



Nevada Department of Transportation

Board of Directors Meeting Minutes

June 8, 2020

9:30 A.M.

Meeting Location:	1263 South Stewart Street Third Floor Conference Room Carson City, Nevada 89712	123 East Washington Avenue Building B Las Vegas, Nevada 89101
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1. Welcome/Call to Order

Governor Sisolak called the June 8 Nevada Department of Transportation Board of Directors Meeting to order at 9:30 AM. A roll call was conducted, and quorum was established.

2. Public Comment

Director Swallow said that all public comments were received via public comment forum or public comment email. There was one comment received in support of Agenda Item 6 and another that she will report on later.

Lieutenant Governor Marshall said she wanted to recognize two NDOT employees who went above and beyond to save a small business out in Baker, Nevada. The business would literally have closed had it not been for the help of NDOT. Steve Baer and Kyle made it so that the only restaurant in Baker could remain open to serve the people going to the national park. She said they deserve many thanks.

3. Consideration of Approval of May 11, 2020 Nevada Department of Transportation Board of Directors Meeting Minutes (For Possible Action)

There were no corrections or changes in the Minutes.

Motion: Approve the May 11, 2020 Nevada Department of Transportation Board of Directors Meeting Minutes

By: Lieutenant Governor Marshall

Vote: Passed unanimously

4. Receive Director's Report (Informational Item)

Director Swallow began her report with a safety update. The total fatality numbers are still tracking lower than they were in 2019 with 99 people who've lost their lives this year versus 115 last year. In May, there were only



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11 fatalities compared to 27 last year. Pedestrian numbers are also tracking better than they did last year with 32 pedestrian fatalities this year compared to 38 last year. Motorcyclists are tracking far better, with only 12 motorcyclists who lost their lives versus 23. Bicyclists are also better with 3 this year compared to 5 last year.

Director Swallow explained the Department's Five E program. The Five E's are:

1. Engineering. How roads are designed to increase pedestrian safety and ultimately designing the roads for speeds that are safe for folks to travel on.
2. Enforcement. This is via DUI checkpoints, seatbelt enforcement, enforcing all of the traffic laws where appropriate.
3. Education. Provides information on how to maintain vehicles on the roadways, provide public service campaigns to reduce impaired driving, provides subsidized rides to and from bars and hotels occasionally.
4. Emergency Response. Conducting first responder training, providing intelligent transportation system technology to reduce response times.
5. Everyone. All people have a role. As Nevada continues to reopen, the Department wants to make sure everybody understands their role and are careful and cautious and aren't driving impaired.

Director Swallow followed up on her plan to focus on one crash per month. This month she told Members about a crash on Lake Mead Boulevard in Las Vegas that took the life of a motorcyclist. The rider was struck by a Nissan Altima that made a U-turn, pulling out in front of the motorcycle. The motorcyclist left behind a wife and three kids. The driver of the Nissan is now facing charges of DUI and making an illegal U-turn. It's important that everyone take responsibility for actions on Nevada roads to ensure everyone's safety.

The Director gave a COVID-19 update. The Department worked hard to keep programs up and running while keeping team members safe as well. Construction and maintenance activities have continued with ongoing safety protocols.

During Phase 1, most staff worked from home. Now that it's Phase 2, employees are carefully returning to the workplace. The Director expects that the majority of the team members will be back during Phase 3.

COVID-19 has had a significant impact on revenue across the state, and NDOT's projected revenue has been impacted mightily. The Department is proactively planning for different budget scenarios, and also monitoring updates on the Federal level.



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Director Swallow gave a quick summary on the federal efforts which are very dynamic right now. Nevada's current surface transportation bill for highways, bridges, and transit is the FAST Act, and it is meant to expire on September 30th. Congress cannot extend the law without finding additional supplemental funding for the Highway Trust Fund unless they cut the program by 30 percent. Both the House and the Senate are working on five-year re-authorization bills for the FAST Act, which is really good news. It's not often that they have a draft legislation in advance of expiration, so that is very good news.

The Director said they are monitoring progress on the House Bill which includes an over 40 percent increase in funding for many programs versus the Senate bill which includes a more modest increase of 20 percent. Neither bill currently has the funding component figured out. The hearing for the policy component on the House bill is scheduled next week.

The economic impact of the program, October through May, has been almost 5,200 jobs. 5,180 jobs have been supported via the Transportation Program. During the beginning of the COVID response, traffic counts were down. Since then, the numbers have improved and that increase in traffic will continue and will help restore funding.

Director Swallow detailed some of the Department's involvement with regional riots in Reno the weekend of May 30 and 31. To support public safety and enforcement response efforts, law enforcement requested NDOT to close freeway off ramps with traffic control devices including utilizing snowplows to block ramps in order to restrict vehicle access to downtown Reno. The Department received the phone call at 8:00 p.m. on Saturday night and staff was able to mobilize and get equipment in place within a couple of hours. They utilized some older snowplows deployed for sale and were able to keep the brand new equipment out of harm's way. This quick action helped reduce downtown access, mitigate damage and enhance safety during the Reno riot. This was a job well done.

Another significant event that happened in the last month was the western Nevada earthquake. In the early hours of Friday, May 15, a 6.5 magnitude earthquake occurred approximately 20 miles southeast of Mina. This earthquake was Nevada's largest in 66 years. Within a few hours, the NDOT team was able to confirm that there was no structural damage to the few bridges within range of the earthquake. However, the quake caused pavement damage to roughly three miles of U.S. Highway 95, north of the U.S. Route 6 junction in Tonopah. The NDOT teams went out immediately to assess the damage, perform traffic control, and closed U.S. 95 and detoured traffic to do so. The highway was closed and they were able to make the emergency repairs at four



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different locations and reopen the road two hours ahead of schedule. The largest repair was where there was a 3- to 5-inch differential settlement in the pavement. They closed the road. They removed nine feet of pavement across the entire road and put down a 40-foot long, nine-foot wide pavement patch in order to reopen the road at 3:00 PM. The permanent fix at three different locations should be complete by the end of next week.

The Director said in advance of Agenda Item 14, she would summarize road transfers for the Members. NRS 408.527 defines instances in which the Department may relinquish or accept roadways. The Department can relinquish a roadway when it is determined it is no longer needed due to development changes or lack of use, a roadway is superseded by a new alignment or a local agency requests transfer of ownership of roads to control the ingress/egress and development potential without needing to meet state design standards or request permits to work on the roadway.

There are three legislatively required steps to complete a road relinquishment or transfer. First is the formal agreement approved by NDOT and the local agency. The second is the consent resolution approved by the local agency board, and the final step is the resolution of relinquishment approved by the State Transportation Board.

Agenda Items 10 through 14 are the final action resulting from a 2018 agreement between Clark County and NDOT to exchange several surface streets for a portion of the Clark County 215 Beltway between Warm Springs and Stephanie. The Department committed to creating some new access points for the HOV lanes. The Director committed in December that those access points would be open within six months and she was happy to report that construction was completed last Friday on seven new locations.

There are four on I-15. Going northbound, there's a new one for Flamingo northbound just north of Sahara. And there is a new one for Sahara northbound just north of Charleston Boulevard. For the southbound direction, there is a new one north of Sahara for anyone looking to exit at Spring Mountain, and there's a new one south of Russell for anyone looking to exit at Blue Diamond and Silverado Ranch Boulevard.

On U.S. 95, they added three new locations. Heading northbound, the first one is right past I-15 near Rancho. This one is intended to allow access for anyone who is on U.S. 95 through downtown Las Vegas so that they can enter the system soon after the system starts when they cross the Spaghetti Bowl. The second one is located north of Cheyenne to allow access and entry for anyone who enters U.S. 95 at Cheyenne. And, then, the last



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one is for southbound. It's just south of Craig Road, and that will allow access for anyone who's entering the freeway system from Ann.

The Director's final topic was an update on a project the Board approved just two months ago—the Parr/Dandini Bridge replacement in Reno. The bridge is 48 years old and will be replaced with a newer and wider bridge. Construction is starting shortly. The old bridge is being removed this weekend. Construction will continue through November during which time the U.S. 395 lanes will be open, but the Parr Boulevard Bridge and highway ramps to and from Parr/Dandini will be closed for approximately five months. Drivers will also see periodic lane shifts and overnight lane reductions on 395 through the end of the year. These are the first critical parts of the widening of U.S. 395 in the North Valley.

There were no questions from Members. Governor Sisolak moved on to the next agenda item.

5. Consideration of Annual Work Program Adjustments due to COVID-19 Revenue Impacts (For Possible Action)

Mr. Cole Mortensen, Deputy Director of Planning and Performance, gave Members a presentation regarding the annual work program adjustments due to COVID-19 revenue impacts.

Mr. Mortensen said this is the time for a tough conversation due to the state's declining revenues. There have been traffic declines that are going to equate to decreasing revenue. The Department finally received the March tax revenue values, and staff projected out what they anticipate that to be over the next two years.

For the remainder of FY 2020 they anticipate those reductions to equate to be about \$63M and for 2021 about \$80M. Over the next two years, they are going to have to make a shift of about \$143M in the projects that they anticipated delivering. They have already looked into agency operational reductions of \$5M in 2020 and \$10M in 2021 and have continued to look at reducing new commitments and leveraging federal funds. They are going to continue to award federally funded projects and those will continue.

There were some architectural projects that were already delayed or cancelled that equate to about \$23.5M. State funded projects not yet awarded were the ones that were considered for cancellation or delay. Staff has developed three options to reduce future spending in consideration of the highway fund revenue declines.



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Option 1: delays two construction projects in two counties, which equates to an additional \$44.3M, which is a total of \$72.8M. They would delay the following projects: the U.S. 50, U.S. 93 in White Pine County, downtown Ely reconstruction, which is a \$29.8M cost, and then an I-80 interchange project which is \$14.5M in Elko County.

Option 2: delays nine maintenance or preservation projects in seven counties, which would be a \$34.9M reduction, equating to \$63.4M this year. Option 2 would be to delay the following projects to continue to look at delaying the I-80 interchange project in Elko, and then a handful of other slurry seals, overlays, and betterment projects.

Option 3: will continue with the current plan projects with the understanding that there is already the \$28.5M in reduction and that they would be essentially having this conversation later when there is a better understanding of what those revenue declines will actually be. Option 3 would be to hold the course presently and to make the decision later when they have a better understanding of what the actual revenue declines are. Staff is currently recommending Option 1 to go ahead and delay the Ely project and the Elko County I-80 project for a grand total of \$72.8M.

Governor Sisolak had a comment about Option 3. He said he was concerned about Option 3 because they might be having this discussion again in six months or a year if the revenues do not come back. There's no telling how that will look in three, six, or twelve months.

Lieutenant Governor Marshall said she absolutely agreed with the Governor. They need to make cuts. Even though the figures are projected and based on March numbers, even though they have seen that the numbers are improving, they still have to make cuts. The Lieutenant Governor said she didn't believe they could do Option 3.

Lieutenant Governor Marshall had some questions. She asked if in Option 2, the projects below the Elko County project, were those more maintenance and not long-term, infrastructure jobs?

Mr. Mortensen replied those projects were the typical kind of maintenance and betterment type project. When they looked at this list and tried to develop projects that they would recommend for delay, they identified projects that weren't resolving a significant safety issue.



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Lieutenant Governor Marshall asked if once that project is completed, that community will be out of the flood plain and, thus, this is a safety project?

Mr. Mortensen said what's happened is that the majority of Ely was developed with the mining boom, and so, as Ely was developed, the development didn't properly address the drainage concerns. And the project, when it's completed, will help address those drainage concerns which would allow the City of Ely to apply to FEMA to have the flood plain designation lifted. This project handles only the lower end of the drainage system, and the overall impact won't be appreciated until the second phase of the project is complete, several years down the road.

The Lieutenant Governor had a question about jobs. Nevada has significant unemployment. Was it true that the Ely project would create, in terms of direct and indirect, about 200 jobs in this fiscal year and 200 jobs in the next fiscal year?

Mr. Mortensen said it's a grand total of about 352 job years that would be created by the project.

Lieutenant Governor Marshall asked if this project was shovel-ready?

Mr. Mortensen said that was correct.

Lieutenant Governor Marshall said given the long-term infrastructure, the safety issues, the number of job good solid union jobs, and the fact that it's shovel ready, she thought they should continue with the Ely project. She said it was her understanding, having talked with the Congressional delegation, that the Invest in America Act is looking at \$391B, that that money will be for transportation and a significant amount of that money will come to Nevada. She hopes that they will continue with the Ely project that creates solid jobs and gets to solve a safety issue of flooding.

The group discussed the importance of maintenance and the consequences of not doing maintenance.

Mr. Ascuaga said he was leaning with Lieutenant Governor Marshall. He said in his short tenure on the Board, he has been struck by the lengthy and careful process of major projects. Sometimes it can be 15 to 20 years from job identification to job completion. In the Ely project, everybody has lined up the substantial financial commitment from NDOT and substantial financial commitment from contracting partners and subs and the



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community of Ely. Mr. Ascuaga said he thought the Board should get behind the Ely project and push it through to completion. There's risk involved on either option, but he feels like this could be a great boost for the northern part of the state, too. Some variation of Option 2 would be his preference.

State Controller Catherine Byrne said she, too, was leaning with the Lieutenant Governor. It seems like that's kind of a waste if they drop it now.

Director Valentine asked why did staff recommend Option 1 over Option 2?

Director Swallow said, before she answered that question, she wanted to clarify a few things. First, they provided options that would cut the \$63M impact expected this year and, then, the FY 2021 annual work program would incorporate the additional \$80M or, if they see something less than anticipated, it will be less than that. The annual work program between changes they make this year and the program they bring next month will account for the entire \$143M in total cuts.

Second, whether Members vote for Option 1 or Option 2, those projects will go back into the mix for prioritization within the fiscal year 2021 program and based on their prioritization, may reappear or may get delayed further.

Staff made the recommendation for Option 1. The two options are essentially job neutral because of the \$143M from the program they have to cut. Option 1 is \$44.3M. Option 2 is \$34.9M. But if they don't cut the full amount this time, that just means more significant cuts in fiscal year 2021. They're essentially job neutral between the two.

Option 1 is impacting two counties and roughly eight miles of roadways versus Option 2 which is eight counties and over 115 miles of roadways, and some of our highest traffic roads with safety issues associated, it includes fencing to help prevent homeless access along I-15 and 95 in Las Vegas. It includes the critical betterments project that they want to make sure they don't defer because they'll cost more in the future. And that's why they recommended Option 1. It had less of a statewide impact than Option 2 does. Although overall the job numbers are equal, staff wanted to make sure to minimize the impact across the state as well as make sure that they could continue to invest in the long-term underlying maintenance that's required to keep those rural roads that are harder to do the larger projects on to keep them functioning for longer.



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Lieutenant Governor Marshall asked wouldn't Option 1 also affect Washoe since the jobs are coming from Washoe?

Director Swallow replied that all of the projects were probably going to draw workers from either Washoe or Clark County. She couldn't project or predict where employees are going to come from.

Governor Sisolak said it was important that they don't get territorial. It's ALL of Nevada that should be the focus of their efforts.

Governor Sisolak asked what type of maintenance work would be included in Option 1? If they don't do this maintenance, what's the potential downstream cost to some of this lack of maintenance performance? What kind of maintenance is this?

Director Swallow said they are primarily two-inch overlay projects. There are a couple of projects where it's a chip seal or a slurry seal. There's fencing along I-15 and 95 to help prevent folks from entering into the right of way in southern Nevada. And delaying these projects will lead to potentially significantly increased costs. If they don't do these, they will go back into the mix for Fiscal Year 2021 and, if they're a high enough priority, they'll likely appear in the 2021 program. They are doing the prioritizations and then they are going to work through the harmonization.

Lieutenant Governor Marshall asked wasn't it true that if they delayed the Ely project that will also increase its costs?

Director Swallow replied that yes, it might.

The Lieutenant Governor said it's easier to bring back if they get a little money. It's easier to bring back a \$1.8M project or a \$1.3M project than it is to come back and say okay, we're going to do a \$30M project. It's going to be easier to bring back the smaller projects with gains in the economy than it is to bring back a big chunk, especially a project that's shovel ready, right?

Governor Sisolak asked what's shovel ready? He was under the impression that all of these are shovel ready. Was that not true?



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Director Swallow said they are essentially all shovel ready. They haven't bid the nine projects on Option 2, yet, which is why they are able to consider cutting them, but they are all anticipated to be bid and awarded this fiscal year.

Mr. Ascuaga said his biggest concern was the investments that have already been made for the Ely project. It's probably \$9M to \$10M at this point. He has a hard time letting that go. The other projects aren't as vested so far.

Director Valentine said she was not seeing greater benefits in particular, Option 2 over Option 1, and at this point, she was inclined to support the staff recommendation for Option 1.

Governor Sisolak said he agreed with Director Valentine. The Board asked staff to come forward with information for them and good recommendations, and to ignore those recommendations moving forward might create a problem.

The Governor had a question about the Ely project. There was a plan to erect three "Welcome to Ely" signs. What was the cost of those signs?

Mr. Jae Pullen, the Project Manager for the Ely project, said the signs were \$100,000 each.

Governor Sisolak said that they were facing an incredible budget shortfall. He will be forced to cut funding for education. Everything is going to get cut in the special session that's coming. The Governor said he could not support \$300,000 worth of Welcome to Wherever signs right now with what they're dealing with. It's a totally inappropriate expenditure, especially at this time.

Lieutenant Governor Marshall said she agreed with the Governor about the signs. She said she was still in favor of Option 2. Although the staff recommended Option 1, they also put in Option 2 and she didn't think they'd put in something irresponsibly. And, with the Ely project, they could remove the welcome signs' line item from the bid.



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Governor Sisolak said he would be willing to take a motion. He said he would support staff's recommendation.

Motion: Approve Option 2 of Annual Work Program Adjustments due to COVID-19 Revenue Impacts with the understanding that superfluous items will be removed.

By: Lieutenant Governor Marshall

Vote: Passed 3 to 2

(Note: Yea: Marshall, Ascuaga, and Byrne. Nay: Sisolak and Valentine)

6. Consideration for Approval of the Construction Contract 3824 with Q&D Construction LLC for Ely Downtown Reconstruction (For Possible Action)

Mr. Jae Pullen, Project Manager, presented the details of Agenda Item 6.

Initially this was a 3R paving improvement project. The project scope expanded to include upgrading the roadway drainage as well as installation of fiber infrastructure in an effort to reduce construction risks and maximize available funding. The Department moved forward with a CMAR construction. In April of 2019, the Board approved preconstruction services with Q&D Construction, the contractor for the CMAR process as outlined in the Department's pioneer program. Mr. Pullen said he was presenting the negotiated guarantee maximum price for the Board's consideration.

There was a lot of the discussion earlier. The outfall drainage facility is a very important element to the project. It's a facility that lies outside of NDOT right of way. It can phase water from both city and NDOT roadways, as well as the nearby Robinson Mine. NDOT acquired an easement through White Pine County Museum at no cost to the Department. The city worked diligently with the county with a land swap deal with a private property owner that was key to the design alignment to this drainage system. The Nevada Northern Railroad is allowing the NDOT contractor to remove the existing railroad tracks for the alignment of the drainage. This will save the project a million dollars in temporary shoring costs.

This facility falls outside of the NDOT right of way, so it will be constructed within city right of way, and at its completion, the city will maintain that portion of the drainage system. The remaining scope of the project consists of a roadbed reconstruction on US 93 which is a section of East Aultman Street and Great Basin Boulevard.



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For the fiber infrastructure, staff coordinated with the Office of Science Innovations and Technology. The State Broadband Development Division has an interested telecommunications company that wants to participate in the fiber sharing, fiber training program, the hope is that this will expand high speed internet within this rural community.

The Department opened GMP bids February 27th of this year. The GMP was just under \$27M. Pending Board approval, construction is expected to begin this July and be completed by fall of 2021. Staff recommends that this GMP for Contract 3824 be awarded to Q&D Construction for the amount of \$26.9M.

Governor Sisolak asked what would be the contract amount excluding the welcome signs?

Mr. Pullen replied \$26,692,535.36. They will remove those three signs upon the direction of the Board.

Lieutenant Governor Marshall said that they really need to audit the cost of these projects closely, and she asked Director Swallow if she could possibly identify if there are other costs that might be better done under the auspices of tourism than under the auspices of road construction.

Director Swallow said they will do an evaluation of this project to identify if there's anything other than the three signs that are not directly related to the roadway fund and broadband aspects of the project.

There was no further discussion in Agenda Item 6.

Motion: Approve Construction Contract 3824 with Q&D Construction LLC for Downtown Ely Downtown Reconstruction (minus the expense of the welcome signs)

By: Mr. Ascuaga

Vote: Passed unanimously



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7. Consideration of Approval of Agreements over \$300,000 (For Possible Action)

Director Swallow said there were two contracts for the Board's consideration. She asked if there were any questions or comments, and there were none.

Motion: Approve Agenda Item 7 for the three contracts over \$300,000

By: Lieutenant Governor Marshall

Vote: Passed unanimously

8. Contracts, Agreements, and Settlements (Informational Item Only)

Director Swallow said this was an information item only, and she would be happy to answer any questions. There were none.

9. Consideration of Resolution of Requesting the State Board of Finance to Issue Highway Revenue Bonds (For Possible Action)

Ms. Felicia Denney, Assistant Director of Administration, presented details about Agenda Item No. 9.

NDOT is asking the Board to sign a resolution to request approval from the Board of Finance to sell two bonds in September of 2020. The first is a \$100M Motor Vehicle Fuel Tax Bond, and the second is a \$60M Fuel Revenue Indexing, FRI II Bond. This bond sale will help NDOT fund the I-15 Tropicana Bridge project and the U.S. 95 Centennial Bowl Phase 3D project and will also support cash flow for the Spaghetti Bowl Xpress Project.

The budget authority for the sale of these bonds is already included in the approved 2021 budget and the issuance of these bonds would not impact the state's debt capacity for the general obligation bonds. Bonding is very useful as it allows staff to take a thoughtful approach to delivering these large capacity projects sooner. Some of the benefits associated with bonding include the elimination of additional costs that are associated with phasing these large projects into multiple smaller projects and it also provides savings associated with economies of scale. When the Department is able to advance these projects quickly, the public is able to enjoy the benefits such as safety improvements, lessening of congestion, and improved connectivity earlier than could be realized earlier.



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Bonding will also help to lessen the impact of construction inflation as bonding happens when interest rates are low. Another important benefit is that bonding will smooth out the cash flow by providing predictable payments over the course of the bond. Additionally, the Tropicana and Centennial Bowl Projects have approximately \$219M in Federal funds planned, and this bonding will allow the Department that last piece needed to get these projects out the door.

The \$100M Motor Vehicle Fuel Tax Bond sale is planned to have a 20-year term and the interest cost is estimated at 3.3 percent. The anticipated payment is approximately \$6.6M per year and projected revenues are above three times the maximum annual debt service payment. And even though at the time the bond sale we'll be further along in the Nevada United Roadmap to Recovery, this revenue projection is very conservative. Staff is being very careful to not project too high so that they don't have any problem with our bond payments. These projections are lower than fuel suppliers are currently projecting to the DMV and it's also lower than our traffic counts are indicating. Additionally, NDOT did not bond last year, which improves their ability to cover this year's bond payments and on into the future as well.

The \$60M Fuel Revenue Indexing bond sale revenue can only be spent on projects in Clark County. The Department is able to use regular motor vehicle fuel taxes needed to cover payment, although they don't anticipate needing to do so. These bonds also have a 20-year term. The projected interest rate is 3.42 percent and that includes a half of a percent cushion to cover potential changes in the market to be careful, and the anticipated payment is approximately \$4M a year and above two times the maximum annual debt service.

Here is the proposed schedule: Today the Department is requesting the Board's approval of the bond resolution which is required per NRS 408.273. Tomorrow is the Board of Finance. August 11th would be when staff presents to the rating agencies along with the Treasurer's Office and their bond counsel. They can expect to receive ratings around August 21st to have the competitive sale on September 9th and to receive the funds on September 30th.

Governor Sisolak asked when were these coverage ratios tabulated?

Ms. Denney replied the coverage ratios were put together by bond counsel on May 22nd.



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The Governor said he was very concerned about getting out in front and selling bonds that are going to be close to their coverage ratio. This is not quite as conservative of an approach as maybe he would like to take on this. He is worried that these ratios won't hold up this coverage. What do they do if it doesn't hold up?

Ms. Denney replied the Department has the ability to sell it two times coverage and they are looking at three and a high two. They are holding things flat and not even really taking into account the impact of the producer price index increases that apply to this source of revenue. And for the Fuel Revenue Indexing Bonds, they are also having the capability to use regular motor vehicle fuel taxes. Staff shares the Governor's concern, but they think that they are being fairly conservative.

Governor Sisolak said he would address these same concerns tomorrow when this gets to the Board of Finance. He said he was very uneasy about what he feels is not a conservative enough approach being taken.

Director Valentine said there's so much unknown right now and nobody knows what recovery is going to look like. She said she appreciated that the Governor was asking questions about the debt.

Ms. Denney said that as they approach the sale, the Treasurer's Office is very knowledgeable and they also have bond counsel, and if they feel it is detrimental, staff will listen and consider. And they still have the option to wait and hold off.

Lieutenant Governor Marshall asked if it would be useful for the Board to support this and, then, at the Board of Finance the Governor can have bond counsel and the Treasurer walk through some of the financials? The Governor could even have his budget director there. And then they could decide if they wanted to go forward or not.

Governor Sisolak said he is willing to do that. However, if staff is recommending moving forward, that recommendation should not be taken lightly. The Governor said he would follow staff's recommendation today.

Director Swallow said staff appreciated the Governor's thoughtful consideration and concern. They are also very closely monitoring the impacts to revenue and will correct if they need to when it gets closer to the sale. At this point, all indicators are that the economy, at least when it comes to Department revenue, is coming back faster than anticipated. They are hopeful that that trend will continue.



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Lieutenant Governor Marshall said she would be willing to approve, knowing that the Governor will have an opportunity to really review and analyze with bond counsel and with the treasurer at the Board of Finance meeting.

Motion: Approve Agenda Item 9
By: Lieutenant Governor Marshall
Vote: Passed unanimously

10. Consideration of Resolution of Relinquishment (For Possible Action) Disposal of a portion of NDOT right-of-way, the south half of SR-589 (Sahara Ave) from SR-595 (Rainbow Blvd) to east of Decatur Blvd., Clark County (RT16-01A1)

Director Swallow said she would be happy to answer any questions about Agenda Item 10. There were no questions.

Motion: Approve Agenda Item 10
By: Lieutenant Governor Marshall
Vote: Passed unanimously

11. Consideration of Resolution of Relinquishment (For Possible Action) Disposal of a portion of NDOT right-of-way, a portion of SR-589 (Sahara Ave) from Sammy Davis Junior Drive to SR-582 (Boulder Highway), Clark County (RT16-01A2)

Director Swallow said she would be happy to answer any questions about Agenda Item 11. There were no questions.

Motion: Approve Agenda Item 11
By: Member Valentine
Vote: Passed unanimously



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12. Consideration of Resolution of Relinquishment (For Possible Action) Disposal of a portion of NDOT right-of-way, a portion of SR-159 (Charleston Blvd)) from CC-215 to Hualapai Way, Clark County (RT16-01A3)

Director Swallow said she would be happy to answer any questions about Agenda Item 12. There were no questions.

Motion: Approve Agenda Item 12

By: Member Valentine

Vote: Passed unanimously

13. Consideration of Resolution of Relinquishment (For Possible Action) Disposal of a portion of NDOT right-of-way, a portion of SR-594 (Russell Road)) from Polaris Avenue to Las Vegas Blvd, Clark County (RT16-01A6)

Director Swallow said she would be happy to answer any questions about Agenda Item 13. There were no questions

Motion: Approve Agenda Item 13

By: Controller Byrne

Vote: Passed unanimously

14. Consideration of Resolution of Relinquishment (For Possible Action) Disposal of a portion of NDOT right-of-way, a portion of SR-593 (Tropicana Avenue) from Las Vegas Blvd. to the easterly right-of-way line of Maryland Parkway, Clark County (RT16-01A7)

Director Swallow said she would be happy to answer any questions about Agenda Item 14. There were no questions.

Motion: Approve Agenda Item 14

By: Member Valentine

Vote: Passed unanimously



Nevada Department of Transportation
Board of Directors Meeting Minutes

June 8, 2020

9:30 A.M.

15. Consideration of Approval of the Nevada Department of Transportation's Formal Procedure and Guidance Document for the Statewide Transportation Improvement Program (STIP) (For Possible Action)

Director Swallow reminded Members that she presented this to the Board last month as they opened public comments. It is now back for Board approval. The Department has received no public comments. They did receive one question that will not change the content of the document.

There were no questions from the Board.

Motion: Approve Agenda Item 15
By: Controller Byrne
Vote: Passed unanimously

16. Public Comment #2

Director Swallow said the Department received one letter in support of 24-hour HOV system in Las Vegas.


17. Executive Session

There was no Executive Session.

18. Adjournment (For Possible Action)

The Governor thanked everyone and said he would accept a motion to adjourn.

Motion: Adjourn the June 8, 2020 Nevada Department of Transportation Board of Directors Meeting
By: Lieutenant Governor Marshall
Vote: Passed unanimously


Secretary to the Board of Directors
Tracy Larkin-Thomason