



Nevada Department of Transportation

Board of Directors • Meeting Minutes

February 13, 2023

9:30 AM

Meeting Location(s):

1263 South Stewart Street	123 East Washington Avenue	1951 Idaho Street
Third Floor Conference Room	Building B	Conference Room
Carson City, Nevada 89712	Las Vegas, Nevada 89101	Elko, Nevada 89801

SEC 1. OPENING

1. Welcome/Call to Order/Roll Call

Lieutenant Governor Stavros Anthony called the meeting to order on Monday, February 13, 2023. A roll call was conducted, and a quorum was established.

In attendance: Lieutenant Governor Stavros Anthony, Controller Andy Matthews, Member Virginia Valentine, Member Stephen Ascuaga, Member Justin Kalb, Member Gary Perea.

2. Public Comment

There was no public comment.

3. Receive Director's Report – Informational Item

Director Tracy Larkin Thomason began the report with traffic safety, noting that safety is NDOT's top priority. Director Larkin Thomason indicated that in 2022, there was an overall 1 percent drop in fatal crashes and a 2 percent drop in crashes altogether over the past year. Director Larkin Thomason explained that while the top contributing factors are impairment and speeding, unrestrained fatalities have also risen, for a total of 14. Director Larkin Thomason indicated that there was an increase of 28 percent in crashes in Clark County over the past year, and a 40 percent increase in crashes statewide, but there has been an 11 percent decrease in fatal crashes from January 2022 to January 2023.

Director Tracy Larkin Thomason next discussed the I-15 Tropicana Interchange Project, noting that "Dropicana" is now complete. Director Larkin Thomason informed the Board that ramps from southbound I-15 to east- and westbound Tropicana remain closed. Director Larkin Thomason further indicated that Tropicana Ave is reopened in a temporary Diverging Diamond Interchange (DDI) configuration. Director Larkin Thomason informed the Board and public that more information can be obtained at i15trop.com.



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Director Tracy Larkin Thomason informed the Board and the public that NDOT will be holding public meetings for: the US 395 North Valleys, a project that will open the bid process on the same date as this Board meeting; and the Pyramid Highway Widening, which will be awarded in March.

Director Tracy Larkin Thomason next discussed storm impacts in Nevada, beginning with a rockslide in northern Nevada in January, noting that NDOT crews are hard at work rock scaling and have already moved more than 1,000 pounds of debris. Director Larkin Thomason explained that the scope can change as the project moves forward given the uncertain nature of what can be discovered in the process of rock scaling. Director Larkin Thomason noted that in addition to rock scaling, NDOT will be doing some treatment in the river to bring the area back to the appropriate environmental condition. Director Larkin Thomason next discussed roadbed repairs, noting that several emergency contracts for safety repairs to eroded roadside slopes are going out in the northwest on US 95 and SR 207 in Douglas County, as well as in several parts of Washoe County. Director Larkin Thomason further indicated that NDOT is doing emergency guardrail work in northwestern Nevada in Tahoe along I-580, as well as US 95 and I-80. Director Larkin Thomason informed the Board that NDOT has filled more than 320 cubic feet of potholes, all a result from winter weather, and is working on a contract for culvert cleaning to remove the sediment due to snowfall to alleviate potential flooding. Director Larkin Thomason indicated that NDOT also has an emergency contract in place for concrete repair on I-80 in Reno following a recent semi crash.

Director Tracy Larkin Thomason next discussed grants, noting that NDOT is the lead applicant in the FY '23 downtown Ely project, the RAISE grant, to reconstruct US 50 and US 93 through the downtown area into a more complete streets concept. Director Larkin Thomason indicated that the total cost of the project is \$42 million with a grant request of \$24 million, with the local share coming from state funds, the City of Ely, and \$5 million earmark, and is due on February 28. Director Larkin Thomason next discussed NDOT's federal-state partnership for an intercity rail program, which is the application for Brightline. Director Larkin Thomason indicated that the total project cost is approximately \$8 billion with a grant request in the range of \$1 to \$2 billion, and is due on April 21. Director Larkin Thomason informed the Board that although NDOT is administering the project, no highway funds are going into this project. Director Larkin Thomason next indicated that in FY '23, NDOT will also be supporting other agencies with their grant requests, including: two applications by RTC of Southern Nevada and RTC of Washoe County. Director Larkin Thomason next discussed a grant for the scenic byways program with FHWA, a project totaling \$1 million with a grant request of \$600,000, the grant request was submitted in June of 2022. Director Larkin Thomason explained that NDOT is waiting to hear back regarding this grant.



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Director Tracy Larkin Thomason next discussed legislative updates, noting that the legislative session began on Monday, February 6. Director Larkin Thomason indicated that NDOT will be giving its presentation to the Senate Growth and Infrastructure Committees on February 14 and 15. Director Larkin Thomason informed the Board that NDOT put forward only one Bill, AB 56, to legalize the passing of emergency and transit vehicles on the right of passenger vehicles on the shoulders.

Director Tracy Larkin Thomason concluded her report with a discussion of the 2023 Biennial State Preservation Report, noting that it was delivered to legislature at the end of January 2023 per reporting requirements.

SEC .2. CONSENT AGENDA: Items No. 4 through No. 13

Lieutenant Governor Anthony explained that items 4 through 13 will be taken together unless any of the Board members wish to hear an item separately.

4. Consideration of Approval of the January 9, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes. – For possible action

Upon request of Member Virginia Valentine, this item was taken separately outside the consent agenda.

Agreements over \$300,000 from December 9, 2022, through January 12, 2023

- 5. Agreements, with MICHAEL BAKER INTERNATIONAL, INC., AI ENGINEERS, INC., WSP USA, INC., STANTEC CONSULTING SERVICES, INC., HDR ENGINEERS, INC., to provide services for statewide on-call load rating services, statewide, Nevada. – For possible action**
- 6. Agreement 303-22-040 with GEOTECHNICAL AND ENVIRONMENTAL SERVICES, INC., for augmenting Crew 914 on the State Route 376 Preservation project, Nye and Lander Counties, Nevada. – For possible action**
- 7. Agreement 457-22-050 with PATRIOT ENVIRONMENTAL SERVICES, INC., for services of displaced person cleanup to safely and efficiently collect trash and debris at specific locations, Clark County, state of Nevada. – For possible action**
- 8. Agreement 475-22-015 with C.A. GROUP, INC., to provide an Alignment Alternative Development Study for potential routes to relocate and replace a portion of the existing SR 361 which will be closed to the public due to the Navy's Fallon Range Training Complex (FRTC) expansion, statewide, Nevada. – For possible action**



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9. Agreement 611-22-016 with UPRISE FIVER, LLC, to procure installation services to place Intelligent Transport Systems (ITS) telecommunications infrastructure in a joint trench with UPRISE FIBER, LLC, within the Department of Transportation right-of-way on I-80 in Lovelock, for approximately thirty-six miles, Pershing County, Nevada. – For possible action
 10. Agreements, with AECOM TECHNICAL SERVICES, INC., ARDURRA GROUP, INC., ATKINS NORTH AMERICA, INC., C.A. GROUP, INC., DOWL, LLC, GCW, INC., HDR ENGINEERS, INC., HORROCKS ENGINEERING, INC., JACOBS ENGINEERING GROUP, INC., J-U-B- ENGINEERS, INC., KIMLEY-HORN AND ASSOCIATES, INC., WESTWOOD PROFESSIONAL SERVICES, INC., WOOD RODGERS, INC., WSP USA, INC., to provide professional civil engineering and support services on an as-needed basis to deliver projects or perform various tasks, statewide , Nevada. – For possible action
 11. Amendment 01, to Agreements with AVENUE CONSULTANT, INC., C.A. GROUP, INC., CDM SMITH, INC., HORROCKS ENGINEERS, INC., JACOBS ENGINEERING GROUP, INC., for on-call program management and project delivery related engineering for the Design and Project Management Divisions, statewide, Nevada. - For possible action
 12. Amendment 04, to Agreement 192-17-015, with C.A. GROUP, INC., to include additional engineering services required for administering the activities associated with the construction administration of the I-15/Tropicana Design-Build Project, Clark County, Nevada. - For possible action

General Administration

13. Contracts, Agreements, and Settlements/Judgements

Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990, and July 2011. – Informational item only

Motion: Approve Consent Agenda Items 5 through 13
By: Member Virginia Valentine
Vote: Passed unanimously



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END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

Item 4: Consideration of Approval of the January 9, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes. (For Possible Action)

Motion: Approve January 9, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes
By: Member Stephen Ascuaga
Vote: Passed. Members Virginia Valentine and Lieutenant Governor Stavros Anthony abstained.

SEC. 4. ADDITIONAL BUSINESS ITEMS

14. **Executive Session:** Receive information from legal counsel regarding potential and existing litigation involving a matter over which the Transportation Board of Directors has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter (Note: This item may be closed to the public pursuant to NRS 241.015(3)(b)(2) in order to discuss legal matters.). (For possible action)

There was no executive session.

15. **Public Comment:** A period devoted to comments by the general public about matters relevant to the Board's jurisdiction will be held. No vote may be taken upon a matter not listed on the posted agenda. Comments will be limited to three minutes. State your name and SPELL your last name for the record. If any of the Board wishes to extend the length of a presentation, this will be done by the Chair, or the Board by majority vote.

Ken Riley, indicated that he is a registered professional engineer who has been involved in numerous infrastructure projects, including a design-build project for the 405 in California, one of the most congested roads in the country. Mr. Riley noted that he lives in Glenbrook and has been frustrated with the responses he has received to date regarding the Highway 50 project. Mr. Riley noted that he is supportive to improving Highway 50, but sees signs that this project will be somewhere between a disappointment and a failure due to some glaring issues, including the divider and reducing the lanes. Mr. Riley noted that in his experience, these types of projects fail due to poor planning and design practices, and a lack of comprehensive, diligent review. Mr. Riley indicated his belief that this project would not be approved by



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the public-comment process alone, and that all signs point to the project needing a red-team review process, which is a group composed of knowledgeable industry veterans empowered to question design and report and effect change. Mr. Riley requested the implementation of a red-team process and volunteered his participation.

William Killebrew, Glenbrook, NV resident, also provided his opposition to the Highway 50 project. Mr. Killebrew indicated that this project had been proposed many years ago, died down, and now has been recently resurrected. Mr. Killebrew noted that this project is the desire to build a continuous bike lane hiding behind a false premise of improvements in safety. Mr. Killebrew indicated that the lane reductions would reduce the components of the highway by more than half and increase the potential for accidents.

Elizabeth Lernhardt, Zephyr Cove resident, expressed her objection to the Highway 50 project and thanked the Board for putting the project in a holding pattern and requested that safety be the first consideration in redesign of all aspects of this project. Ms. Lernhardt indicated her hope that NDOT is sincere in its statements regarding making roads safer and requested that NDOT not make good road management contingent unproven ideas. Ms. Lernhardt expressed her confidence that once NDOT and the Tahoe Regional Planning Authority (TRPA) collaborate with local communities in a transparent manner, a workable solution can be reached.

Paul Felton, Glenbrook, NV resident, expressed his opposition to the Highway 50 Corridor Management Plan, also called a road diet, and requested that NDOT turn its attention to road augmentation instead. Mr. Felton opined that studies and plans cited by NDOT continue to do poorly under examination as they are not applicable to Highway 50, a principal arterial. Mr. Felton further opined that the lane reduction plans will impose serious burdens upon travel and safety in the area, particularly in the case of an emergency requiring evacuation.

Brent Tibbitts (phonetic) expressed his opposition to removing two of the four lanes of Highway 50 and adding a bike lane. Mr. Tibbitts indicated that this plan essentially mirrors that which was put into place in Paradise, California two years prior to the fire there. Mr. Tibbitts reminded the Board that Paradise residents had only two lanes to evacuate the area and because of the reduction in lanes, were unable to evacuate, and as a result, died in their cars. Mr. Tibbitts reminded the Board that Highway 50 is the only way in and out of the area, and opined that this is not about safety as two lanes would not make the area safer. Mr. Tibbitts further noted that uncontrolled speed is consistently an issue in the area and that NDOT has made no efforts to reduce the speeding on Highway 50. Mr. Tibbitts indicated that while area residents



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support improvements to Highway 50, they do not support the proposed reduction of lanes. Mr. Tibbets encouraged the Governor to appoint a replacement for the head of TRPA.

Robert Felton, Glenbrook, NV resident, indicated his belief that the proposed roundabout will be a great help to safety in the area, but opposed the Highway 50 lane reduction proposition, imploring NDOT not to break the rest of the area with the Highway 50 project.

Bob Byren, Hidden Woods, NV resident, voiced his opposition to the Highway 50 Corridor Management Plan. Mr. Byren discussed the effects the project would have on air quality and lake clarity. Mr. Byren explained that airborne acidic products would have a negative effect on both air quality and lake clarity. Mr. Byren conceded that reducing lanes might reduce speed, but probably not without proper law enforcement and would create greater transit times, which would increase pollution in the area. As such, Mr. Byren implored NDOT to consider alternatives to the lane reduction plan on Highway 50.

Ellie Waller indicated her belief that the state needs to dedicate more funds to northern Nevada in the way of NHP, specifically assigned to the Tahoe region, for enforcement of the public health and safety. Ms. Waller discussed the proposed project charter for Highway 50 management and noted that this is based on one key document of agreement between the project sponsor and stakeholders, whom Ms. Waller listed for the Board. Ms. Waller indicated that she checked with staff regarding the proposed project charter and noted that it has still not been completely signed. Ms. Waller indicated that there are more questions than answers at this time, and opined that adequate and accurate analysis is necessary, along with the need to study more alternatives. Ms. Waller further indicated that no interactive meetings with NDOT were recorded in 2022 regarding this project. Ms. Waller concluded her statement by indicating the need to find out whether or not speeds can be legally lowered on Highway 50.

Beth Wallace, Zephyr Heights resident, thanked NDOT and Governor Lombardo for slowing the process for the Highway 50 plan, for looking at alternatives, and for allowing additional public comment regarding this issue. Ms. Wallace explained that she is troubled by the representation by various media sources that NDOT is delaying due to recent public opposition. Ms. Wallace indicated that she has participated in every public outreach meeting regarding the Highway 50 project since the first one in 2017. Ms. Wallace explained that when the conversations were reopened regarding this project, NDOT promised a clean slate, a transparent process, and encouragement for input. Ms. Wallace reminded the Board that this proposal has met opposition from residents since its inception in 2017. Ms. Wallace explained that the residents support many safety and environmental suggestions for the road, but not NDOT and TRPA's road diet plan as it



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could potentially put residents at risk due to the fact that Highway 50 is the only road in and out of the area.

Phil Schloss, Stateline, NV resident, indicated his opposition to the Highway 50 project for all of the reasons stated by previous public speakers, but primarily for fire safety. Mr. Schloss reminded the Board that in Paradise, California, 85 people were incinerated by wildfire due to the inability to leave the area following lane reductions to the road there. Mr. Schloss further indicated his opposition due to the \$3 trillion cost of the project, some of which would need to be paid off by area residents. Mr. Schloss discussed the creation of TRPA as well as the Tahoe Transportation District, which were created by Congress back in the 80s, noting that one of the goals of the creation of these entities was to force people out of their cars and into mass transit and opined that this is the goal of the proposed Highway 50 project. Mr. Schloss further indicated that neither of these entities has explained how this mass transit will work, nor have they explained what they will do in the case of a fire in the area.

Dana Englekirk, Skyland Neighborhood and Skyland GID member, reiterated that residents are supportive of a plan that will bring safety to the corridor, but not of the lane-reduction plan proposed by NDOT and TRPA. Ms. Englekirk also thanked the Governor for slowing down the process and the Board for their time in listening to public comments today. Ms. Englekirk implored the Board to give serious consideration to the discussion during today's public comment regarding this issue.

Janet Murphy, Tahoe resident, explained that she runs the utility district in the Tahoe area and sits on the Board for the Tahoe-Douglas Fire Protection District and echoed the concerns of the other speakers regarding the Highway 50 project. Ms. Murphy noted that neither the utility district nor the Tahoe-Douglas Fire Protection District was listed as one of the participants in the project, but should be. Ms. Murphy discussed the other roads in the Tahoe area, noting that they are two-lane roads and expressed her belief that Highway 50 is a main artery and, therefore, needs all four lanes. Ms. Murphy discussed the alternative plan that she presented and noted that she has spoken with Darin Tedford regarding some of the alternatives in the proposal. Ms. Murphy clarified that NDOT's proposal is to have two northbound lanes and one southbound lane with the furthest east lane proposed for conversion to a non-continuous walking/biking trail. Ms. Murphy expressed that the alternative plan allows for more safety than NDOT's plan and encouraged the Board to take the alternative plan into consideration specifically for safety purposes.

Lieutenant Governor Stavros Anthony requested that the Board provide him with a briefing regarding this project as he is unfamiliar with it.



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Chad Dornsife, National Motorist Association and Zephyr Cove resident, expressed his opposition to the Highway 50 project. Mr. Dornsife discussed the benefits of the proposed roundabout and the risks of the proposed lane reduction. Mr. Dornsife discussed the number of accidents and the speed limit set in the area, and expressed his support for removing the cars along the shoulders of the road as this would remove the conflict zones. Mr. Dornsife concluded his statement by noting that the proposed road diet plan would destroy the basin.

There was no additional public comment.

16. Adjournment

Lieutenant Governor Stavros Anthony adjourned the February 13, 2023, Nevada Department of Transportation Board of Directors Meeting.

DocuSigned by:



Jeff Leard, Deputy Director
Secretary to the Board of Directors