



Nevada Department of Transportation

Board of Directors Meeting Minutes

April 8, 2024

9:30 AM

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 8, 2024. 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 Gary Perea, Member Justin Kalb, Member Frank Lepori.

2. Public Comment

Director Tracy Larkin-Thomason indicated that the one written comment regarding I-11 received has been given to all Board members and will be posted.

There was no additional public comment.

3. Receive Director's Report – *Informational item*

Director Tracy Larkin-Thomason discussed new hires at NDOT, beginning with Joe Harrington, who has been appointed as the NDOT Director of Communications and Government Affairs. Director Larkin-Thomason informed the Board that Mr. Harrington is relocating back to Nevada after leading public communications for the International Airport in Florida. Director Larkin-Thomason further indicated that Mr. Harrington's experience includes television journalism, with much of that time spent at Reno's KOLO TV. Director Larkin-Thomason next indicated that Marty Strganac has been appointed as a District 1 Engineer. Director Larkin-Thomason explained that Mr. Strganac has worked for NDOT since 2009, first as a resident engineer, and then as an assistant district engineer. Director Larkin-Thomason informed the Board that Rebecca Kapuler has been hired as the new Assistant Director of Planning following her work as NDOT's Assistant Chief of Multimodal Planning. The Director explained that Ms. Kapuler has an extensive background working in multimodal transportation and planning in northern Nevada and has more than 24 years of experience with government agencies at the local, regional, and state levels. The Director informed the Board that one of



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the last two admin support positions has been filled with a start date on April 15, leaving only one final position to fill.

Director Larkin-Thomason indicated that April is a month in which NDOT really highlights safety and discussed the many notable safety initiatives happening during the month. The Director explained that safety-wise, Nevada has had a rough start to 2024, with 58 lives lost in fatal crashes, 27 pedestrians killed statewide, which is a 32 percent increase in fatalities from the same time last year; and 97 students hit by vehicles on their way to and from school since the beginning of the 2023-24 school year, a 60 percent increase over the same time last year. Director Larkin-Thomason indicated that Nevada's ultimate goal is zero fatalities by 2050. The Director explained that Nevada has many safety improvements on its roadways due to the six Es: equity, engineering, enforcement, education, and everyone, with everyone being the key as the ultimate safety of Nevadans is a shared responsibility.

Director Larkin-Thomason next discussed the work done with local agencies and communities on local road safety plans, which includes locally coordinated transportation to reduce fatalities and serious injuries and is tailored to key in on the local traffic issues in a specific community. The Director explained that approximately 75 percent of the state's rural roads are owned by local agencies and although they are traveled less than state highways, they have a much higher rate of serious and fatal crashes. Director Larkin-Thomason informed the Board that the local road user safety plans use a data-driven approach to prioritize safety issues to reduce fatal injuries and provided an example where NDOT partnered with Elko County. Director Larkin-Thomason indicated that surveys were conducted, nearly 1,000 comments were received, a process that results in a prioritized list of issues, risk, action, and improvements that will be a foundation in moving forward.

Director Larkin-Thomason next discussed Work Zone Safety Awareness Week, which takes place April 15 to 19. The Director explained that NDOT has several activities going on that support work zone safety, including NHP in uniformed law enforcement and work zones. The Director indicated that NDOT is currently running a pilot with six unmanned NHP vehicles rotating through northern Nevada work zones. In addition, Director Larkin-Thomason explained that NDOT uses temporary transverse rumble strips and smart zone work zone signage in select work zones, along with things like smart traffic devices, such as icons and smart message boards. The Director noted that NDOT has joined with the AGC and NHP on a safety media campaign, and will continue to do more activities throughout the month and year.

Governor Lombardo asked if the six unmanned NHP vehicles rotating through is actually operational.



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Director Larkin-Thomason indicated that it is, and that all of the patrol cars have been retrofitted and assigned to different projects.

Governor Lombardo questioned who is rotating the vehicles.

Director Larkin-Thomason indicated that the vehicles are not rotated daily, but are assigned to particular projects, and that they will be rotated through different projects as they come up.

Gary Perea questioned if the unmanned vehicles contain a video camera.

Director Larkin-Thomason indicated that they do not.

Director Larkin-Thomason next discussed a major construction milestone, noting that construction on the Pyramid Highway Project will be 50 percent complete as of the week following this meeting. The Director explained that currently the screening walls are being constructed on the east side of the highways from Los Altos to Golden View, and that the sidewalk is being installed on the west side between Los Altos and Golden View. The Director indicated that the recent construction accomplishment is a completed shared-use path from Los Altos to Disc Drive, and explained that the Shopper's Way access from pyramid and Los Altos Parkway, access to the Walmart, has been reconstructed. The Director further indicated that the upcoming drainage work will be completed by the end of April, that the shared-use path is expected to be completed from Disc Drive to Queens Way by the end of May, following which, the crews will finish the shared-use path from Los Altos Parkway to Golden View. Director Larkin-Thomason explained that nighttime paving on the northbound Pyramid from Queen's Way to Los Altos and milling and paving at Los Altos Parkway and Disc Drive will begin in May.

Governor Lombardo asked for the total timeline for completion on the Pyramid Highway Project.

Director Larkin-Thomason moved on to discuss the South Virginia Safety Management Plan, which is already in place, between patriot Boulevard and Mount Rose Highway. The Director noted that the virtual meeting is happening now and will continue through to April 26, with the in-person meeting occurring the Thursday following this meeting. The Director indicated that more information can be obtained at southvirginiasafety.com.

Director Larkin-Thomason next discussed the US 395 South Sierra public information hearing, noting that the virtual meeting will be launched today and will continue on through to May 9. The Director explained



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that this goes from Clearview Drive in Carson down to the California state line, and that this is the second round of public meetings to gather feedback on study recommendations to address both the immediate needs and future needs. Director Larkin-Thomason explained that NDOT will be conducting two in-person meetings: one on Tuesday, April 23 in Douglas County at the Community Center in Gardnerville, and a second one on Wednesday, April 24 at Fuji Park at the Carson City Fairgrounds. The Director indicated that the virtual meeting will continue through May 9 at ndotus395.com.

Director Larkin-Thomason informed the Board that as part of the NEPA (National Environmental Policy Act) process, NDOT will be holding the virtual meetings for the I-80 East widening, and the in-person meeting will be held May 8. The Director indicated that the virtual meeting will run April 23 through May 23 basically in order to assess the impacts from the stakeholders about the particular details. The Director further indicated that comments at i80eastnv.com.

Director Larkin-Thomason next informed the Board that NDOT is receiving the Toastmasters International Award. The Director explained that this organization serves to empower individuals to become more effective communicators and leaders, and the Director indicated that NDOT utilizes this organization to empower leadership within NDOT. The Director informed the Board that on April 22, the international director of Toastmasters will present the Corporate Recognition Award to NDOT for the continuous support of the Silver Tongues Toastmaster Club, which was begun as a professional development for engineers to communicate effectively with laypeople.

Director Larkin-Thomas next reported that NDOT unveiled a commemorative director's wall to recognize NDOT directors from 1917 to present. The Director indicated that not shown are Kristina Swallow and Tom Stevens. Director Larkin-Thomason informed the Board NDOT unveiled a timeline of NDOT history, which recognized the history and accomplishment of all NDOT team members since the Department's founding in 1917. The Director thanked the Governor for his attendance at the unveiling.

Director Larkin-Thomason indicated that this is the second year in a row that NDOT has the ITE, Intelligent Transportation Engineers, Mountain District 2024 annual award. The Director noted that last year NDOT won it for its asset management, a lifecycle planning tool for TSMO, which is Transportation Systems Management and Operations. The Director indicated that this year, NDOT is receiving the award for its investment prioritization tool, a tool that the NDOT traffic operation developed to prioritize the projects passed on their alignment with the NDOT Statewide Transportation System Management program. The Director congratulated the transportation operations team.



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Director Larkin-Thomason next recognized retirees, beginning with Paul Harmon, a 27-and-a-half-year NDOT employee. The Director recognized Rod Schilling, who had been with NDOT for 25 years, and Michael Fuess, who came to NDOT in 2003.

The Governor thanked all three retirees for their service, noting the appreciation of their contributions by both NDOT and the state of Nevada.

4. Consideration of Approval of the March 11, 2024, Nevada Department of Transportation Board of Directors Meeting Minutes. – *For possible action*

Member Justin Kalb abstained from the vote as he was not in attendance for the March meeting.

Motion: Approve the March 11, 2024, NDOT Board of Directors Meeting Minutes
By: Member Gary Perea
Second: Controller Andy Matthews
Vote: Passed

SEC .2. CONSENT AGENDA: Item No.5

There was no consent agenda for this meeting.

Contracts over \$40,000,000 or 20% over the engineer's estimate from February 9, 2024, through March 7, 2024

There are no contracts.

Agreements over \$10,000,000 from February 9, 2024, through March 7, 2024

There are no agreements.

Right-of-Way

5. ABD 23-16: Resolution of Abandonment of a frontage road, alongside Interstate Route 80 and near the Nevada Pacific Parkway Interchange, Lyon County, Nevada. – *For possible action*

Member Justin Kalb asked for confirmation that this particular piece of land will be going back to the original landowner.



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Director Larkin-Thomason confirmed that this was correct.

Motion: Approve Consent Agenda Item 5

By: Member Virginia Valentine

Second: Member Frank Lepori

Vote: Passed unanimously

END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

No items were taken separately.

SEC. 4. ADDITIONAL BUSINESS ITEMS

6. **Contracts, Agreements, and Settlements/Judgments** -- 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*

There were no contracts, agreements, settlements, or judgments.

7. **History and status of Interstate 11 in Nevada and Arizona.** – *Informational item only*

Deputy Director Sondra Rosenberg provided an update on Interstate 11. Ms. Rosenberg explained that the concept for I-11 started in the late 90s due to concerns about bottlenecks going over the Hoover Dam. Ms. Rosenberg noted that in 2001, an environmental document was finalized to build the bridge, which took some time to build, particularly because this was a time when concern over terrorist activities going over the Hoover Dam Bridge were high, and trucks were prohibited as a result. As such, Ms. Rosenberg noted the importance of building the Hoover Dam bypass bridge, also known as the Mike O'Callaghan-Pat Tillman Memorial Bridge. Ms. Rosenberg explained that next began discussions in Nevada and Arizona regarding the need for better connection between the two states, particularly between Las Vegas and Phoenix, two of the fastest growing metropolitan areas without a direct interstate connection. Ms. Rosenberg indicated that this concept was expanded, and interest grew for a new north-south interstate in the west that would travel even beyond the two cities. Ms. Rosenberg noted that a number of studies and projects, as well as legislative language to designate the corridor, have occurred since that time to try and bring this concept



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to reality. Ms. Rosenberg explained that the official designation process started in 2012 with congressional action, Map 21 action, designating US 93 as future I-11 between Phoenix and Las Vegas, and indicated that subsequent congressional actions studies projects have occurred since then, the result of which is the designation of interstate all the way from the state line with Arizona through to Kyle Canyon. Ms. Rosenberg explained that NDOT will be working on signage on that shortly, as well as future interstate all the way up to I-80.

Deputy Director Rosenberg next discussed the fact that the actual designation of an interstate does take several steps, beginning with the aforementioned congressional action, as well as the approval of AASHTO, and the Federal Highway Administration. Ms. Rosenberg informed the Board that in 2011-2012, NDOT, in conjunction with Arizona DOT, launched the Intermountain West Corridor study and indicated that I-11 was added to that title once congressional designation was received in 2012 to evaluate an interstate connection between Las Vegas and Phoenix, as well as future connections north-south beyond the two. Ms. Rosenberg explained that in multiple congressional actions, the route was designated as a future interstate from Nogales through I-80 with broad language, generally following US 93 and Arizona to Las Vegas, and then US 95 North with an option to include portions of 395, as well. Ms. Rosenberg further explained that this initial study was segmented by northern Nevada, Las Vegas metropolitan area, US 93 Vegas to Phoenix area, the Phoenix Metropolitan area, and southern Arizona, after which the Planning and Environment Linkages (PEL) reports for each of those segments were completed. Ms. Rosenberg indicated that this allows the ability to take actions, analysis, and decisions made in the planning stage and moving them forward into the environmental phase at a future date.

Deputy Director Rosenberg discussed the Boulder City bypass, the first section of I-11 that was complete for Nevada, which was a new four lane freeway around the southern and eastern perimeter of Boulder city, Nevada, in partnership between NDOT and RTC, that was open to traffic in 2018. Ms. Rosenberg reported that through various steps of different agencies, the official FHWA approval for the designation was received in January of 2019. Ms. Rosenberg indicated that in Arizona, ADOT has been improving US 93, also known as future I-11, into a divided four lane highway for over a decade from the previous two-lane rural highway. Ms. Rosenberg noted that that highway is not full interstate standards at this point, but is more prepared to become one once the need for grade separation at critical locations occurs.



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Deputy Director Rosenberg next indicated that following the initial multi-state study, NDOT began focusing in on different areas along the state, including completion of the northern Nevada alternatives analysis and updating the PEL document. Ms. Rosenberg explained that the 450-mile study, completed in 2018, included the outside of the Las Vegas metro area all the way to I-80 and was divided into two segments: from Las Vegas to Tonopah, the recommendation included continuing on the US 95 corridor; from Tonopah to I-80, there was a combination of new and existing routes that were ultimately narrowed down to two with possibly one additional alternative.

Deputy Director Rosenberg discussed the question of what happens in the towns, and noted that although this has not yet been analyzed, it is likely that the interstate itself may go around some of the towns along the way. Ms. Rosenberg indicated that particular interest in the Hawthorne Walker Lake area and explained that the current recommendation is for the eastern side of Walker Lake. Ms. Rosenberg next discussed NDOT's coordination with neighboring states to explore options extending north of I-80, and indicated that currently there has not been much interest in other states extending north so as such, the designation and the interest really lies in I-80 South.

Governor Lombardo questioned where the current recommendation on the east side of Walker Lake is coming from.

Deputy Director Rosenberg explained that it is coming from the Northern Nevada Alternatives Analysis, which looked at a number of different alternatives and evaluated the environmental constraints. Ms. Rosenberg further noted that on when looking at the full study, available on NDOT's website, the study itself goes through all of the analysis done, all of the different goals, the environmental concerns, topographic area, and the interest of the community members and stakeholders.

Governor Lombardo questioned if there is any concern that the recommendation could change.

Deputy Director Rosenberg indicated that this is a difficult question to answer because it is not an environmental analysis. However, Ms. Rosenberg noted that NDOT does not anticipate any reason or justification to move it back to the western side of the lake.



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Director Larkin-Thomason added that the road in the Walker Lake area hugs the mountains, cliffs, water, and then the east side.

Lieutenant Governor Stavros Anthony asked for confirmation that no decisions have been made yet regarding where I-11 will be located in Beatty, Goldfield, and Tonopah.

Deputy Director Rosenberg confirmed that this was correct, noting that building an interstate in the middle of those towns is highly unlikely and very difficult, but at this time, NDOT is just trying to narrow down the corridor itself.

Lieutenant Governor Stavros Anthony questioned when discussions will occur with those towns as residents of those areas ask him on a regular basis about I-11.

Deputy Director Rosenberg acknowledged that the study is a couple of years old, and so it may be time to go out to those communities. Ms. Rosenberg added that there is no additional funding for this corridor, and where many NDOT projects are coming in at a higher than anticipated rate without additional revenue coming in, part of the process is setting the expectation in terms of timeline. Ms. Rosenberg noted that the detailed discussions will take place once the corridor is moved forward, and funding is identified to actually build the interstate.

Director Larkin-Thomason added that currently the section of I-11 from Kyle Canyon to Mercury is being evaluated for what needs to be done to bring that portion of US 95 up to interstate standards, and noted that it is a very long process that will take many years, likely seven to 10, from completion of the study to bringing the road up to standard up to Mercury. The Director indicated that the next section would not be studied until that portion is completed.

Andy Matthews discussed the way I-80 currently travels beside towns rather than through them and noted that presumably that will be the plan for some of the towns along I-11.

Deputy Director Rosenberg concurred, noting that this is the anticipation.



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Andy Matthews asked for confirmation that under either scenario being considered, the connection would be somewhere around Fernley, between I-11 and I-80.

Deputy Director Rosenberg noted that this is correct.

Deputy Director Rosenberg next indicated that Arizona DOT completed a Tier 1 EIS, similar to a PEL, for approximately 250 miles. Ms. Rosenberg noted that a record of decision was received in 2021 for that corridor from the US/Mexico border to north of Phoenix. Ms. Rosenberg informed the Board that the preferred alternative identified two options through and around Tucson metropolitan area, and ADOT is now moving forward with a Tier 2 NEPA for two segments: the Phoenix Metropolitan area, and the southern Arizona I-8 to Nogales area.

Deputy Director Rosenberg indicated that NDOT recently completed the I-11 Las Vegas metropolitan areas PEL documents to determine the corridor within the Las Vegas urbanized area. Ms. Rosenberg explained that NDOT looked at approximately 50 miles and took the analysis from the larger multi-state study to narrow down the alternatives further and identified the central corridor I-515 and US 95 as the Interstate 11. Ms. Rosenberg indicated that NDOT has since gotten approval from both AASHTO and FHWA and anticipates placing signs along that corridor this year. Ms. Rosenberg discussed that completion of the US-95 northwest corridor improvement projects with the finalization of the Centennial Bowl was, in fact, part of the future I-11 and that the corridor from Henderson to Kyle Canyon was brought up to interstate standards by 2023.

Lieutenant Governor Stavros Anthony questioned if current construction going on right now in the Flamingo/Charleston areas on 95 is the I-11 project.

Deputy Director Rosenberg explained that this is routine maintenance.

Deputy Director Rosenberg discussed the feasibility study from Kyle Canyon to Mercury, approximately 46 miles, and noted that NDOT is looking at interstate standard design deficiencies, new interchange location and access considerations, right of way needs, and working on a high-level environmental review or another



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PEL documentation. Ms. Rosenberg noted the interest of safety along this corridor, as well as access at Indian Springs and Creech Air Force Base as hot topics for this study.

Gary Perea noted that with the growth around Fallon and Highway 50, it would be nice for planning purposes to nail down some of the information that is far in the future so as to kind of understand the potential effects on Highway 50 and other roads.

Deputy Director Rosenberg noted that it is exactly for this purpose that a new study is done every couple of years so as to update what is happening with growth, and narrow down alternatives further, as well as to ensure that NDOT does not run out of space once a decision is made on where the specific alignment might be.

8. Congressman Mark Amodei. – *Informational item only*

Congressman Mark Amodei, Nevada Second Congressional District, began his discussion on the subject of I-11, noting that the last time he appeared before the Board, Brian Sandoval was the governor, and the topic of discussion was also I-11. Congressman Amodei indicated that he hears regularly from people in Hawthorne concerned about whether or not they are part of the future planning steps. As such, Congressman Amodei requested at that meeting was inclusion of Mineral County in the planning process. Congressman Amodei concurred with Director Perea's earlier conclusion that going around Fallon will not be easy due to its growth. As such, Congressman Amodei indicated his belief that there is opportunity for the Board to show some leadership in terms the inclusion process. Congressman Amodei also discussed the interests of the Walker Lake Paiute tribe regarding the east side of Walker Lake, and noted the difficulty in justifying federally why federal land should be paid for in the relevant areas for a future endeavor. The Congressman further suggested evaluating the areas in Fernley, on I-80, and East Truckee Canyon, all of which is federal land.

Congressman Amodei discussed the NDOT deal of six super projects many years in the past, under Governor Kenny Guinn, two in the north, four in the south. The Congressman noted that the two in the north were the Carson City bypass and I-580 between Washoe Valley and Mount Rose, and discussed the contention surrounding these projects between former Senator Bill Raggio and Carson's mayor at the time, Mark Teixeira. Congressman Amodei reported that ultimately, Governor Guinn announced that the state could fund both projects. As such, Congressman Amodei suggested naming the summit for the I-11 project the Governor Kenny Guinn Summit.



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Congressman Mark Amodei next discussed his presentation to the Humboldt County Commission the previous week, at which time the Commission mentioned concern regarding US 95 north of Winnemucca, noting that when the lithium mine opens, there is a lot of truck traffic, with the main concern being passing lanes when the trucks start going. Congressman Amodei noted that the frustration is that NDOT may not have gotten accurate traffic counts.

Congressman Amodei next discussed the Union Pacific Railroad, noting Union Pacific's role as the largest private property owner, by virtue of acres, in the state of Nevada, a function of the Checkerboard when the Transcontinental Railroad was built. The Congressman noted that everything from Verde to Wendover is completely surrounded by Checkerboard private ownership of the Union and as such, all the towns along there deal with Union Pacific for requests that range from the mundane, such as cutting weeds, to the intricate, such as the purchase of property for redevelopment. As such, the Congressman brought the Sparks Machine shops to the Board's attention as it ultimately required the attention of the Congressman, resulting in a phone call to the president's office in Omaha to contact Elko. The Congressman noted the possible jurisdiction of the Board in terms of oversight and requested that the Board consider coming in annually to determine the state of community relations in those Union Pacific owned areas.

Governor Lombardo asked the Attorney General's Office regarding jurisdiction.

Attorney General Lori Story noted that she was not aware of any issues, but would double check.

Congressman Amodei noted the importance of the NDOT Board becoming involved, and further suggested inviting the city of Sparks. The Congressman further requested a briefing on the Victory project in Fernley and questioned if the intermodal improvements in Fernley are going to take any of the pressure off the plans in Sparks. The Congressman discussed multiple requests: an index of CPSP files in Union Pacific Archives relating the machine shop; the summary of UP's development plan for the subject site and explanation of its necessity; a summary of the UP growth projections. Congressman Amodei reiterated his request for the Board to check in on these communities and with UP on an annual basis. as well as to invite the city of Sparks to provide the Board with an update. Congressman Amodei noted that the letters he referenced are in the copies of the office memos sent to the Board.

- 9. 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*
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There was no executive session.

10. 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.

Ellie Waller, Douglas County, thanked NDOT staff for posting the US 395 Southern Sierra Quarter Management plan public meetings for April 23 and 24. Ms. Waller indicated that she is looking forward to project updates as the plan evolves as well as more details on the proposed changes such as: Segment 1, Cochise Street, Curry Street extension to Vista Grande; Segment 2, grade separations and interchanges at major crossroads; Segment 3, pedestrian crossing flashings and pedestrian crossing signage; Segment 4, dedicated acceleration lanes and additional truck and travel climbing lanes, as well as wildlife crossing evaluation. Ms. Waller indicated her belief that the US 395/I-580 interchange concept needs to include the US 50 connection for safety issues for this intersection and noted her belief that the project area did not have enough initial funding as the US 50, I-80, and US 395 is now a four leg signal controlled crossing intersection that deserves a partial or full four leaf grade separation interchange to improve traffic flow and safety. Ms. Waller noted that the configurations of the Carson Valley interchange could be applied to Stephanie Way, Johnson Lane, and Airport Road, noting that many of the Douglas County residents use the entire corridor to state line through Topaz. Ms. Waller noted her surprise that there was no public comment posted on the website from the November 23 meetings and concluded her statement with thanks for the presentation materials ahead of time that show the crash data, with eight fatalities, for the entirety of those segments.

Robert Byren, Hidden Woods, noted that he recently sent a white paper to the NDOT CMP project manager, Melissa Chandler, and Brian Gant of Wood Rogers, requesting that the US 50 Corridor management Plan study team consider a trumpet interchange at the SR 28 to US 50 intersection in lieu of the proposed full-scale roundabout. Mr. Byren opined that although both intersection configurations support the FHWA's zero vision plan, the trumpet style great separation configuration has several significant advantages, such as: eliminating left turn movements and improving traffic flow in all directions; eliminates weaving movements within the proposed traffic circle, avoiding a particular class of non-fatal accidents; eliminates crossing movements for bicycles and pedestrians; and most importantly, facilitates high capacity wildfire evacuation without the need for additional bypass lanes and lane reconfigurations. Mr. Byren indicated



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that the downside is cost but noted that NDOT has already built a trumpet interchange on the Carson Valley side of US 50 at Golf Club Drive, a beautifully designed intersection that serves a rather small number of wealthy homeowners and patrons of the Clear Creek Tahoe Golf Club community. Mr. Byren noted the residents' concerns that the additional cost of the trumpet interchange might dissuade NDOT from pursuing this alternative in its formal intersection control evaluation and suggested that one solution is to pursue federal funds to supplement the pre-planned NDOT expenditures. Mr. Byren concluded by encouraging NDOT to include the trumpet interchange option in its evaluation and encouraging the state to pursue federal funds to complement state resources and build the trumpet interchange at Spooner.

Elisabeth Lernhardt, Zephyr Cove, indicated her belief that the safety improvement on highway 50 does not rest on continuing to study public acceptance of design changes, but on identifying and amelioration the challenges in the current road design, in particular in three locations: the Spooner Summit 28/50 intersection, and the two extreme curves at Presbyterian Way in between lake Ridge and Cave Rock. Ms. Lernhardt discussed the two major crashes she witnessed last year, one of which was fatal, noting that they were sideswipes due to the left turn from 28 to 50, which are aggravated by the northbound traffic on 50 and having no visual of the intersection due to the uphill direction of the road. Ms. Lernhardt indicated that traffic going in this direction is too fast and that the left turning traffic from 28 has a site distance problems of the conflicting traffic, and that the acceleration lane going into 50 is too short to approach the 50 miles per hour that traffic normally goes. Ms. Lernhardt discussed the FHWA's intersection safety case study for continuous green T intersection, noting that this model was applied to two T intersections in Colorado at a cost of approximately 300,000 per intersection, and noted that it reduced the angle crashes in one intersection by 100 percent and the other by 93.3 percent, and the total crashes by 56.3 and 63.2 percent, respectively. Ms. Lernhardt further reported that the injury crashes equally were reduced by 83 and 50 percent. Ms. Lernhardt noted that this model designates the left lane to left turning traffic only and puts a stem and out from the stem to the T and separated it by a race divider from the through lane, noting that this prevents lane changes and lets the through traffic go without a stop and lets the left-hand traffic be unaffected by it. Ms. Lernhardt indicated that all this was announced early by signaling, which is necessary because there's curves also, to the motorists. Ms. Lernhardt acknowledged that the trumpet intersection would be the complete ideal thing because it avoids user conflict, but it is much more expensive. As to the two dead man curves on Highway 50, Ms. Lernhardt indicated that several things are recommended on the FHWA webpage, including interactive, dynamic chevrons, early warning signs of curve and speed reduction, as well as speed radar feedback. Ms. Lernhardt further opined that another important modification are



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high friction pavement surfaces, particularly in curves as these different asphalt treatments can reduce the sideswipe accidents because the vehicles don't travel out to the other lane.

Lori Rodriguez requested that NDOT consider building three lanes rather than two for the I-11 connection to northern Nevada, citing the ability of emergency services to reach an accident scene. Ms. Rodriguez provided the example of traffic coming to a standstill on I-80 during an accident until one lane can be cleared, which can take hours, and forcing first responders to wait until drives can move out of the way to even reach the accident site. Ms. Rodriguez noted that the long distances on the I-11 dictate that response times will be substantially longer, and that having three lanes gives the state police the ability to move traffic around the accident site safely, leaving room for the incoming and departing emergency personnel and vehicles. Ms. Rodriguez noted the second reason as cost, indicating her understanding that it will cost a lot now, but that ultimately adding a third lane in the future would cost even more and as such, as the traffic demand is there, it would make the most sense to make modifications in the early planning stages. Ms. Rodriguez added her understanding that this project could potentially be mainly for truck traffic and noted that over the years, freeways have added truck passing lanes, and having three lanes right from initial creation would prevent the problem. Ms. Rodriguez further noted her desire to see an elevated train incorporated into the design, indicating that in October 2019, she had suggested this as part of a public comment and reiterated her stance that it would be responsible future planning to at least leave open the possibility.

Director Larkin-Thomason noted that there were two written public comments that were submitted and will be part of the packet.

Neoma Jardon, Executive Director of the Downtown Reno Partnership, indicated that she represents the 110-block area and 1500 property owners in downtown. Ms. Jardon thanked the governor, lieutenant governor, Board members, and Congressman Amodei for setting up her appearance in front of the Board to express the passion and frustration Reno is experiencing with the issues surrounding Union Pacific and the railroad. Ms. Jardon discussed some of the impacts in a one-year period experienced in downtown Reno. Ms. Jardon indicated that the Downtown Reno Partnership, in the last year, has spent approximately 6,200 hours cleaning up the area, 44 tons of trash collected, and over a half a million dollars spent in addressing these issues, as well as 654 yards of trash. Ms. Jardon explained that the Downtown Reno Partnership has exhausted over the last few years every opportunity to get Union Pacific to come to the table as a partner in addressing these issues, whereas many other entities and agencies have, including Washoe County, City of Sparks, and NDOT. Ms. Jardon noted however, that the Downtown Reno Partnership has been unsuccessful in getting Union Pacific to engage or reimburse for the efforts to clean



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up their property. Ms. Jardon noted that when the Downtown Reno Partnership met with NDOT (SIC) back in December, the Partnership was told that they can only come out about once every three months to potentially address this, but admonished the Downtown Reno Partnership for going on its property to clean up. Ms. Jardon indicated that the Partnership is stuck in the middle, yet needs to clean these areas as they are the economic heart of downtown. Ms. Jardon noted that the encampments can grow and become very dangerous and proliferate in a matter of days, and Reno cannot wait months to get these areas clear. As such, Ms. Jardon requested help from the Board in engaging communications between the Downtown Reno Partnership and Union Pacific. Ms. Jardon noted that since February, the Downtown Reno Partnership has sent five emails about some of these encampments on railroad property, and received only one response, noting that the encampment is actually on the city of Reno's property; Ms. Jardon indicated that the other four emails went unanswered. Ms. Jardon indicated that if UP does not have the resources to address and clean it up, an MOU arrangement where UP pays the Downtown Reno Partnership for its resources would be acceptable.

There was no additional public comment.

11. Adjournment – *For Possible Action*

Motion: Adjourn the April 8, 2024, Nevada Department of Transportation Board of Directors meeting.
By: Controller Andy Matthews
Second: Member Gary Perea
Vote: Passed unanimously

Sajid Sulahria, Deputy Director
Secretary to the Board of Directors