developments, etc. to get funding for housing and transportation projects, and the CLV appreciates the support from the Regional Transportation Commission of Southern Nevada (RTC) and some other jurisdictions last session. The other change is to NRS 278 itself and provided some changes with respect to zoning and the Master Plan. The CLV got feedback from a lot of the entities and is seeking clarity.

Mr. Andrew Kjellman, RTC, shared that the RTC was recently awarded transit-oriented development (TOD) planning funds for Charleston Boulevard in partnership with the CLV (\$400,000.00). He also commended NDOT for receiving the largest grant award the state has ever received, \$275 million to widen Interstate 80 in Northern Nevada.

Ms. Minjia Yan, Urban Land Institute (ULI), asked Mr. Rick Van Diepen, ULI, to provide an update regarding their work. He shared that the ULI has been having some great meetings with all

organizations. He noted that the ULI has been working with the U.S. Green Building Council (USGBC) regional representative and certain state legislators to comment publicly on resolutions. Additionally, ULI held an event for the revival of the Green Building Parcel Tax Abatement Program, which sunsetted in 2021. A lot of outreach continues to be done in collaboration with the American Institute of Architects (AIA). He added that he spoke at a few events with the emphasis that ULI continues to work with and advocate for affordable housing.

Mr. David Damore, The Lincy Institute and Brookings Mountain West (Lincy and Brookings), reported that Lincy and Brookings has been involved in working groups including the Chief Executive Officer (CEO) Exchange, the leadership of the big nonprofits to help them with issues. He also spoke to working with the Las Vegas Global Economic Alliance (LVGEA) on development of the Governor’s Office of Economic Development (GOED) strategy and has been working with the Children’s Hospital. He said his team has been tasked with putting together a coordinating committee to bring together everyone in the pediatric healthcare space to advise the development of that project and look for ways to collaborate. On the modernization side, Lincy and Brookings are conducting a deep dive into trying to figure out why the state level is “so bad at processing grants” and to identify the history behind that and potentially trying to get the legislature to think a little more proactively so everything does not have to go to the Interim Finance Committee (IFC).

Mr. Rick Baldwin, Clark County School District (CCSD), explained that CCSD’s legislative platform is primarily focusing on teacher retention and recruitment efforts. However, just recently, school trustees approved a Facility Master Plan Study that will take place over the next year and a half to evaluate and assess facilities and create a plan for the next 10 years for facilities.

Ms. Tina Quigley, LVGEA, emphasized Mr. Damore’s comments that the LVGEA continues working with a collaborative group to overhaul and update the tax abatement program and the tax incentive program for economic development.

Clark County Commissioner Tick Segerblom, RTC Board Liaison, said he would defer to Mr. Gies as far as planning efforts are concerned, but he did say Clark County has been dealing with a problem with deficient apartment complexes. The only recourse was to shut them down, but that would mean evicting hundreds of residents. Clark County is trying to change it so the cities could be taken as receivership and could take over control of those apartment buildings to bring up to code without having to evict people.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

- 9. Identify future Southern Nevada Strong Steering Committee meeting dates, location(s), and agenda items (FOR POSSIBLE ACTION)

Comments:

Ms. Deb Reardon, Manager of Regional Planning for the Regional Transportation Commission of Southern Nevada, said in the interest of time she would follow up by email, but she wanted it known that over the next year, the function of the Southern Nevada Strong (SNS) Steering Committee would

change a bit. It would move from tracking implementation and sharing information to guiding regional growth through the Regional Plan update. Because of that, two SNS Steering Committee meetings would likely be added in 2025. For now, the next SNS Steering Committee meeting will take place as scheduled for the last Thursday in January.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

10. Conduct a comment period for citizens participation

Comments:

No comments were made.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 11:57 a.m.

Respectfully submitted,

DocuSigned by:



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Jennifer King, Recording Secretary

DocuSigned by:



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Marek Biernacinski, Transcription Secretary

Community Listening Project



Jackie Spicer
Coalition Coordinator



1

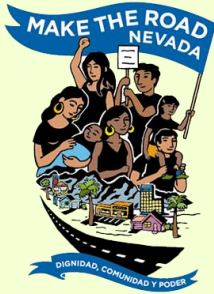
PHOTO: MICHAEL STARGHILL JR. FOR THE NEW YORK TIMES



“**Environmental justice** incorporates the idea that we are just as much concerned about wetlands, birds and wilderness areas, but we’re also concerned with urban habitats, where people live in cities, about reservations, about things that are happening along the US–Mexican border, about children that are being poisoned by lead in housing and kids playing outside in contaminated playgrounds.”

– Dr. Robert Bullard, July 1999

2



Who We Are



3

Our Work

Through grassroots organizing and policy advocacy, NEJC is working to prioritize justice in the fight to protect our state's natural resources through a social and racial equity lens, to ensure a just transition away from extractive industries, and to liberate frontline communities from environmental hardships.



4

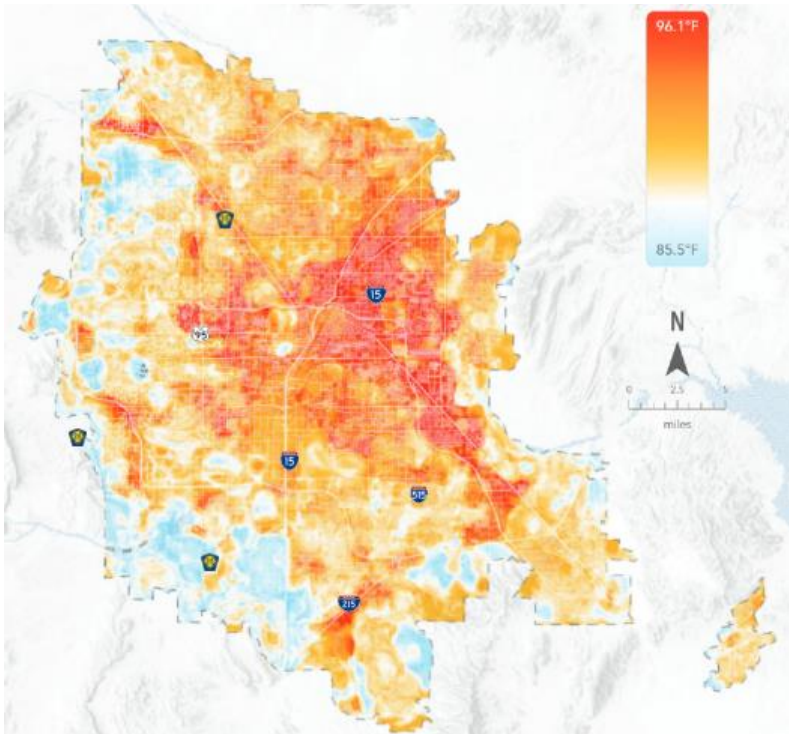


Listening Sessions Overview

The Nevada Environmental Justice Coalition set out to understand how frontline communities are being impacted by climate change and environmental justice issues in Nevada.

- Timeline: October 2023 – April 2024
- 186 participants in Southern Nevada
- 32 students
- 15 listening sessions
- 3 Spanish-only sessions

5



Targeted Outreach

- East Las Vegas
- North Las Vegas
- Historic Westside
- Downtown Las Vegas
- Paradise
- Spring Valley

6

Survey Results



“Report on the Climate Survey regarding Nevadans’ Priorities and Opinions on Affordable Housing, Public Transportation, Extreme Heat, and Water” reflects feedback from **952 responses in Clark County** and the following top priority rankings:

1. Affordable Housing, 43.9% of respondents (470) listed it first
2. Water
3. Public Transportation
4. Extreme Heat

Clark County survey responses included residents in Las Vegas, North Las Vegas, Henderson and Laughlin

7



Extreme Heat

“It limits what we can do as a community when it’s 105 degrees. We can’t count on doing outdoor activities. I take care of my nephew and during the summer time, there’s really nothing I can do to keep him engaged because it’s too hot outside — even going to the park that’s down the street.”
- Lille 2/29/24

“The heat is a lot. In our part of town in **East Las Vegas, compared to Henderson and Summerlin with trees, it is way hotter.** They have more trees and shade. We live in an industrial area so there’s not many trees. So you feel the heat in our part of town.” - Alan 10/21/23

“I have cancer and sometimes with **the heat it causes a lot of problems for my health.** If I go out during heat that is 108 or more, I feel like I can’t handle the heat. I feel like I can’t breathe, and my lungs struggle to work.” - Yajaira 12/5/23

8

Transportation

"I use public transportation daily. I usually have to leave my house three hours before therapy at 6pm." – Kris 11/19/23

"I've been riding the bus for 2 years now. I'm on the bus 2 hours both ways, 2 hours here and 2 hours back."
– Alexa 2/1/24

"A lot of the public transportation in the Southwest part of town, there is no sidewalk present where the buses go. A bunch of stops have no sidewalks. Those feel most dangerous. If there's no sidewalk then there's no lights. I am worried the bus will not even see me in the dark."
– Lorenzita 10/21/23

"I'm not a fan of driving, but public transportation is so inconvenient." – Gabriel 2/21/24



9



Water

"I remember when the water levels first started getting lower. Nobody really talks about it. It's scary to think about since this is my home, and I've lived here for so long. I wonder what will happen next."
– Davida 3/14/24



"I see more restrictions being placed on everyday individuals than the big consumers using the majority of the water." – Daniella 3/21/24

"Water is so important to us. In extreme heat, we have to drink a lot of water to prevent dehydration. But it's not a right. It costs money to buy water."
– Armando 2/8/24

10

Housing

"Rents keep going up. My husband and I are both retired. When we get food and pay rent, **we don't have anything left.**" – Beverly 11/19/23

"Medical insurance can cover a good chunk for prescriptions but at times, my mom had to be behind on her medications in order to keep a roof above our heads." – Lahana 2/1/24

"My biggest concern is the electric bill. During the summer, it gets as high as \$400 even with solar. We're on social security, so that's a big chunk of our income." – Hal 3/14/24



11

Regional Growth

"There has to be a change in the city planning. Only the newest places with more income receive the natural resources." – Fary 12/4/23

"We're seeing a lot of urban sprawl without any regard for public transportation." – Daniella 3/21/24

"We go to school 20 minutes from Red Rock. A lot of the houses going out there are inaccessible. They're gated and expensive. Even though we are getting more homes, they are not for people who need them. The future is bleak. I do not think I will be buying a house in the future." – Coco 3/21/24

"We have a chance to do something different. Instead of expanding the city, we can work within and heal what's going on here. We could flourish." – Carolina 11/8/23



12



We can grow in a way that is sustainable, just, and equitable for all Nevadans.



Steering Committee Meeting

Underutilized Lands Inventory



October 31, 2024

1

Inventory Orientation



2

2

SNS Underutilized Lands Inventory



Regional map and list of vacant and partially vacant parcels.



Regional definition of underutilized land specific to context, needs, and goals.



Inform scenario planning in the new SNS Plan.



3

3

SNS Underutilized Lands Inventory



Maximize land utilization depending on development feasibility.



Promote economic development and redevelopment.



4

4

What We Heard



5

5

Stakeholder Feedback

- ✓ Case-by-case inclusion of government-owned land
- ✓ Account for zoning and land use
- ✓ Public-private partnerships
- ✓ Affordable housing and economic development
- ✓ Mindful of BLM land and SNPLMA Boundary
- ✓ Prioritize redevelopment areas



6

6

Methodology Updates



7

7

Starting Metrics for Inventory Inclusion

A vacant or partially vacant lot must be at least...

**5,000
sq.ft**

Residential

**0.5
acres**

Employment



8

8

Starting Metrics for Inventory Inclusion

A vacant or partially vacant lot must be at least... OR

5,000
sq.ft

Residential

0.5
acres

Employment



Multiple Lots
with
Contiguous
Ownership



9

9

Starting Metrics for Inventory Inclusion

▪ Constraints:

- ◆ 100-Year Floodplains
- ◆ Slopes:
 - ◇ Greater than 12% for employment lands.
 - ◇ Greater than 25% for residential.



10

10

Vacant and Partially Vacant Definitions

- Vacant
 - ◆ Lands with an Assessor land use designation of vacant.
- Partially Vacant
 - ◆ Hybrid thresholds of improvement to land value and site coverage area (both must be true)
 - ◇ Employment - Imp:Land of .85 or less and 40% site coverage or less.
 - ◇ Residential - Imp:Land of .5 or less and 50% site coverage or less.

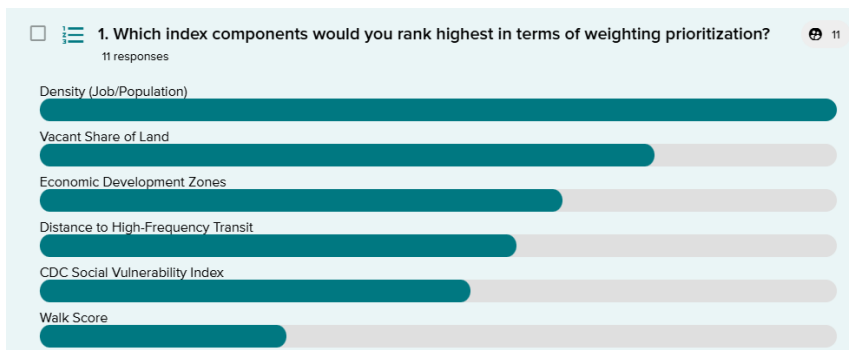


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Index Component Variables

- August Stakeholder Meeting Polling Results:
 - ◆ Ranked choice voting on weighting prioritization:



12

12

Index Component Variables

- August Stakeholder Meeting Polling Results:
 - ◆ Open response poll of additional variables to consider:



13

13

Index Component Variables

- Economic Development Areas
 - ◆ Simple yes/no threshold if lots fall in these areas:
 - ◇ Opportunity zones
 - ◇ Redevelopment areas (current and proposed)
 - ◇ Innovation Districts*
 - ◇ Southern Nevada Enterprise Community



14 * Innovation Districts within Clark County excluded

14

Composite Index Variable Weighting

Below is the general weighting priority scheme based on feedback from the previous stakeholder meeting:

- Density
 - ◆ High
- Vacant Share of Land
 - ◆ Medium to high
- Economic Development Areas
 - ◆ Medium to high
- Land Use
 - ◆ Medium
- High-Frequency Transit
 - ◆ Medium
- CDC SVI
 - ◆ Low
- Walk score
 - ◆ Low



15

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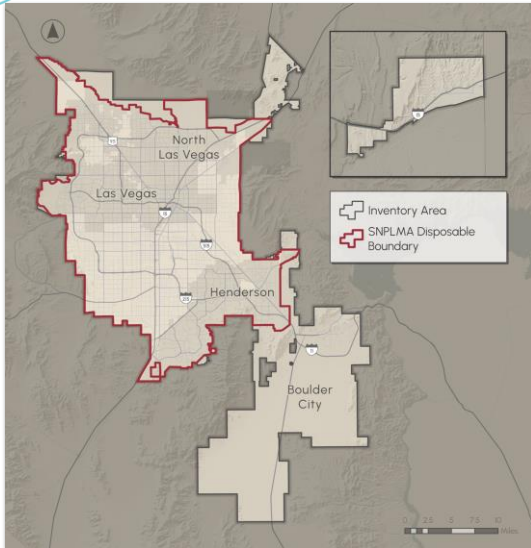
Current Results



16

16

Underutilized Land Inventory Study Area



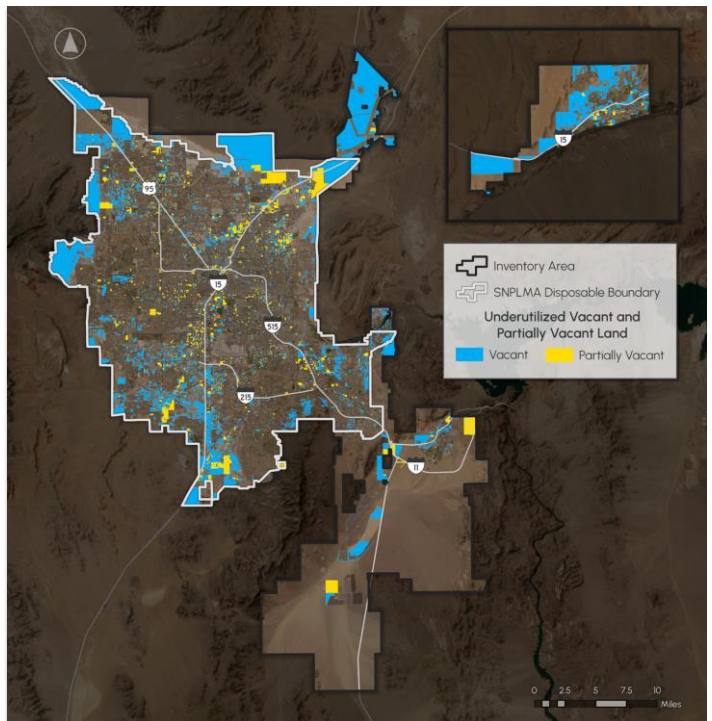
- Inventory boundary is result of merging the SNPLMA Disposable Boundary and all 5 city jurisdictional boundaries.
- BLM land outside the SNPLMA is not included in the inventory, but private land is.



17

17

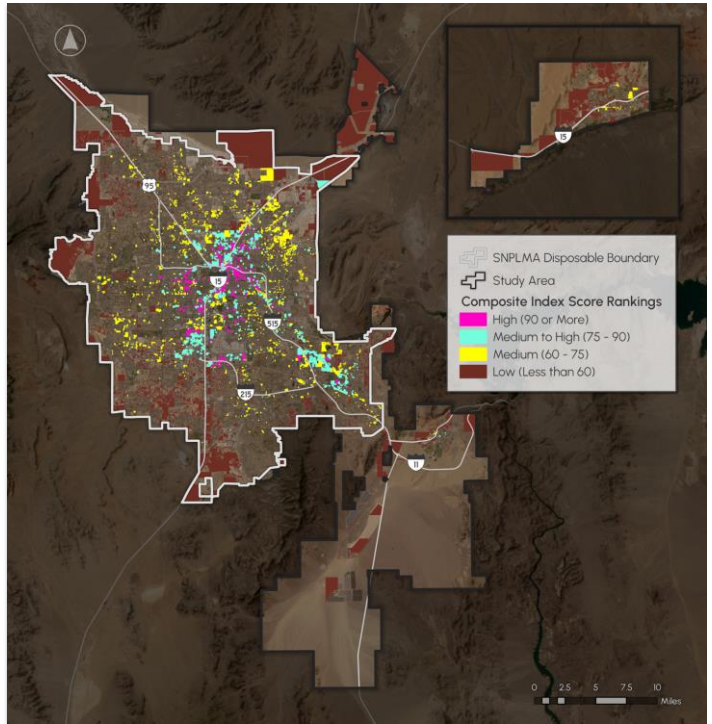
Inventory Draft



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Inventory Draft

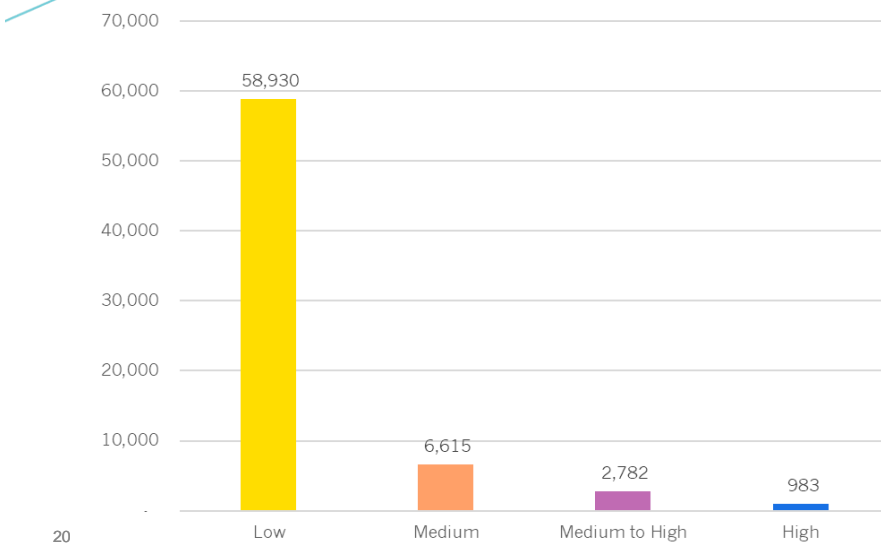


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Composite Index Results - Acres

Total Acres Across Region by Combined Rank



20

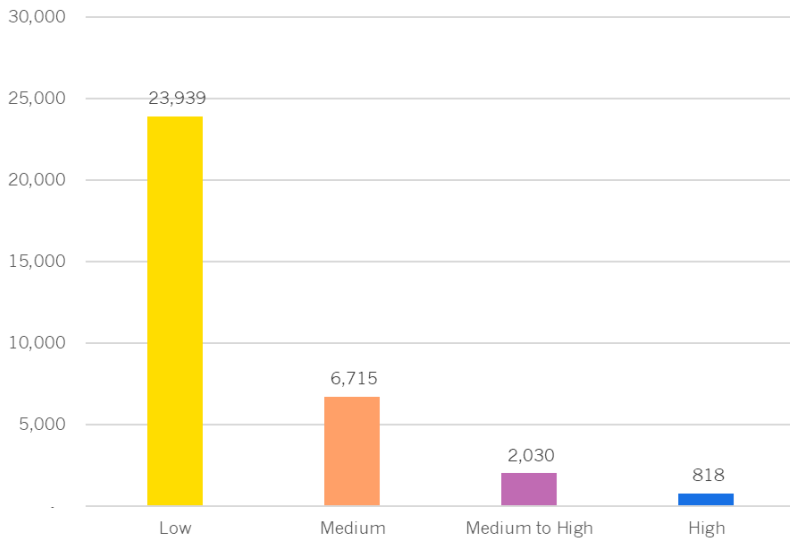
20

- 84,000 total vacant and partially vacant acres in combined inventories across region
- 31,000 acres shared between inventories



Composite Index Results - Tax Lots

Total Tax Lots Across Region by Combined Rank



- 33,500 total vacant and partially vacant tax lots in combined inventories across region
- 6,300 tax lots shared between both inventories



21

21

Discussion

22

22



- From these results, what is surprising to you?
- What resonates with you?

- What features would jurisdictions and developers like to see on future interactive maps?
 - ◆ Example: The ability to filter vacant parcels down to high ranking and between 5 and 10 acres in size?

- How will these maps be used once finalized?
- What is RTC's role after the development of the inventory has been completed?

Next Steps

Schedule



27



27

Closing

Questions?

- RTC contacts
 - ◆ miguel dávila: DavilaM@rtcsonv.com
 - ◆ Deb Reardon: ReardonD@rtcsonv.com
- ECOnorthwest contacts
 - ◆ Barrett Lewis: lewis@econw.com
 - ◆ Tyler Bump: bump@econw.com

28



28



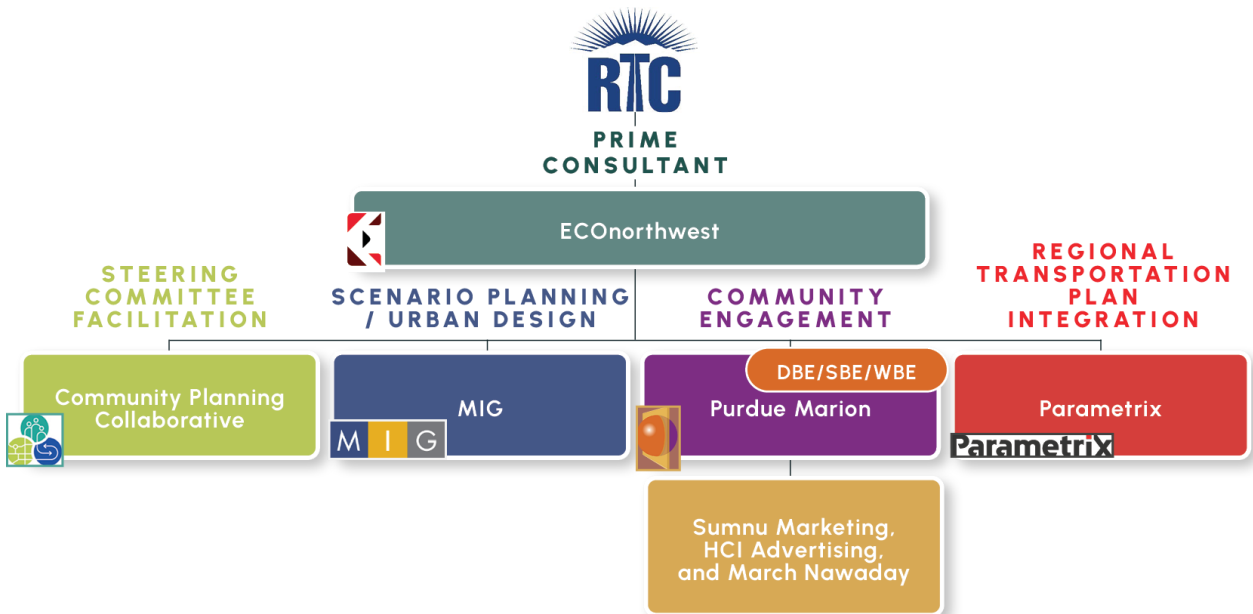
Southern Nevada Strong Regional Plan Update

SNS Steering Committee

Project Introduction October 31, 2024

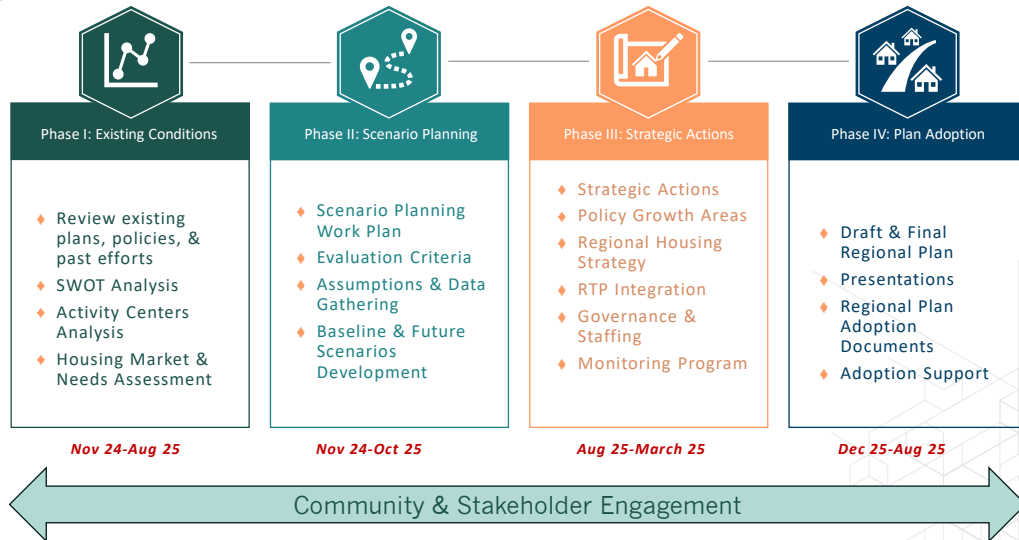


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Phase & Task Overview



3

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Steering Committee Engagement

- SNS Steering Committee key engagements will include:**
 - Project kickoff
 - Midpoint of existing conditions
 - Evaluation of scenarios
 - Beginning & refinement periods of the action plan
 - Review of draft plan
- Purpose:** Build consensus around policy changes that align with identified public values.
- Role:** Guidance on analysis, scenario assumptions and strategies used in developing the preferred scenario(s) for the region's future.
- Other Opportunities:** Participate in Housing, Economic Development, Community Engagement, and Scenario Planning task groups.



4

4

Next Steps Through 2024

- Finalize Community Engagement Plan
- Begin existing conditions data analysis
- Form task groups
- Plan focused stakeholder kick-off in January
- Plan for first official SNS Steering Committee meeting in early 2025

5

Questions?
Thank you!

6

6



1

Context



Southern Nevada Strong (SNS) Regional Policy Plan seeks to build capacity for regional coordination and to **increase** share of federal grant **funding**



SNS steering committee request for regional grants **coordination and strategy** for federal grant opportunities



Facilitating **Regional Grants Coordination Working Group** since late 2022 (bi-monthly meetings)

Artist credits: Coordination by Shocho from [Noun Project](#) (CCBY3.0); Funding by S fahrudin from [Noun Project](#) (CCBY3.0); Strategy by Alzam from [Noun Project](#) (CCBY3.0)

2

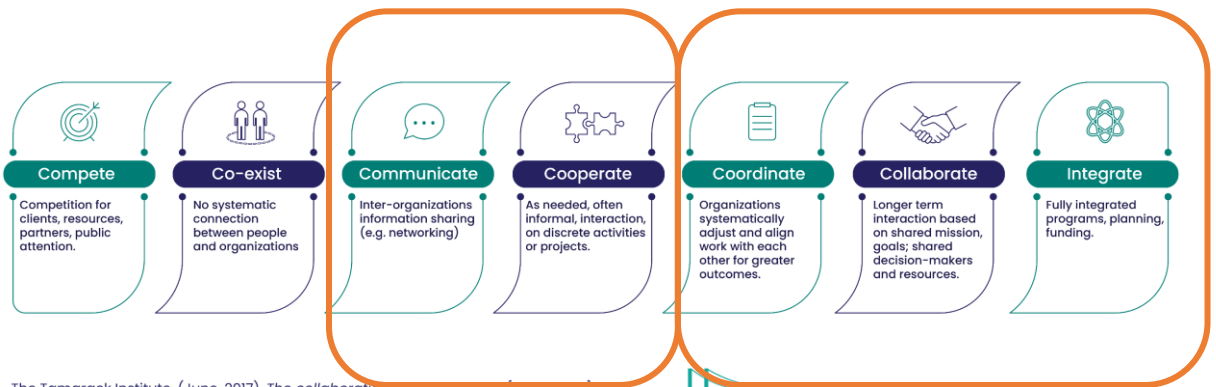
Regional Grant Strategy



- Regional Transportation Plan amendment
- Prioritized regional project list/project bundles
- Stakeholder workshop
- Complete by early 2025

3

Collaboration Spectrum



The Tamarack Institute. (June, 2017). *The collaboration spectrum – tool* [illustration]. The Tamarack Institute. <https://www.tamarackcommunity.ca/library/collaboration-spectrum-tool>



Figure adapted by The Center for Implementation

4

RTC Grant Applications w/ SNS Partners

In-Progress

- EPA – Brownfields grant
- EPA – Community Change grant

Awarded

- Pilot Program for Transit-Oriented Development – Boulder Highway Connecting Communities to Transit study
- RAISE – Charleston high-capacity transit planning
- RIA – Boulder Highway, NEPA & 30% design
- Protect – Regional Transportation Resilience Improvement Plan

5

Partner Applications

For Discussion

- Partner applications in progress
- Upcoming applications planned

6

Questions/
Comments



**2025 Nevada Legislative Session
Proposals Related to Regional Planning**

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Next Meeting: January 2025

Southern Nevada Strong Regional Plan

SWOT Analysis

Regional Activity Centers

Housing Needs

Scenario Planning Guiding Principles

**Committee
Chair & Vice Chair
Selection**

Other Topics?

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	SNS Steering Committee Policies and Procedures
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Review and approve revisions to the Southern Nevada Strong Steering Committee Policies and Procedures to update the committee role and membership list (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Feb 27 2025

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

As shown by the attached “Policies and Procedures Governing the Southern Nevada Strong Steering Committee” (Policies and Procedures) approved by the Regional Transportation Commission of Southern Nevada Board of Commissioners in 2016, the Southern Nevada Strong (SNS) Steering Committee was formed to “coordinate and support implementation of the Southern Nevada Strong Regional Plan.”

Staff recommends minor updates to the SNS Steering Committee Policies and Procedures to: 1) define the role of the SNS Steering Committee during the upcoming Regional Plan update and 2) update the membership list to include the City of Mesquite and housing, economic development, and sustainability stakeholders and remove the Federal Reserve Bank of San Francisco, who will participate in task group(s) instead of the Steering Committee.

Additionally, staff will welcome new SNS Steering Committee members representing the Southern Nevada Regional Housing Authority, Las Vegas Global Economic Alliance, and City of North Las Vegas.

ATTACHED:

[2025-02-18 SNS-Policies-and-Procedures DRAFT](#)

POLICIES AND PROCEDURES GOVERNING THE SOUTHERN NEVADA STRONG STEERING COMMITTEE

19.1 CREATION AND PURPOSE

The Southern Nevada Strong Steering Committee (Steering Committee) will coordinate and support implementation **and updates** of the Southern Nevada Strong Regional Plan (Regional Plan). The Steering Committee will engage, educate and empower member organization's constituencies in Regional Plan implementation. The Steering Committee will assist RTC staff by providing valuable insight and guidance on 1) how Southern Nevada Strong can support his or her organization; and 2) region-wide activities and strategies Southern Nevada Strong can take to support implementation.

19.2 MEMBERSHIP

A. The membership of the Southern Nevada Strong Steering Committee shall consist of a senior management representative from each of the following organizations: ~~thirteen regional partners identified in the 2015 Regional Plan:~~

1. Clark County
2. City of Las Vegas
3. City of Henderson
4. City of North Las Vegas
5. City of Boulder City
6. **City of Mesquite**
7. Clark County School District
8. Southern Nevada Regional Planning Coalition
9. Regional Transportation Commission of Southern Nevada (RTC)
10. RTC Board Liaison
11. University of Nevada Las Vegas
12. Southern Nevada Water Authority
13. Southern Nevada Health District
14. Southern Nevada Regional Housing Authority
15. Southern Nevada Conservation District*

~~The membership of the Southern Nevada Strong Steering Committee shall also consist of the following community and special interests representatives:~~

16. ~~Federal Reserve Bank of San Francisco~~
16. Las Vegas Global Economic Alliance
17. Las Vegas Metropolitan Police Department*
18. Nevada Department of Transportation
19. United Way of Southern Nevada
20. Urban Land Institute
21. Brookings Mountain West
22. **Nevada Governor's Office of Economic Development**
23. **Nevada Housing Coalition***
24. **Desert Research Institute**
25. **Nevada Environmental Justice Coalition***
26. **ImpactNV**
27. **American Institute of Architects***

**Note: Partner outreach and/or approvals pending.*

- B. Members of the Southern Nevada Strong Steering Committee shall be selected by the entity, firm or agency they represent.
- C. Southern Nevada Strong Member Absences
 - 1. Excusal of an absence may be obtained by contacting the Steering Committee Chair, the RTC ~~General Manager~~ Chief Executive Officer or his or her designee prior to the meeting at which the absence will occur.
 - 2. Steering Committee members must attend 75% of meetings over the course of a calendar year. If not, recommendations by the Chair, in consultation with the Vice Chair may be made to replace a Steering Committee member to ensure adequate representation and participation.
- D. Each Southern Nevada Strong Steering Committee member shall have one vote.
- E. The terms of the members of the Southern Nevada Strong Steering Committee shall be indefinite.
- F. For each member provided for in paragraphs (A) and (B), one alternate member may be appointed. Such alternate members will exercise all functions of the member in the member's absence. All members and alternates must be designated, in writing, to the RTC ~~General Manager~~ Chief Executive Officer.

19.3 OFFICERS AND DUTIES

- A. A chair and vice-chair shall be elected annually, at the first meeting in October, from the voting membership of the Southern Nevada Strong Steering Committee.
- B. The succeeding chair will officiate at the October meeting and will serve for 12 months.
- C. The chair shall preside at all meetings, call the meetings, and represent the Southern Nevada Strong Steering Committee at all meetings.
- D. In the event that the chair is unable to perform these duties, the vice-chair shall act in the place of the chair.

19.4 MEETINGS

- A. The Southern Nevada Strong Steering Committee shall meet quarterly or as needed. Special meetings of the Southern Nevada Strong Steering Committee may be called as directed by:
 - 1. The RTC
 - 2. The Chair of the Steering Committee
 - 3. The request of more than one-half of the membership
 - 4. The Chair of the RTC
- B. A simple majority of the Steering Committee's members shall constitute a quorum.
- C. The Southern Nevada Strong Steering Committee shall follow a prepared agenda, subject to a publicly posted notice of a public meeting as required by the Nevada State law. Items for discussion or action at a Southern Nevada Strong Steering Committee meeting must be

submitted to the ~~General Manager~~ Chief Executive Officer at least 12 working days prior to the meeting date. The ~~General Manager~~ Chief Executive Officer may waive the 12 day requirement, in accordance with his or her authority pursuant to the RTC Administrative Procedures for Agenda Processing. The recommendations of the Southern Nevada Strong Steering Committee will be forwarded to the Regional Transportation Commission Board of Commissioners.

- D. The Southern Nevada Strong Steering Committee has the authority to appoint working groups to serve a specific and exclusive purpose, which should be memorialized before it begins conducting its business. These working groups shall make recommendations to the Southern Nevada Strong Steering Committee for action.

19.5 ROBERT'S RULES OF ORDER

- A. Robert's Rule of Order will be used except as follows:
 - 1. Seconds will not be required for any motion
 - 2. The Chair can make motions and can vote on any motion.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong 2050
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Receive a presentation on Southern Nevada Strong 2050 and provide feedback on the planning process and peer regions review (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Feb 27 2025

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The 2015 Southern Nevada Strong (SNS) Regional Plan, linked at <https://www.southernnevadastrong.org/>, was created as a vision to manage expected growth in Southern Nevada, a region that is expected to reach a population of over three million people by 2050. The Regional Plan is a blueprint for a diversified economy and sustainable, transit-oriented communities that revitalize existing neighborhoods. Since the Regional Plan was developed, the Regional Transportation Commission of Southern Nevada's Metropolitan Planning Organization (MPO) has served as the Regional Plan administrator, a role that also includes leading Regional Plan updates.

Recognizing the many environmental, economic, demographic, and public policy changes that have occurred over the last decade, the SNS Steering Committee directed MPO staff to initiate a Regional Plan update. The Regional Plan update, which is now titled Southern Nevada Strong 2050, is presently underway.

The contractor team, lead by ECONorthwest, will provide a presentation to the SNS Steering Committee on the planning approach for the project, how the SNS Steering Committee can expect to be engaged, and research on peer regional planning agencies that can help inspire and inform the Southern Nevada Strong 2050 Plan. SNS Steering Committee members will be invited to provide feedback on the Regional Plan update and identify potential strategies to improve regional planning based on lessons learned from peer communities.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong Underutilized Lands Inventory
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Receive a presentation on the Southern Nevada Strong Underutilized Lands Inventory and provide input on future uses, additional inventory features, and regional planning work plan activities that support infill development (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Feb 27 2025

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The Regional Transportation Commission of Southern Nevada (RTC) is co-leading a study to identify vacant and underutilized parcels within existing neighborhoods for new housing and job creation opportunities. Definitions of underutilized land vary across the United States, prompting the development of Southern Nevada's own regional definition and categorization to thoughtfully promote infill development.

The draft inventory was shared with the Southern Nevada Strong (SNS) Steering Committee on October 31, 2024, and presented to the RTC Board of Commissioners (Board) on December 12, 2024. As a result, SNS Steering Committee members, RTC Board members, and stakeholders have expressed interest in continuing to refine the inventory and expand its use to facilitate redevelopment. Through a discussion facilitated by staff, SNS Steering Committee members will:

- Develop a shared understanding of short-term applications of the inventory and identify other potential uses;
- Review upcoming inventory enhancements and obtain feedback;
- Discuss potential July 2025 – June 2027 work plan activities to further infill development;
- Discuss next steps, roles, and timelines.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Regional Plan Implementation Updates
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Share successes, work plan activities, and State legislative priorities that further the implementation of the Southern Nevada Strong Regional Plan (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Feb 27 2025

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Relationship building and information sharing are critical to achieving goals and objectives identified in the Southern Nevada Strong (SNS) Regional Plan Implementation Matrix, linked at <https://www.southernnevadastrong.org/wp-content/uploads/2022/06/Implementation-Matrix-final-web.pdf>. SNS Steering Committee members will share:

- Recent successes related to SNS implementation;
- Projects and activities planned in 2025 that support the implementation of the SNS Regional Plan; and/or
- Updates on 2025 Nevada State Legislative Session priority bill draft(s) related to regional planning, which may include bills currently being tracked by the Nevada Chapter of the American Planning Association.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong Steering Committee Meetings and Agenda Items
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Identify future Southern Nevada Strong Steering Committee meeting(s) and agenda items (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Feb 27 2025

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The Regional Transportation Commission of Southern Nevada (RTC), as core administrator of the Southern Nevada Strong (SNS) Regional Plan, seeks guidance from the SNS Steering Committee on:

- The 2025 SNS Steering Committee meeting calendar and location(s); and
- Future agenda items that advance implementation of the Regional Plan.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Final Citizens Participation
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Conduct a comment period for citizens participation
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Feb 27 2025

FISCAL IMPACT:

None by this action

BACKGROUND INFORMATION:

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada (RTC) Southern Nevada Strong (SNS) Steering Committee shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the SNS Steering Committee's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the SNS Steering Committee can direct that it be placed on a future agenda.