WNDD

WESTERN NEVADA DEVELOPMENT DISTRICT

AGENDA
Board of Directors Meeting
9:30 AM, Monday, 27 August 2018
Fernley City Hall – *595* Silver Lace Blvd. – Fernley, NV

1. **Call To Order** – Ed Lawson, President, Western Nevada Development District

2. **Roll Call**

3. **Introduction of Guests**

4. **Public Comment**

5. **Agenda Approval**

6. ***Discussion / Approval** – Meeting Minutes of 4 June 2018.

APPROVAL OF CONSENT CALENDAR
Items on the consent calendar may be approved by one motion. Consent items may be pulled at the request of Board Members wishing to have an item further discussed. When pulled for discussion, the item will automatically be placed at the beginning of the Administrative Agenda.

7. **Approval** – Treasurers Report Fiscal Year End Report

ADMINISTRATIVE AGENDA

8. **Presentation / Status Update – Inter-County Regional Transit Study**
   Lewison Lem, Planning Division, NDOT, will provide an update regarding the Inter-County Regional Transit Study.

9. **Approval – Recommendation of WNDD Executive Committee to Appoint Sheryl A. Gonzales as WNDD Executive Director**
   WNDD Executive Committee recommends appointing Sheryl A. Gonzales as WNDD Executive Director, effective 1 October 2018.

10. **Inter-Jurisdictional Issues**
    Board Discussion Only regarding inter-jurisdictional issues.

11. **Discussion –** Comprehensive Economic Development Strategy Update

Change on match for EDA grant.

12. **Discussion** – WNDD Board meeting times, dates and location

Host site for December Board Meeting

Disaster Planning Grant
Other Grant opportunities

Adjournment

***Discussion / Approval** – Change in WNDD Board meeting times, dates and location.

1. ***Discussion / Approval** – WNDD Letter of Support for NDOT / GOED Letter of Support for Nevada application for the Hyper Loop Global Challenge

2. ***Discussion / Approval** – Budget Amendment for FY 2017

3. **EXECUTIVE DIRECTOR REPORTS**

   a) New WNDD EDR Wilfred Marshall meetings
   b) 2nd Annual Nevada Economic Development Conference
   c) WNDD RLF program

4. **INTER-JURISDCITIONAL ISSUES**
   Board Member Discussion regarding inter-jurisdictional issues.

5. **Discussion** – Host site for the December 2016 Board Meeting to include tours and dinner meeting.

ADJOURNMENT

***Denotes Agenda item upon which official action will be taken**.

The WNDD address is:

Western Nevada Development District
704 West Nye Lane, Suite 201
Carson City, Nevada 89703
www.wndd.org
Telephone: 775-883-7333, Extension 2001
Fax: 775-883-0722
E-mail: rjradil@wndd.org

This **NOTICE** has also been posted at the WNDD Office, 704 West Nye Lane, Suite 201, Carson City, Nevada 89703.

NOTICE TO PERSONS WITH DISABILITIES: Members of the Public who are disabled and require special assistance or accommodation at the meeting are requested to notify the Western Nevada Development District office in writing at 704 West Nye Lane, Suite 201, Carson City, Nevada 89703 or by calling 775-883-7333 or TTY/TDD 1-800-326-6868 at least 24 hours in advance of the meeting.
This notice has been faxed for posting at the following locations:
Carson City Executive Offices, 201 North Carson Street, Carson City, Nevada 89701

Churchill County, Administrative Complex, 155 North Taylor Street, Fallon, Nevada 89406
City of Fallon, City Hall, 55 West Williams Street, Fallon, Nevada 89406
City of Fernley, 595 Silver Lace Boulevard, Fernley, Nevada 89408
Douglas County, Executive Offices, 1616 8th Street, Minden, Nevada 89423
Humboldt County, Courthouse, 50 West 5th Street, Winnemucca, Nevada 89445
City of Winnemucca, City Hall, 90 West Fourth Street, Winnemucca, Nevada 89445
Lyon County, Courthouse, 31 South Main Street, Yerington, Nevada 89447
City of Yerington, 102 South Main Street, Yerington, Nevada 89447
Mineral County, Courthouse, 1st and "A" Street, Hawthorne, Nevada 89415
Pershing County, Courthouse, 400 Main Street, Lovelock, Nevada 89419
City of Lovelock, Executive Offices, 400 14th Street, Lovelock, Nevada 89419
City of Reno, 1 East First Street, Reno, Nevada 89505
City of Sparks, 431 Prater Way, Sparks, Nevada 89431
Storey County, Courthouse, "B" Street, Virginia City, Nevada 89440
Washoe County, 1001 East Ninth Street, Building A, Reno, Nevada 89512
Western Nevada Development District, 704 West Nye Lane, Suite 201, Carson City, Nevada 89703

WESTERN NEVADA DEVELOPMENT DISTRICT
BOARD OF DIRECTORS MEETING
9:30 AM, WEDNESDAY, 12 October 2016
Fernley City Hall
Fernley, Nevada
SUPPORTING DOCUMENTATION

Ed Lawson, WNDD President, will call the meeting to order.

Item 6 - *Discussion / Approval – Board Meeting Minutes, 10 August 2016

Item 7 – Consent Agenda – WNDD Treasurer's Report

Item 8 - *Discussion / Approval – Change in WNDD Board meeting times, dates and location.

WNDD currently meets the second Wednesday in February, April, June, August, October and December.
The second Wednesday is the same date the City of Reno City Council meets. Reno City Council Member and City staff are unable to attend the WNDD Board Meetings due to this scheduling conflict.
Based upon a review of county and city commission meeting dates WNDD could change its Board Meeting date to the second or fourth Monday with no apparent conflicts.
WNDD Board President Ed Lawson has City of Sparks Council Meetings scheduled for the 2nd and 4th Mondays at 2:00 PM.
Having the WNDD Board Meetings continue to meet at 9:30 AM in Fernley would not be a conflict for Ed Lawson.

See the table below for the region's county and city commission meeting dates and times.

County/City Commission Meeting Dates
WNDD Region

Meeting Dates						
	Mon	Tues	Wed	Thurs	Friday	
Carson				1st & 3rd		8:30 AM
Churchill			3rd	1st		8:15 & 1:15 PM
Fallon		1st & 3rd				7:00 PM
Douglas				1st & 3rd		1:00 PM
Humboldt	1st & 3rd					9:30 AM
Winnemucca		1st & 3rd				2:00 PM
Lyon				1st & 3rd		9:00 AM
Fernley			1st & 3rd			5:30 PM
Yerington	2nd & 4th					7:00 PM
Mineral			1st & 3rd			9:00 AM
Pershing			1st & 3rd			8:30 AM
Lovelock		1st & 3rd				7:00 PM
Storey		1st & 3rd				10:00 AM
Washoe		2nd, 3rd & 4th				10:00 AM
Reno			2nd & 4th			10:00 AM
Sparks	2nd & 4th					2:00 PM

WNDD
15 Aug 16

Discussed 4th Thursday at WNDD Board Meeting
Believe there is a conflict with FE on the 4th Thursday
Need to look at the 2nd or 4th Monday.
Only conflict would be with Sparks, but may not be conflict if we meet at 9:30 am
Sparks City Council meets at 2:00 PM the 2nd and 4th Monday

Item 9 - *Discussion / Approval - WNDD Letter of Support for NDOT / GOED Letter of Support for Nevada application for the Hyper Loop Global Challenge.
WNDD has been contacted by Sondra Rosenberg regarding a submittal by NDOT and/or GOED to become a proposer to enter the Hyper Loop transportation competition.
Rosenberg is inquiring about a letter of support from WNDD for the proposal to be submitted.
Below is a summary of Rosenberg's E-Mails and some background gleaned from the Hype Loop web site.

HYPER LOOP

RE: Hyperloop One Global Challenge
Rosenberg, Sondra E [SRosenberg@dot.state.nv.us]
Sent: Mon 10/3/2016 6:59 PM
To: Ron Radil; Verre, Kevin F

Ron, you'll be getting a request, either from NDOT or GOED in the next week or so for that signature (the plan is to have one letter, lots of signatures).
The biggest challenge with the transit planning right now is matching funds. If you can either support financially, or encourage the counties to , that would be very helpful.
I've cc'd Kevin Verre who can assist you with both of these as I will be travelling for the next couple of weeks.
Thank you for your support!

Sondra Rosenberg, PTP
Assistant Director, Planning
Nevada Department of Transportation
775-888-7440

From: Ron Radil [mailto:rjradil@wndd.org]
Sent: Monday, October 3, 2016 8:33 AM
To: Rosenberg, Sondra E <SRosenberg@dot.state.nv.us>
Subject: RE: Hyperloop One Global Challenge

Sondra:
Let me know when you need a letter of support for the Hyperloop One Global Challenge.
WNDD will provide the letter.
What can WNDD do regarding the transit planning in the region?
Let me know.
Thanks. Ron

Ronald J. Radil
Executive Director
Western Nevada Development District
704 West Nye Lane, Suite 201
Carson City, Nevada 89703
775-883-7333, Ext 2001
(F) 775-883-0722
E-Mail: rjradil@wndd.org

From: Rosenberg, Sondra E [mailto:SRosenberg@dot.state.nv.us]
Sent: Sunday, October 02, 2016 11:30 PM
To: rhooper@nnda.org; RJRadil@WNDD.Org
Cc: Verre, Kevin F
Subject: Hyperloop One Global Challenge

Rob and Ron,

I wanted to reach out to you regarding an application that the State of Nevada is putting together for the Hyperloop One Global Challenge https://hyperloop-one.com/global-challenge.

Hyperloop One is looking for locations to start building full scale corridors using this technology. The State of Nevada offers some unique opportunities – friendly business environment, high percentage of undeveloped government owned land, and forward thinking leadership. Not to mention, they are building tests in the state already.
The proposal will focus on the future I-11, specifically connecting Las Vegas to I-80, focusing on the opportunity to connect, for freight movement, the two developing industrial areas in the Northern and Southern parts of the state (TRIC and APEX), with the ultimate goal to be then to extend west to SF and LA, then to other parts of the Western US, such as Phoenix, Salt Lake City, Denver, etc.
I was hoping each of your organizations would be willing to support this effort. We will be circulating a letter of support to several agencies/organizations throughout the state. At this point, this is a conceptual/high level planning effort and we are just looking for support of the concept. If our application is selected for further consideration, we will then get into more details on routing, design needs, etc.
I am cc'ing Kevin Verre from NDOT Planning who will be assisting with this effort. I will be travelling over the next two weeks, so you will likely hear from him while I am out.
Thank you for your consideration.

- Ron – on a separate note, I wanted to let you know that we are working on securing funding for a commuting alternatives (transit, etc.) for TRIC and the surrounding counties. We hope to begin that effort in the coming months. Unfortunately, it's taken longer than I'd hoped to get going due to staffing turnover/vacancies. Kevin can also give you an update on that.

Thank you!

Sondra Rosenberg, PTP
Assistant Director, Planning
Nevada Department of Transportation
775-888-7440

- The following copied from https://hyperloop-one.com/global-challenge, 4 October 2016 for background information.

PROPULSION OPEN AIR TEST
12/07/2015

Hi Team,
This morning we are announcing one of the many steps that move us closer to achieving our "Kitty Hawk" moment in 2016.
The Hyperloop Tech team has been hard at work to finalize the location for the Propulsion Open Air Test (POAT) and today were announcing that we've reached an agreement and will start testing onsite at the Apex Industrial Park in the City of North Las Vegas, Nevada, in the next month.
This is another step, but a very important one, on our way to realizing the full potential of Hyperloop Tech. Our "Kitty Hawk" moment refers to our first full system, full scale, full speed test. This will be over 2 miles of tube with a controlled environment and inside that tube we will levitate a pod and accelerate it to over 700mph. We aim to achieve this in Q4 2016.
A special thanks to everyone on the Hyperloop Tech team who worked so effectively to accomplish this milestone. The recognition of the importance of our efforts by government officials at the state and local level in Nevada is extremely encouraging, and we expect this to be the first of many world changing breakthroughs to occur in 2016.
Keep thinking big, building fast and making the impossible a reality.
Well done and thanks!
Rob Lloyd
CEO Hyperloop Technologies Inc.

Hyperloop Technologies Inc. Announces Land Deal For Propulsion Open Air Test in North Las Vegas, Nevada

Company to begin Propulsion Open Air Test in first quarter 2016 on 50 acre site in Apex Industrial Park; Working in Conjunction with the State of Nevada, Governor Sandoval and the Office of Economic Development, and the City of North Las Vegas, Mayor Lee and team.

(Los Angeles, Calif.) December 8, 2015 -- Hyperloop Technologies Inc. announced today that the company has entered into agreements to locate their Propulsion Open Air Test (POAT) on an approximately 50 acre site it has secured in the Mountain View Industrial Park in Apex Industrial Park in the City of North Las Vegas, Nevada. Hardware will begin arriving this month, and testing is expected to begin early first quarter 2016.
"This decision represents another major milestone in our journey to bring Hyperloop to commercial reality," said Rob Lloyd, CEO, Hyperloop Technologies, Inc. "Hyperloop Technologies will invest first in regions where we receive government advocacy to move fast. We are grateful for the support we have received from Governor Sandoval, the Nevada Office of Economic Development and Mayor Lee and his team from the City of North Las Vegas."
The ability of the Office of Economic Development team and state and local officials to move at the pace that supports the test and future deployment of advanced technology was critical to location selection for the Propulsion Open Air Test.
"As a state, we are working diligently to attract and grow innovative companies and technologies that advance industries of all kinds," said Nevada Governor Brian Sandoval. "Through this exciting announcement by Hyperloop Tech and its selection of Apex Industrial

Park for its Propulsion Open Air Test, Nevada is thrilled to be playing a role in the critical testing of its innovative advanced technologies. While this is a short-term endeavor, it is a critical step in the company's development of a truly unique mode of transportation, and I am proud of the work that has been done by the Las Vegas Global Economic Alliance, the City of North Las Vegas, Clark County, the Governor's Office of Economic Development, and Hyperloop Tech to reach this point today. Thank you, Hyperloop Tech, for your selection of Nevada for this phase of your company development and becoming a partner in the New Nevada."

Hyperloop is a transportation system in which a full-length tube is built between destinations, with a controlled environment inside the tube allowing people or cargo to travel at extremely fast speeds. The Propulsion Open Air Test will occur on a track of approximately 1km where the custom-designed linear electric motor will be tested at speeds of 540 km/hour. The Hyperloop technical team, led by CTO and co-founder Brogan BamBrogan, is pioneering unique innovations including advancements in propulsion, tube design and fabrication, levitation systems, pod designs and thermodynamics and systems engineering.

"Hyperloop Tech is a cutting-edge company focused on changing the way the world views transportation, and we could not be more excited about the role the State of Nevada is going to play in this first phase of testing," said Steve Hill, Director of the Governor's Office of Economic Development. "It certainly is thrilling to see how Nevada is becoming a place to research, develop, test, and implement advanced technologies driven by innovation."

"I want to thank Governor Sandoval and his team for their hard work to bring this tremendous opportunity to North Las Vegas," said Mayor John Lee. "He believes, like I do, that Hyperloop Tech will not only provide an economic boost to the region, it will demonstrate that Apex is the ideal location for visionary technology businesses."

This milestone is a critical first step towards the full Hyperloop system test. Hyperloop is in the final stages of site selection for the location of a Safety, Development and Test site where Hyperloop will construct a 3km full-scale, full speed prototype. The company is preparing to have this site fully operational in late 2016 / early 2017, as part of its goal to deliver a commercially viable, fully operational Hyperloop system by 2020.

Hyperloop Technologies Inc. employs a team of over 72 full time employees at the company's three-acre, three-building campus in the downtown Los Angeles Arts District. Hyperloop Technologies Inc. is financially backed by leading investors Khosla Ventures, Formation 8, Sherpa Ventures, Zhen Capital, Caspian VC and more. The company has raised $37 million in financing to date and is currently completing a Series B round of $80m.

About Hyperloop Technologies, Inc.:

Hyperloop Technologies, Inc., is the world's next breakthrough in transportation, engineering unique transportation solutions worldwide for both cargo and passengers. The company was founded in 2014 and is headquartered in downtown Los Angeles, California. For more information, please visit http://hyperlooptech.com.

About the Governor's Office of Economic Development:

Created during the 2011 session of the Nevada Legislature, the Governor's Office of Economic Development (GOED) is the result of a collaborative effort between the Nevada Legislature and Governor Brian Sandoval to restructure economic development in the state. GOED's role is to promote a robust, diversified and prosperous economy in Nevada, to stimulate business expansion and retention, encourage entrepreneurial enterprise, attract new businesses and

facilitate community development. More information on the Governor's Office of Economic Development can be viewed at www.diversifynevada.com.

Contact:
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FROM SURREAL TO SO REAL

05/12/2016

By Shervin Pishevar

You couldn't have asked for a more beautiful moment for the future to arrive. The late day sun was dipping behind the Sheep Range behind us, a breeze was picking up and out here in the Nevada desert 30 miles from the Vegas Strip, we were standing behind a chain-link fence looking at the future of transportation--a vision made very real.

On the other side of the fence was a 1,500-pound metal sled, a giant aluminum centipede, resting at the start of a 300-meter track. Under the sled and extending down its center for another 57 meters was a thin linear electric motor that, when juiced with power, would shoot the sled down

the track. At Hyperloop One, the startup I cofounded in 2014, we call this rig the POAT, or propulsion open-air test.

Three. Two. One. Off it went. Zero to 60 mph in 1.1 seconds, before stopping into a big plume of sand. I was with a couple of site engineers and my cofounder and Hyperloop One's chief technology officer Brogan BamBrogan. We whooped, high-fiving all around, and hugs. I had tears mixed with sand. Anyone who knows me knows I'm a hugger. (That's me in the white pants.) We didn't know the control room team was going to zoom in. They had bet between themselves we would all hug after so they zoomed in to catch us in the act.

This was my preview of what the world saw on Wednesday, May 11: the first actual working component of the Hyperloop, Elon Musk's bold idea for supersonic travel through near-vacuum tubes. There's a lot of noise, hope and hype out there about what the Hyperloop could be and will be, but this metal sled absolutely grounds the idea in much-needed reality.

But what was surreal about the whole thing is how far we've come so quickly. Hyperloop One is now a team of 150 people in downtown Los Angeles and Las Vegas, but we were a handful of people in Brogan's LA garage less than two years ago. And the entire POAT site was bare ground less than six months.

I've been lucky to have been involved in dozens of startups over the years, including lightning fast scale-up companies like Uber, but I've never seen a company move this fast. We're living in an incredible window of time in human history, when teams of entrepreneurs and engineers can dream big and execute on their vision at an unprecedented scale. Private companies are now doing the things that nations used to do.

There's something about the idea of the Hyperloop that captures the imagination of ambitious engineers. The benefits of Hyperloop are clear: efficient, on-demand, safe, green and of course fast travel. But the idea of being on the ground floor of commercializing the next mode of transportation goes beyond the delivery of those values. We've had amazingly talented Ph.Ds quit their jobs, pull up roots and come join our team because they want to make it happen. Several of them have been living on the site for weeks because they want to make it happen.

There's a quote from Theodore Roosevelt I had on my wall when I was in high school and college. I read it aloud to the more than 100 guests, investors and press we invited out to the desert to witness this historic moment, and dedicated it to the team.

It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs, who comes short again and again, because there is no effort without error and shortcoming; but who does actually strive to do the deeds; who knows great enthusiasms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory nor defeat.

Surreal, but so real.

Shervin Pishevar is a cofounder and executive chairman of Hyperloop One.

THE CHALLENGES BEFORE US

06/06/2016

By Bruce Upbin, vp strategic communications, Hyperloop One

It's been less than a month since Hyperloop One demonstrated our first working propulsion system. At our test site in the desert north of Las Vegas, we shot a bare-metal sled down a short track at 2.4 g's---zero to 100 mph in 1.9 seconds. It was only a four-second test, with no brakes except a bank of sand, but our non-contact electric motor worked just as designed. For our engineers it was a huge moment. Months of hard work went into designing a new kind of propulsion system, and the motor more than passed the test. We took a real step toward making the world's first full Hyperloop system.

The Hyperloop is a new way to move people or things anywhere in the world quickly, safely, efficiently, on-demand and with minimal impact to the environment. The system accelerates a passenger or cargo vehicle through a steel tube in a near-vacuum using that linear electric motor. The autonomous vehicles glide comfortably at faster-than-airline speeds over long distances due to the extremely low aerodynamic drag and non-contact levitation. There's no direct emissions, noise, delay, weather concerns nor pilot error.

Our mid-May propulsion test generated a good amount of attention. Everyone brought their own a point of view. Most applauded and saw it for what it was: a first step. Others wisely started asking the hard questions. That's good. We like hard questions, many of which we've asked ourselves already and some that we haven't. So let's take a moment to answer those that we can.

One big question we get: Why should society be investing time and money in an untried technology when we could be investing in existing modes of transportation and more proven technologies like high-speed rail? We don't think it's an either-or proposition. Governments should invest in better roads, metros, airports and container ports. A growing population and global economy demands more and better infrastructure. We've always considered Hyperloop a complementary mode of moving people and freight.

We don't know exactly how much the first few Hyperloops will cost to build and maintain, but one outside auditor estimates we can deliver better performance for 60% of the cost of high-speed rail. That's a start, but it's not the disruptive improvement we're aiming to deliver. Our engineers have ideas to get those costs down even more.

Hyperloop is a new, unprecedented and under-development technology. It's on us to manage expectations. Sometime around the end of the year we plan to unveil our DevLoop, a working prototype of the complete system with track and vehicle moving in a near-vacuum environment. We've already started clearing the ground for DevLoop which, when its first phase is completed, will extend for a kilometer north of our original test side. Tube deliveries are starting in a week or so and we'll start prepping and welding them on site, and then securing them up on columns and custom designed joints.

Who is this intended to serve?

We've gotten great questions about the unintended positive and negative consequences of Hyperloop. Who needs it? Who is it intended to serve? What can it do for regions that other forms of transportation cannot do? Some impacts you can plan for and some you can't. The U.S. national highway system brought dramatic economic growth to post-war America at the cost of white flight, congestion and sprawl. We don't know what we don't know, but we do know that there are big opportunities to arbitrage real estate values and there is great demand to knit cities into more connected regional economic hubs. The Netherlands wants to be first to build

Hyperloop in their country. So does the United Arab Emirates, and Russia, and the Nordics. Stockholm has a 15-year waiting list for apartments and booming tech sector, while the Helsinki area has an abundance of housing and underemployed engineers. We're working on a feasibility study with FS Links of the Aland Islands to connect Stockholm and Helsinki with a 20-minute Hyperloop journey, an elegant way to rebalance the economies of the region.

Hyperloop is at its core an engineering problem, but we're working in parallel to ensure we can and will meet all the necessary regulatory and safety approvals that apply to other transportation modes. We like regulation. It's comforting to know that some smart people looked into a problem and came up with guardrails to keep people safe and businesses from cutting corners. We might need brand new regulations and we'd work with our global partners in business and government to get those passed. We might be able to move ahead without entirely new regulations, merely some selected changes to existing rules, but we think either course will not be a deal breaker. Hyperloop may likely appear first outside the U.S., but that's more of a function of where commercial interest is greatest than it is the difficulty of navigating Washington.

Another whole set of questions we get often is around securing rights-of-way, and ensuring that the trajectory of the vehicle path and the integrity of the tube it moves through offers a comfortable ride at airplane speeds. Maybe it's obvious to say, but we wouldn't build something that is uncomfortable to ride in. Our acceleration and deceleration will be so gradual that you won't be able to feel it, anymore than you would getting onto a highway ramp in a Honda sedan. In turns, there are plenty of ways to counteract the g-forces a person would experience, even at high speed, by adjusting how the vehicle banks inside the tube. Tunneling will help eliminate bends in the network and, while it adds cost, our tunnels don't need to be as big as rail or road tunnels because our tube diameter is smaller.

What about windows?

Will Hyperloop vehicles and tubes have windows? What about emergency exits? How do you ensure passengers get to the next station? We're working on these issues right now. We're not ruling out windows, but we're focusing more on the passenger experience inside the vehicle rather than figuring out how to create apertures in steel tubes. We may have evacuation points along the way, but that also adds cost and complexity to a system maintaining a near-perfect vacuum. A better solution may be to have passengers glide to the next station, where they can evacuate safely.

We think the Hyperloop is a technology everyone can use and afford. We're facing skeptics, cynics, champions, competition and the confused. We're not conjuring anything and we're not performance art. There are a dozen or so people cutting, sawing and welding out back in our downtown Los Angeles headquarters as I write this. We're going to continue inventing and investing--with private money--until we prove Hyperloop works.

We have accomplished an incredible amount in a very short time. We've said will be moving cargo in 2020 and passengers by 2021, and we're sticking to that time frame.

Bruce Upbin is VP of strategic communications at Hyperloop One.

WORLD'S FIRST HYPERLOOP FACTORY IS OPEN FOR BUSINESS

07/27/2016

From down the street the building looks like any other nondescript strip-mall-surrounded industrial warehouse. The giant steel tubes in the parking lot start to yield some clues what's inside. Say hello to our not-so-little friend: Hyperloop One Metalworks, a soon-to-be buzzing, job-creation machine shop for transportation's future.

Hyperloop One Metalworks is a tooling and fabrication site the size of two football fields under one roof in North Las Vegas, Nev. It will house the engineers, technicians, machinists and welders who will build and test many of the components going into Devloop, the full-system Hyperloop prototype set to begin trial runs early next year, and the production systems we plan to begin building in the years to come. The Hyperloop, in case you didn't know, is a new mode of on-demand transportation that moves people and cargo through near-vacuum tubes at airline speeds using electric propulsion over a non-contact levitation track. We're the only company in the world building a complete system right now—and Metalworks is a big next move along the plan.

"The facility is essential as we continue testing and is an incredible asset as we continue on the path towards making Hyperloop a reality," says Josh Giegel, cofounder and president of engineering at Hyperloop One. "The equipment housed at Metalworks gives us the flexibility and freedom to build rapidly and develop the Hyperloop in real-time."

Metalworks is a maker playground, with brand new CNC mills, lathes, welding machines and tables, and a state-of-the-art metrology room for accurately measuring the key materials and subcomponents of our Hyperloop system in a controlled environment. A purchase sure to be a team favorite are the Flow waterjet cutters that blast water at extremely high-pressures to cut virtually any shape in any material at speeds of up to 36 meters per minute with an accuracy of up to 1/1000th of an inch.

Having a world-class machine shop allows us to move more of our production and manufacturing R&D in-house so we can learn at maximum speed how to drive down the cost of delivering Hyperloop One technology. Metalworks is where we'll be producing custom equipment and components that requires high precision and care, such as the thyristors and stators used in our propulsion system. Other parts we plan to produce here include tube aligning systems, stiffener rings, and the joints between tubes and their supporting columns.

We're proud to be generating new manufacturing jobs in the U.S., and are grateful for the help we've gotten from the city of North Las Vegas and the state of Nevada in doing so. We're lucky to work with officials who stand for innovation and see the potential of Hyperloop as the next mode of transportation.

Let the Metalworks begin.

Item 10 – Budget Amendment For FY 2017

There will be a draft Budget Amendment For FY 2017, based upon Revenues/Expenditures for the Conference.

Item 11 – Executive Director's Reports

New WNDD EDR Wilfred Marshall meetings

Marshall is the current EDR for Nevada. He is based in Los Angeles and has been an EDR since 2000.

2nd Annual Nevada Economic Development Conference

Conference was held 21 and 22 September at the Joe Crowley Student Union. 215 registrants this year compared with 179 last year. $41,000 cash received from sponsors compared with $15,000 last year. Waiting for final billings and accounting.

The 2017 Conference will be held at UNLV.

WNDD RLF program.

Currently have five borrowers. One is behind in loan payments and is working to become current by 31 December.

LRC reviewed one loan application in August/September, with the loan condition there be a Personal Guarantor for the loan. As the applicant does not have a Personal Guarantor the loan will not be approved.

Item 12 -INTER-JURISDCITIONAL ISSUES
Board Member Discussion only regarding inter-jurisdictional issues.

Item 13 - Discussion – Host site for the December 2016 Board Meeting to include tours and dinner meeting.
Recent Host Sites have been:

Recent Host County Meetings

Jun 2016	Lovelock/Pershing	Dec 2015	Washoe Co/Reno-Tahoe International Airport
Jun 2015	Douglas	Dec 2014	Churchill
Jun 2014	Mineral	Dec 2013	Carson City
Jun 2013	Fernley	Dec 2012	Reno
Jun 2012	Virginia City	Dec 2011	Douglas