



## Nevada Department of Transportation

### Board of Directors • Meeting Minutes

April 10, 2023

9:30 AM

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#### Meeting Location:

1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada 89712

123 East Washington Avenue  
Building B  
Las Vegas, Nevada 89101

1951 Idaho Street  
Conference Room  
Elko, Nevada 89801

#### SEC 1. OPENING

##### 1. Welcome/Call to Order/Roll Call

Governor Lombardo called the meeting to order on Monday, April 10, 2023. A roll call was conducted, and a quorum was established.

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

##### 2. Public Comment

There was no public comment

##### 3. Presentation of Award for Aviation Safety – *Informational item only*

Lana Boler, Manager of the Federal Aviation Administration's Reno Flight Standards District Office, requested Governor Joe Lombardo present an Award for Aviation Safety to Russ Smith, indicating that Mr. Smith is an outstanding example of an FAA safety team representative and a pilot that inspires others to emulate his professionalism and ability.

Governor Lombardo then presented the Award for Aviation Safety to Russ Smith recognizing Mr. Smith's outstanding example of an FAA safety team representative.

Brian Howard, Commander of the Nevada Wing of the Civil Air Patrol for the United States Air Force Auxiliary, also recognized Russ Smith with an award for 50 years of dedicated service to the Civil Air Patrol.

##### 4. Receive Director's Report – *Informational item only*

Director Tracy Larkin Thomason began her report with discussion of the signing of AB 268, which provides the first two \$500 installments of the proposed \$2000 annual bonuses for state employees.

Director Larkin Thomason next discussed traffic safety, indicating that the state has seen a nearly 19 percent drop in fatal crashes statewide, but noted that speeding and impairment remain the leading contributors to the crash.

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Director Larkin Thomason informed the Board that the following week will be National Work Zone Awareness Week, an annual campaign held at the start of construction season to encourage safe driving through road work zones. Director Larkin Thomason indicated that the AGC and NDOT are partnering together in a work zone safety working group led by NDOT Deputy Director, Jeff Lerud, and three district engineers across the state. Director Larkin Thomason invited the Board and the public to join NDOT on a weeklong commemoration, including wearing orange on Wednesday, April 19, for Go Orange Day as well as other activities throughout the week. Director Larkin Thomason indicated that the week will be capped off with a moment of silence observed on Friday, April 21, to remember those who have been lost in work zones.

Director Larkin Thomason next discussed wrong-way driver alerts, a project on which NDOT has been working for several years across northern Nevada and has recently expanded to southern Nevada. Director Larkin Thomason explained that these alerts use radar technology to detect wrong-way drivers, which then activates a series of flashing signs and sends a short video clip of the vehicle to law enforcement and to RTC FAST in southern Nevada. Director Larkin Thomason indicated that these installations at 37 locations in Nevada for a three-year study have confirmed that nearly 85 percent of the time, the detection system worked, and a wrong-way driver was able to be righted prior to entering the freeway. Director Larkin Thomason noted construction will begin in mid-May at four new interchanges in Nevada: I-15 and Star Avenue, and US 95 at Kyle Canyon, Skye Canyon, and Durango in the northwest valley. Director Larkin Thomason explained that these projects would have begun sooner but for some supply chain issues, thus the delay until May. Director Larkin Thomason further indicated that NDOT will also be installing wrong-way driver detection systems on the I-580 ramps in Carson City later this spring.

Director Larkin Thomason provided the Board with updates on NDOT projects, beginning with Phase 2 of the I-15 Tropicana Project, where crews are prepping to rebuild the north half of the Tropicana overpass and the new half interchange on the south side of Harmon. Director Larkin Thomason explained that the north half of the Tropicana Bridge and the half interchange at Harmon have an expected completion date in the fall of 2023 and next month the crews will begin to install the first of ten new Automated Traffic Management Signs or ATMS as part of this project. Director Larkin Thomason continued that this would require limited overnight closures of one direction of I-15 south of Tropicana.

Director Larkin Thomason next discussed the work on I-15 and US 95 at Charleston to add an additional lane in each direction. Director Larkin Thomason further explained this project will accomplish a complete rebuild of each ramp, using a 30-day closure from Charleston to northbound I-515 which wrapped up last week and a subsequent 30-day closure from southbound I-515 to Charleston starting this morning.

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Director Larkin Thomason informed the Board that there are two projects taking place on the Summerlin Parkway in West Las Vegas that will improve safety, mobility, landscaping, and aesthetics along the corridor between Buffalo Drive and the 215. Director Larkin Thomason explained that work began in February 2023 and is scheduled to conclude in August of 2023 and will include the removal of dead trees.

Director Larkin Thomason next informed the Board that NDOT intends to launch the first phase of Pyramid Highway widening in May of 2023, and that virtual and in-person public meetings will be held regarding this project, with the virtual meeting taking place at any point between April 10 and 21 at [pyramidhighway.com](http://pyramidhighway.com), and the in-person meeting occurring on April 18 from 4:00 to 7:00 p.m. at the Sepulveda Elementary School in Sparks with a formal presentation being held at 5:30 p.m. Director Larkin Thomason informed the Board that this project is in partnership with the RTC Commission of Washoe County, the Federal Highway Administration, Washoe County, the City of Sparks, and other regional stakeholders.

Director Larkin Thomason next discussed flooding around the state, noting that because the weather is warming up a bit and the snow stage has essentially passed, there are more washouts due to flooding, including SR 322 out by Pioche and the bridge out by Caliente. Director Larkin Thomason explained that these examples are indicative of the damage NDOT is seeing across the state due to flooding.

Director Larkin Thomason informed the Board that NDOT is closely watching the snowpack peaks around the state. Director Larkin Thomason addressed Carson City's snowpack showing it was at 273% well above the median and resulting in the highest water year on record. Director Larkin Thomason continued that NDOT would be looking across Douglas and Churchill counties for spring flooding, the Bureau of Reclamation is drawing down from Lahontan Reservoir, and the TCID in Fallon is enlarging the "Big Dig" bypass by adding additional under crossings underneath the highway, allowing more water to flow out into the desert.

Director Larkin Thomason then discussed Central Nevada's snowpack indicating it was at 296% of the median peak and largely located in the Southern desert basins. Director Larkin Thomason stated this will largely impact the smaller streams and creeks for potential flooding.

Director Larkin Thomason continued with information on Northern Nevada's Walker River snowpack, that is 296% of the median peak and the highest water year on record for the area. Director Larkin Thomason informed the Board that the area was also being looked at for potential flooding on the Walker River in Mason and Smith Valleys. Director Larkin Thomason continued that she understood that updates were being provided on everything across the state and that we're not through it yet. Director Larkin Thomason

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discussed Walker River Irrigation District drawing down on Bridgeport and Topaz Reservoirs to make more room for the snowmelt.

Governor Lombardo noted that Director Larkin Thomason did not mention Eureka or White Pine regarding snowpack and asked if that was void because of FEMA.

Director Larkin Thomason stated that we are getting regular reports from law enforcement and NDOT's District 3 Engineer in that area.

Governor Lombardo then asked if it was less of a roadway issue and more of a reservoir issue.

Director Larkin Thomason responded that it was more of a reservoir issue, but it has over topped the roadway there and NDOT continues to watch where it has crossed over to see if there is any damage at that point. Director Larkin Thomason continued that it is regularly inspected to make sure it's safe to continue, we have several emergency contracts out for immediate repairs, and then continued repairs going out as the year progresses.

Governor Lombardo noted that I-80 was not included in NDOT's list of observed wrong-way areas.

Darin Tedford, NDOT Deputy Director, explained that NDOT began the study of the wrong-way driver system in the north and as such, has established an extensive system in that part of the state. Mr. Tedford indicated that the project is expanding to the south and is in the beginning stages of prioritizing where the systems need to be installed.

Director Larkin Thomason added that NDOT will continue to keep moving forward with the Wrong-Way Driver Alert Systems as it has an 85% rate of success, and one of the major tools that NDOT uses.

Director Larkin Thomason concluded by recognizing NDOT retiree Cecilia Whited, who retired in December with all 25 years of her state service with NDOT.

**5. Consideration of Approval of the March 13, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes. – For possible action**

**Motion:** Approve the March 13, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes

**By:** Member Gary Perea

**Vote:** Passed. Justin Kalb abstained

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**SEC .2. CONSENT AGENDA: Items No. 6 through No. 19**

Governor Lombardo explained that items 6 through 19 will be taken together unless any of the Board members wish to hear an item separately.

Contracts over \$5,000,000 from February 10, 2023, through March 9, 2023

6. Contract 3966, Project No. NHP-095-A(016), on US 95A, from US 95 to east of Pete Hendrichs Road, with ROAD AND HIGHWAY BUILDERS, LLC, to coldmill and place plantmix bituminous surface with open grade, Lyon and Mineral Counties, Nevada. – *For possible action*

Agreements over \$300,000 from February 10, 2023, through March 9, 2023

7. Agreements with, HORROCKS ENGINEERS, INC., STANTEC CONSULTING SERVICES, INC., JACOBS ENGINEERING GROUP, HNTB CORPORATION, and ATKINS NORTH AMERICA, INC., for on-call structural design services, statewide, Nevada. – *For possible action*
  8. Agreement 437-22-015, with C.A. GROUP, INC., for consultant support services to prepare an I-15 South Corridor Study between California/Nevada Stateline and the Sloan Interchange, Clark County, Nevada – *For possible action*
  9. Agreement 489-22-040, with DIVERSIFIED CONSULTING SERVICES, to provide construction engineering services by augmenting Crews 912 and 918 for Contracts 3936, 3939, and NHP-080-5(042), Eureka and Elko Counties, Nevada. – *For possible action*
  10. Agreement 492-22-816, with KIMLEY-HORN AND ASSOCIATES, INC., for the continuation of the Strategic Highway Safety Plan (SHSP) implementation, statewide, Nevada – *For possible action*
  11. Agreements with, KIMLEY HORN AND ASSOCIATES, INC., ATKINS NORTH AMERICA, INC., ARCADIS U.S., INC., C.A. GROUP, INC., and WOOD RODGERS, INC., for on-call support for the Highway Safety Improvement Program (HSIP), statewide, Nevada – *For possible action*
  12. Agreement 703-22-040, with HDR ENGINEERING, INC., for construction engineering services for full administration on US 95A for Contract 3966, Mineral and Lyon Counties, Nevada – *For possible action*
  13. Amendment 03, Agreement 411-19-016, with THE NARWHAL GROUP, for continued maintenance of the growing Intelligent Transportation Systems (ITS) infrastructure, and associated electrical systems, Clark, Nye, Esmeralda, and Lincoln Counties, Nevada. – *For possible action*
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Right-of-Way

14. Amended Condemnation Resolution No. 479, US 6, Tonopah, Nye County, MM Holdings, LLC, - 1 Owner, 3 Parcels. – *For possible action*
15. REL 22-08 -- Resolution of Relinquishment of the Eden Valley Road Bridge, Humboldt County, Nevada. – *For possible action*
16. RT 21-01A -- Relinquishment of SR 582, Boulder Highway, from the Wagon Wheel interchange to Tulip Falls Drive, Clark County, Nevada. – *For possible action*
17. SUR 18-19 - Relinquishment of a surplus parcel of land lying within Las Vegas, Clark County, Nevada. – *Informational item only*
18. SUR 21-01 - Disposal of a portion of Interstate 15, south of Oakey Boulevard, along Loch Lomond Way, in Las Vegas, Clark County, Nevada. – *Informational item only*

General Administration

19. Report on Informational Contracts, Agreements, and Settlements  
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 6 through 19  
By: Member Stephen Ascuaga  
Vote: Passed unanimously

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

There were no items taken separately from the consent agenda.

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#### SEC. 4. ADDITIONAL BUSINESS ITEMS

**20. Presentation on lane designation in southern Nevada. – *For possible action***

NDOT Deputy Director Darin Tedford, provided the Board with an overview of the High Occupancy Vehicle (HOV) plan from initial creation to present day. Deputy Director Tedford explained that the current study of HOV lanes by the Department is attempting to accurately measure the number of cars violating the two-plus requirement, a measurement that will inform the need for additional enforcement. Deputy Director Tedford further explained that the current HOV study is also looking at the effects of moving from 24 hours to limited hours, which are currently set at 5:00 a.m. to 10:00 p.m. Deputy Director Tedford indicated that the Department has the ability to further revise the hours and continue to analyze the traffic flow, and as requested, the Department has developed and analyzed three options for the future of the HOV system in Las Vegas: Option 1, to convert the HOV lanes to general purpose lanes open to all traffic; Option 2, convert the HOV system to express lanes open to all with limited access in and out; and Option 3, to further reduce the hours of two-plus occupants and work with law enforcement to improve compliance. Deputy Director Tedford explained that Options 1 and 2 would require NEPA studies, whereas Option 3 could be implemented merely by changing the physical and electronic signs. Deputy Director Tedford informed the Board of NDOT's recommendation to move forward with Option 3, which can likely be implemented within a month's time.

Member Gary Perea indicated that he is in favor of Option 3 as a starting point and noted the importance of ensuring emergency vehicle access to HOV lanes.

Deputy Director Tedford noted that this would be part of NDOT's coordination with TIM (Traffic Incident Management) Coalition and the Freeway Surface Patrol in Las Vegas.

Controller Andy Matthews asked if there was a general time estimate for the completion of Option 3.

Deputy Director Tedford stated that this could occur within a month depending on the coordination with our District Maintenance group. Deputy Director Tedford continued that NDOT has two sign shops to make smaller scale fixes for signs, and coordination setting up the traffic control timing. Deputy Director Tedford informed the Board that NDOT previously switched signage in October and with our District forces were able to complete the change over in two evenings.

Governor Lombardo asked if there is currently a study in place regarding HOV for Northern Nevada.

Deputy Director Tedford indicated that there aren't currently any studies taking place on HOV in the north due to the number of lanes available and the traffic volumes.

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Governor Lombardo asked as part of Option 3, if there has been discussion with the Nevada State Police regarding improving enforcement.

Deputy Director Tedford answered that based on direction from the Board, that would be one of the first steps if change is directed, coordinating with Nevada State Police to understand the enforcement windows being shorter, and the possibility of their limited resources being directed during those time periods for improved enforcement.

Member Stephen Ascuaga agreed that Option 3 made sense and asked if there are weekend hours for the HOV planned or just for midweek.

Deputy Director Tedford noted that this has not yet been decided but can be explored if directed by the Board in a motion or by NDOT in its current traffic study.

Lt. Governor Anthony noted that he has never been a fan of HOV lanes and indicated that from his interaction with the public, they also are not interested in having these HOV lanes. The Lt. Governor further noted that the implementation of these lanes did not have the desired effect of changing behavior as was intended. As such, Lt. Governor Anthony expressed his support for Option 3.

Governor Lombardo asked if Legal Council was present and asked in consideration of Lt. Governor Anthony's motion and Member Ascuaga, does a study need to take place on the hours requested.

Deputy Director Tedford stated that per the motion NDOT could implement the hours and the study could analyze if they're appropriate based on traffic volumes.

Governor Lombardo asked Lt. Governor Anthony if he wanted to define the hours in the motion or implement on the conclusion of the study.

Lt. Governor Anthony noted that prior to 24-Hour HOV lanes, it was 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. and with that background could reduce the hours by one hour and still be appropriate. Lt. Governor Anthony continued that NDOT could make this change within the next 30 days with Board approval and have time to conduct a study whether or not the state should move forward with the elimination of HOV lanes.

Governor Lombardo asked if the independent study with FHWA needed to be included as part of the motion or can the Board director NDOT to proceed without a motion.

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Chief Deputy Attorney General Lori Story stated that it would be an item of action and a motion is needed to have a vote. Chief Deputy Story continued that they could be taken separately.

Governor Lombardo stated that they would take the motions separately and asked if Lt. Governor Anthony would be okay with that option.

Lt. Governor Anthony agreed with the decision to take the motions separate.

Member Gary Perea wanted to make note that whatever was decided it would not have an impact on Federal funding in the future.

Deputy Director Tedford assured the Board that Member Perea's concerns on Federal funding was one of NDOT's main priorities.

**Motion:** To reduce the hours of operation in HOV lanes in Nevada from 6:00 to 8:00 a.m. and 4:00 to 6:00 p.m. on Monday through Friday within the next 30 days

**By:** Lt. Governor Stavros Anthony

**Vote:** Passed unanimously

**Motion:** To continue on with Option 1 and study whether or not the state should move forward with eliminating HOV lanes entirely

**By:** Lt. Governor Stavros Anthony

**Vote:** Passed unanimously

- 21. 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.

- 22. 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. Please clearly 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.
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Elizabeth Lernhardt, Zephyr Cove, discussed the Highway 50 East Shore Plan, indicated her agreement for the necessity of improvements but her disagreement with the proposed bike lane. Ms. Lernhardt discussed her lack of support of narrowing the road from a four-lane to a two-lane road, noting that this would cause gridlock and congestion and not benefit local business as well as compromise safety. Ms. Lernhardt reminded the Board of the tragedy in Paradise, California that overtook 85 people in flames who were not able to escape the area two years after a road diet, similar to that planned for Highway 50, was implemented.

Director Larkin Thomason noted that a comment had been received from Ms. Lernhardt earlier in the week and added to public record.

Governor Lombardo requested that the Board receive deployment numbers from state police and hours of operation within the study taking place on HOV lanes in the interest of ensuring that enforcement actually makes a difference.

**23. Adjournment**

Governor Lombardo adjourned the April 10, 2023, Nevada Department of Transportation Board of Directors Meeting.



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**Public Comment received by 4:00 P.M. (Pacific Time) on the business day prior to the meeting.**

Ken Smith 4/5/2023: I'm giving this written statement in regard to HOV lanes in Las Vegas. The HOV experiment that has been going on for nearly four years on I-15 and 16 years along US 95 has been a total failure. As a long time Television traffic reporter covering traffic congestion and chokepoints, I believe it's time to remove the HOV lanes. My job requires me to observe traffic cameras around the Las Vegas valley for 5 hours a day, five days a week and what I continue to observe is little use of those HOV lanes. The double HOV lane in particular on I-15 between Sahara and US 95 is a complete waste of space and should be removed. Another thing that disturbed me as a taxpaying resident was the arbitrary change restricting HOV lanes from Peak commute hours Monday through Friday to a 24/7 enforcement without any public comment or traffic study. The bottom line is HOV lanes have been such an abysmal failure, many states including California and Utah have converted HOV lanes into Toll lanes for the purpose of filling up the under utilized HOV Lane with single occupant drivers. That shows how HOV experiment is failing us all and it's time to make a change. I plead to this NDOT board to end the failed HOV experiment and convert all existing HOV lanes back to General purpose lanes. I also would like to see the elimination of any future plans to add HOV lanes in Las Vegas. If eliminating HOV is not possible, reduce the hours of operation to the bare minimum to satisfy the federal Highway administration. The federal government does NOT have any requirements on the hours of HOV operation. That leaves setting the hours of HOV operation entirely at the discretion of the NDOT board of directors, the NDOT director or the Governor. Nobody carpools to work as we all live our own lives and work various shifts where carpooling is simply not a viable option. Ironically, our 24/7 city means carpooling simply doesn't work. Thank You for your time and listening.  
Sincerely, Ken Smith, 602.369.1800

**Public Comment received after 4:00 P.M. (Pacific Time) on the business day prior to the meeting and prior to 5:00 P.M. (Pacific Time) on the day of the meeting.**

Elisabeth Lernhardt 4/8/2023: My comment is on the Highway 50 East shore plan. As, much as I agree that improvements are necessary and appreciated. When it comes to the East shore. a bike lane is not part of it. Since 89% of the Tahoe Basin is public land, there should be no problem finding a conflict-free solution for a bike path far away from a busy federal highway! Given, that there are 600 miles of bike/hike paths in the basin, according to TRPA'S trails plan. I do not see the necessity to take lanes away from the only 4-lane highway crossing through it. And when it comes to improving commerce, causing gridlock and congestion on Highway 50 will certainly not benefit local businesses. When it comes to improving safety, the NDOT data clearly state, that a 4-lane road is safer than a 2-lane one. As a matter of fact 9 times safer! But surprisingly NDOT has removed that report by Kimley Horn from its webpage. The other problem with mixing pedestrians, bikers, and motor vehicles is user conflict. Intersections are the third cause of fatalities



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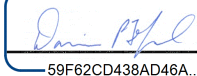
in Nevada. 25 % of fatal crashes are pedestrian crashes. With 40% occurring close to a crosswalk or sidewalk. These statistics should be self-evident. But if you need a practical course on how this plays out, I recommend visiting the Stateline casino corridor on a holiday weekend. So why are you proposing more of these casualties , by placing pedestrians and bikers next to U50? As to safety, the number one concern of residents is fire evacuation. We all remember the Caldor fire and the long lines and hours it took to leave the basin. Highway 50 was the main escape route. We do not want to repeat the same scenario as the town of Paradise CA in 2018! Where 85 persons were burnt alive in their cars being overtaken by the flames only 2 years after the town implemented the Road Diet! Why is NDOT planning more public outreach? These basic facts are not going to change! Get creative and find another solution. The TRPA Cascade to Meeks trail shows it is possible. And what about a post-impact study on the Sand Harbor to Incline trail? Does it really decrease motor vehicle traffic? The incline residents don't think so! It just redirects parking to their neighborhoods at Mill Creek, because of overflow problems from the Bonanza lot.

Sincerely, Elisabeth Lernhardt, Zephyr Cove NV

James Johnston 4/10/2023: I support removing HOV lanes immediately. NDOT and RTC use the AI on Project Neon and NHP nefariously. Creating congestion with HOV and the AI in hopes people carpool or use the bus is wrong. Parking an empty NHP squad cars with red & blue lights on to see if people slow down is for the AI to see if people fear the police which is wrong. We need people to trust police not run PSYOPS to play with fear. We need to teach people to trust police not fear them. NDOT should be investigating for misleading the public and misuse of tax dollars. Our state flower is a road cone and traffic is terrible because they never build anything to meet capacity. Their PR team lies to the public and is not transparent. We need contractors to work weekend and nights. The laziness of the project managers is visible. I15 TROP could have more workers and I get mad every day when I drive by and people are barely working. Just like project Neon, I15Trop will not meet the needs of our community and will make us miserable for almost 2 years. We can't trust anyone in Transportation please audit and restaff.

Jon Licata 4/10/2023: HOV has created congestion not helped it. Las Vegas is not an HOV kind of town and NDOT would eventually turn it into a toll lane unless you have a green car then they'll add a bonus and let you use HOV lane. NDOT is not managing projects well and seem to be wasting our time. Why are there so many projects with no workers? Project should not begin until projects are fully staffed and working 24/7. You've failed to respect us by shady projects management. NDOT cannot be trusted and should be audited. They get away with approving to many stupid projects wasting millions.

DocuSigned by:



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**Darin Tedford, Deputy Director**

For Jeff Lerud, Deputy Director  
Secretary to the Board of Directors