



Nevada Department of Transportation

Board of Directors • Meeting Minutes

November 13, 2023

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, November 13, 2023. A roll call was conducted, and a quorum was established.

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

2. Public Comment

Craig Madole, CEO of Nevada Chapter AGC, indicated concerns with Agenda Item 13, noting the belief of increasing the authority of the Director to sign additional contracts for what is far beyond an inflationary adjustment of that authority, as well as the recommendation to reduce Board meetings to every other month will decrease the transparency of the Department. As such, Mr. Madole requested his comments be taken into consideration when considering the item.

There was no additional public comment.

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

Director Tracy Larkin Thomason informed the Board that NDOT has developed a Vulnerable Road Users assessment (VRU) as an addendum to the 2021-2025 Strategic Highway Safety Plan. Director Larkin Thomason explained this has already been approved by the Nevada Advisory Committee on Traffic Safety. Director Larkin Thomason indicated this is an assessment tool to improve safety for vulnerable road users in Nevada and includes the finding and recommendations for proactive safety enhancements, which reflects NDOT's dedication to safer roads. Director Larkin Thomason explained vulnerable road users include pedestrians, cyclists, and wheelchair users, along with others, who face elevated risk of injury or harm due to the absence of protective features typically found in motor vehicles. The Director further indicated the assessment is completed in accordance with the requirements of the IJA bill to focus on the safety of individuals outside of vehicles, this assessment will be posted on the Strategic Highway Safety Plan website by November 15, 2023.



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Director Larkin Thomason informed the Board that November 13 to 17, 2023, is Crash Responder Safety Week, and thanked the Governor for proclaiming this week. Director Larkin Thomason explained this is a national campaign coordinated by the Federal Highway Administration as an opportunity to participate in coordinated efforts to educate the public and bring awareness to first-responder safety and promote effective Traffic Incident Management (TIM) strategies and training for the first responders in advance of the holiday season. Director Larkin Thomason commemorated the 17 law enforcement officers, 11 fire and emergency management personnel, 18 tow operators, 4 roadside technicians and 1 DOT, for a total of 51 first responders, who lost their lives in 2022. Director Larkin Thomason indicated since 2008, Nevada and Nevada State Police have brought together local first responders, Federal Highway, Homeland Security Transit Administration, private towing, and hazardous materials responders to train together and join forces across the state in the regional TIM Coalitions to improve incident management response. The Director gave a special thank you to all first responders who participated, as well as all responders who help keep Nevadans safe on the road.

Director Larkin Thomason reported the emergency contracts in the Spring Mountain/Mount Charleston area are either completed or nearing completion within the week. The Director indicated noted the following contracts: SR 156, Lee Canyon, reopened on October 26, 2023, following the repair of 13 areas, including removal, and repaving of 300 feet of damaged roadway, at a cost of 1.5 million; SSR 157, Kyle Canyon, reopened on November 3, 2023, following the repair of 39 areas, including removal and repaving of 3,300 feet of damaged roadway, grading and compacting of six miles of shoulders, and addition of drainage at a cost of 4.5 million; SR 158, Deer Creek Road, will reopen on Friday, November 17, 2023. The Director provided special thanks for this project to the National Guard, Clark County, and other first responders, who completed 50 to 75 feet of excavation, 700 feet of guardrail, and 400 feet of damaged road.

Governor Lombardo questioned if these are temporary fixtures and if the fill would accommodate future erosion.

Director Larkin Thomason indicated they are permanent, and the fill would be able to accommodate future erosion. The Director added the job began with heavy boulders to armor the bottom, and included grout, and concrete to stabilize it and bring it up.

Governor Lombardo asked for the cost of the emergency repairs.

Director Larkin Thomason stated it was a total of 4.25 million. The total amount for the emergency contracts was brought to a little over 10 million to fix all emergency contracts at Mt. Charleston.



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Director Larkin Thomason next discussed the I-15 changes ahead of Formula 1, noting there is no northbound I-15 to westbound Tropicana movement currently, but there is an additional lane in both the westbound and eastbound lanes on Tropicana, and there will be no restrictions on the northbound I-15, which has been opened to five lanes between Tropicana and Flamingo. Director Larkin Thomason discussed the changes will take place following the Formula 1, indicating these changes to the Tropicana Interchange traffic configuration will remain in effect until the north structure is complete by February 3, 2024, and include the following: the southbound offramp and northbound onramp will be closed; the southbound onramp, and the northbound offramp will be open; the Tropicana east and west movements will continue with the diverging diamond, with the interchange with two lanes in each direction and three lanes westbound starting west of the I-15.

Governor Lombardo questioned if any of the Board Members had any questions regard the I-15 Tropicana Interchange.

Member Virginia Valentine noted this is a big improvement from what she was expecting, stating it might not be perfect but appreciates the adjustments.

Governor Lombardo commends NDOT on the work being done.

Director Larkin Thomason explained extra pavement was added to smooth out some of the angles and to add a temporary drop lane into the T-Mobile Arena to relieve some of the traffic going across.

Governor Lombardo questioned if NDOT has partnered with LVCVA in terms of advertising leading up to these changes, and if NDOT is relying on LVCVA to do the advertising campaign on ingress/egress.

Director Larkin Thomason informed the Board that LVCVA is fully aware and that NDOT will be providing a presentation to LVCVA on Wednesday, November 14, 2023. Director Larkin Thomason mentioned LVCVA is managing the advertising for the actual event, whereas NDOT's part, the traffic control, the configuration has been enhanced but has not changed.

Director Larkin Thomason next discussed the I-15 changes intended for the Super Bowl, which will be starting once the north structure is completed, around February 3, 2024. Director Larkin Thomason explained all ramps will be open, but with limitation, such as there will be no left turns from the offramps; there will be U-turns because of the differential in elevations between the north and south structures. The Director explained there will be a pause in starting the south structure until just past the Super Bowl, at which time the Harmon ramps will be open, but the southbound to the eastbound flyover will remain closed. Director Larkin Thomason



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indicated this will also be in a more typical configuration, so there will be three lanes in each direction going east and west and no diverging diamond.

Member Justin Kalb questions if there's a change in grade elevation from west to east.

Director Larkin Thomason explained there's two structures, the north structure will be at the new elevation and the south structure will be at the original elevation and that is why a direct left turn is not possible.

Governor Lombardo questioned if the Department of Public Safety will have full 24-7 access to facilitate these U-turns for traffic control.

Director Larkin Thomason explained NDOT will have traffic control in place.

Director Larkin Thomason next discussed the I-15 Charleston project, noting the lane shifts will be beginning this month. The Director explained the deck and freeway widening is complete on Charleston Boulevard and Eastern, and the deck pours were completed over Mojave, Stewart, and Pecos. Director Larkin Thomason indicated the lanes are shifting to make way for permanent widening this month, the project has been slightly delayed by some utility work and is on schedule for substantial completion by fall of 2024.

Director Larkin Thomason next discussed the US 395 North Valley widening, which is northwest of Reno, and includes: a lane to southbound 395; McCarran to Golden Valley; an additional merging lane; auxiliary lanes; constructive braided freeway; and repaving both directions. The Director indicated traffic volumes increased nearly 30 percent from 64,000 in 2011 to almost 83,000 vehicles per day in 2021, and since the addition of TRIC, even more. Director Larkin Thomason explained the widening will provide additional capacity, and NDOT has been working with the contractor to look at ways that some of the working days might be able to be shaved off.

Director Larkin Thomason informed the Board in Incline, 14 miles of the Mt. Rose Highway and SR 28 around Incline Village have been repaved. Director Larkin Thomason explained the highway has not been fully reconstructed in 14 years, adding this project includes sidewalks, ramps, curb barrier rail, new detention basins for drainage, and a reinforced aging timber wall. The Director indicated that the project is currently closing for the winter and will be completed in the spring.

Director Larkin Thomason next discussed the Mt. Rose Highway, explaining NDOT has replaced the Gazex system, which is the Avalanche Control Center, and did a shared-use path and turn improvements in the Galena



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area, along with some median island intersection changes. The Director indicated that the first Gazex picture will be in place this winter.

Director Larkin Thomason turns the report over to Deputy Director Darin Tedford to provide an update on the US 50 Lake Tahoe Corridor.

Deputy Director Darin Tedford reminded the Board of the public survey NDOT conducted regarding lane reductions on US 50 at Lake Tahoe. Deputy Director Tedford explained notifications of the survey opportunity were made through multiple methods, including 4,000-plus mailers and multiple social media approaches, with results being received throughout the month the survey was open. Deputy Director Tedford indicated that 70 percent of responders live within the study limits, 80 percent of the respondents travel the corridor daily or weekly, 36 percent of the respondents indicated they work within the study limits, and another 36 percent indicated they were not employed, including retirees. Deputy Director Tedford indicated responses were as follows: feeling safe while traveling through the corridor were distributed between feeling very safe and not feeling safe at all; support for the proposed trial section or long-term reduction of lanes was well distributed between yes, no, and maybe; support for and opposition to lane reduction for safety improvement was roughly the same. Deputy Director Tedford indicated because of recent lane reductions for construction and utility work, observations have shown traffic levels are high enough to back up traffic and will result in delays beyond the desired speed reduction. As a result of this and current traffic levels, Deputy Director Tedford explained NDOT will no longer pursue lane reduction as a possible safety improvement. Instead, Deputy Director Tedford indicated, other options include adding turn lanes while keeping four lanes new signals at high traffic cross streets, and speed feedback signs mixed with law enforcement presence. Deputy Director Tedford assured the Board that NDOT will continue to explore and analyze every possible option for improving safety in this corridor and across the state. Deputy Director Tedford next indicated the timeline for completion of the corridor study has not changed, the study results will be incorporated into the final report of the corridor study, which will include all comments, and a draft final report will be out in December of 2023, followed by a public meeting held at the end of the review period. Deputy Director Tedford concluded by indicating the recommendations in the report will be implemented as funding and priorities allow.

Member Stephen Ascuaga asked if the pairing down to single lane is off the table and the other options will be explored as we flush out the study.

Deputy Director Tedford confirmed that was correct.

Member Justin Kalb indicated his belief NDOT does not have the ability to control law enforcement in those areas and questioned if this is still being discussed and how it is being addressed.



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Director Larkin Thomason explained enforcement is still an option, and NDOT is working with DPS. Director Larkin Thomason further indicated the issue on DPS' part is a lack of resources. Director Larkin Thomason noted automated speed feedback signs in the area already do seem to be having some effect, and NDOT is working to get parking off the roadway, which also helps with the safety aspects.

Governor Lombardo indicated he has had conversations with Sheriff Coverley from Douglas County and Sheriff Balaam from Washoe County regarding this issue, and noted this is the responsibility of the state police and as such, with a combination of the three parties, enforcement will be increased and dedicated versus haphazard.

Member Stephen Ascuaga thanked NDOT staff and the residents of the US 50 area in question for their input and effort in this effort. Member Ascuaga reiterated this is a complex stretch of roadway and indicated all agree that improvements can be made and showed his support for maintaining the area and studying it further.

Governor Lombardo concurred with Member Ascuaga, noting safety was always the concern and the backbone of this plan, and assured the Board and attendees of the meeting the state would do everything within its authority and ability to adjust the safety issues without the road diet. Governor Lombardo concluded his comments by commending NDOT's personnel that put the process into place and evaluated it.

Lieutenant Governor Stavros Anthony concurred and commended the Governor and NDOT for their willingness to address the concerns of the people in the state and responding to the public.

Director Larkin Thomason next discussed the corridor studies taking place, beginning with the South Sierra corridor study on US 395 from Carson City down to the California/Nevada state line. The Director indicated this study is just beginning, in-person meetings were held on November 6, 2023, in south Carson City and November 8, 2023, in Gardnerville, and the online public meeting is currently running and will run through November 22, 2023. Director Larkin Thomason indicated that more information can be obtained at www.ndotus395.com.

Director Larkin Thomason next discussed the study on I-80 east of Sparks, noting this is an environmental study to widen I-80 from Vista Boulevard out to TRIC. The Director indicated an in-person meeting was held on November 7, 2023, at the Lockwood Community Center, and the project is now in the full NEPA stage. Director Larkin Thomason explained in addition to adding lanes, NDOT is also replacing some of the interstate bridges to widen or replace them, the shoulders to be widened, and interchange improvements and other enhancements. The Director explained the environmental study is underway and is expected to take about 18 to 24 months. Director Larkin Thomason explained this is an accelerated study, and NDOT is currently about three- or four-months in.



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Governor Lombardo questioned if an environmental study along the same stretch has taken place in recent history.

Director Larkin Thomason indicated this is the NEPA study, needed for NEPA clearance.

Governor Lombardo indicated sometimes the NEPA study can be built off the existing one.

Director Larkin Thomason explained NDOT does try to build off the Planning Environmental Linkage (PEL), which was held and has been looked at over the years. Director Larkin Thomason further noted these studies generally take six to seven years, so 18 to 24 months is a very good pace.

Director Larkin Thomason next discussed the I-11 feasibility study, which focuses on the next phase of I-11. The Director explained this is completed, except for signs and the final blessing from US DOT. Director Larkin Thomason explained NDOT is looking now at a study from Kyle Canyon up through Mercury, particularly through Indian Springs, and what needs to be done there to bring US 95 up to interstate standards.

Governor Lombardo questioned if the I-11 designator is associated with Hawthorne.

Director Larkin Thomason explained NDOT will be doing a full presentation on this to bring the board completely up to speed, there were studies that went up to basically Tonopah, up I-80, around Hawthorne.

Governor Lombardo asked where this goes around Hawthorne.

Director Larkin Thomason explained NDOT does not have an answer at this point and would have to find out by going around on the east side while being careful about the lake and the tribal lands there. Director Larkin Thomason explained studying this portion will likely not take place for many, many years.

Governor Lombardo questioned if there is an issue with a designation of it to help people with economic development.

Director Larkin Thomason mentioned when NDOT does a planning study, it goes through, and NDOT did the alternate study for Northern Nevada of US 93, US 95, and the different ways of getting up to I-80. The Director explained as NDOT gets closer to that area, the options for determining the land that will be traveled will be clearer. Director Larkin Thomason further noted discussion has been taking place on looking at state lands to see if there are things along the way that could be obtained in advance to reserve it, but now, it will take NDOT a couple of years to get through Indian Springs. Director Larkin Thomason reiterated NDOT will provide the



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Board with a full presentation that may include Congressman Amodei, who has asked to come and speak regarding this issue.

Director Larkin Thomason next explained NDOT will be bringing an in-depth presentation on bonds to the December Board meeting. The Director indicated the sale of bonds was approved in the 2023 legislation and budget, as of March, NDOT will be looking to sell two highway revenue bonds, a \$100,000,000 motor vehicle fuel tax bond, a \$50 million fuel revenue indexing, the bond money for which must be used for projects in Clark County. Director Larkin Thomason explained the projects for which this will be used are the Henderson Interchange and the next phase of the 395 North Valley project.

Director Larkin Thomason next announced that Assistant Director of Operations, Jenica Keller, will be retiring, and Member Stephen Ascuaga is retiring from the Board. The Director thanked both Ms. Keller and Member Ascuaga personally and professionally, and on behalf of NDOT for their work and dedication.

Member Stephen Ascuaga thanked NDOT and the Governor, noting it has been a great experience serving on the NDOT Board and has given him a real appreciation for what goes on behind the scenes to put this kind of infrastructure into the state.

Governor Lombardo expressed his appreciation for Member Ascuaga's participation as a member of the Board.

4. Consideration of approval of the October 9, 2023, Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action*

Motion: Approve the October 9, 2023, NDOT Board of Directors Meeting Minutes
By: Member Virginia Valentine
Second: Controller Andy Matthews
Vote: Passed unanimously

SEC .2. CONSENT AGENDA: Items Nos. 5, and No. 7 through No. 12

Governor Lombardo explained that items 5 through 12 will be taken together unless any of the Board members wish to hear an item separately. Item 6 was removed from the consent agenda and Item 9 to be taken separately.

Agreements over \$300,000 from September 8, 2023, through October 12, 2023

5. Agreement 085-23-110, with JACOBS ENGINEERING GROUP, INC., to complete design for Project NEON Phase 2, Clark County, Nevada. – *For possible action*



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6. Agreement 209-23-018 with NEVADA BROADCASTERS ASSOCIATION, to provide outreach and education in support of the Department's Stormwater Management Program, statewide, Nevada. – *For possible action*
This item was removed from the consent agenda.
7. Agreement 485-23-102, with CLEAN HARBORS ENVIRONMENTAL SERVICES, INC., to provide maintenance and testing services of sand oil separator systems at various maintenance stations, Clark, Esmeralda, Lincoln, Mineral, and Nye Counties, Nevada. – *For possible action*
8. Agreement 494-23-056, with LUMOS & ASSOCIATES, INC., to provide professional design, permitting, bidding, and construction assistance for Phase 7 of the Fuels System Upgrade Program, statewide, Nevada. – *For possible action*
9. Agreement 501-22-016, with ATKINS NORTH AMERICA, INC., to evaluate, design, and test intelligent Truck Parking Availability System (TPAS), Churchill, Clark, Humboldt, Pershing, and Washoe Counties, Nevada. – *For possible action*
This item was taken separately from the consent agenda.
10. Agreement 507-23-101, with XCEL MAINTENANCE SERVICES, INC., to provide janitorial services at the District I North Major Maintenance Yard, Clark County, Nevada. – *For possible action*
11. Agreement 508-23-061, with SOUTHLAND INDUSTRIES, to provide heating, ventilation, and air conditioning (HVAC) maintenance, inspection, and repair services at the Traffic Management Center (TMC), Clark County, Nevada. – *For possible action*

General Administration

12. 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, and 7 through 12
By: Lieutenant Governor Stavros Anthony
Second: Controller Andy Matthews
Vote: Passed unanimously



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END OF CONSENT AGENDA

SEC. 3. ITEMS TAKEN SEPARATELY FROM CONSENT AGENDA

Item 9: Agreement 501-22-016, with ATKINS NORTH AMERICA, INC., to evaluate, design, and test intelligent Truck Parking Availability System (TPAS), Churchill, Clark, Humboldt, Pershing, and Washoe Counties, Nevada.
– *For possible action*

Lieutenant Governor Stavros Anthony indicated his support for this item, noting this was a big deal for the trucking industry in terms of safety, and requested the Director or Deputy Director highlight what is being done.

Director Larkin Thomason indicated truck parking and availability is a high priority for NDOT and explained this is being addressed through potential work with other states, particularly along the I-80 corridor. The Director explained it is easy enough to map the location of where truck parking is located, but more difficult to map the dynamic part, such as how many spots are available. As such, NDOT is looking at the use of apps and such to relay this information to truckers.

Sondra Rosenberg, Assistant Director for Planning, explained at this point, this project is a pilot but is anticipated to be expanded throughout the state. Assistant Director Rosenberg indicated truck parking is a big issue as oftentimes, there is not enough parking in the areas where trucks happen to be and as such, knowing availability ahead of time would be tremendously helpful. Assistant Director Rosenberg explained NDOT is continuously looking at additional locations for truck parking, as well, and the opportunity to build the system into any locations. Assistant Director Rosenberg reiterated Director Larkin's earlier statement that this provides opportunity to coordinate across state lines, particularly along I-80 and I-15 to provide information to dispatches and truckers traveling across state lines.

Lieutenant Governor Stavros Anthony explained this is similar to going into the massive parking garages on the strip that tell you how many spots are available on what level to make it easier to find a parking spot. The Lieutenant Governor indicated he is looking forward to seeing how this works.

Director Larkin Thomason explained NDOT has already spoken with California, Arizona, and Utah about going across the lines and connecting with their systems, as well.

Member Gary Perea added there is a real safety issue with the number of trucks that are on the ramps so there is very much a need.



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Motion: Approve Consent Agenda Item 9
By: Lieutenant Governor Stavros Anthony
Second: Controller Andy Matthews
Vote: Passed unanimously

SEC. 4. ADDITIONAL BUSINESS ITEMS

13. Request to increase NDOT Director's delegated signature authority for contracts and agreements. – *For possible action*

Director Larkin Thomason explained NDOT is coming to the Board to request increase in the Director's signature authority, the delegated authority. The Director explained the last update was in 2011, with a minor update to interlocal agreements in 2014. Currently, Director Larkin Thomason explained, the Director approves agreements under 300,000 and contracts under \$5 million, and the Board meets monthly. NDOT is now requesting the Director approves all agreements under \$10 million, approves all contracts under \$40 million, not including alternate delivery projects under \$40 million, and moves Board meetings to every other month. The Director noted when a project has sensitive, special, political, or regional implications, such as US 50 at the Lake, these come out in the planning studies and are flagged long before they become projects. Director Larkin Thomason described the process used for determining the amounts of \$10 and \$40 million, and noted she has a breakdown of the agreements for the Board, should they wish to see them, most of which were for architectural and engineering services and construction augmentations. Director Larkin Thomason indicated of the 41 agreements in the list, five would have come before the Board.

Member Justin Kalb indicated there have been several times in the Board meetings where a contract started at one place but then was supplemented and extended to three or four times the original dollar amount and asked how these plays into this.

Director Larkin Thomason explained if amendments exceed the amount, she is open to including the Board. The Director did note; however, the routine is most of the time when the amendments come, it is because the job has been extended, and although the Director would be re-signing off on them, they would still be brought as informational items.

Controller Andy Matthews asked about the changes made in 2011.

Director Larkin Thomason explained she was not at this level at that time and was not sure of the amount that was changed.



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Lieutenant Governor Stavros Anthony asked if the amounts of either agreements or contracts were increased, how this would come to the attention of the Board.

Director Larkin Thomason explained this would be brought to the Board as an informational item, just as items currently approved by the Director are brought to the Board now. The Director explained most of what she signs now is janitorial services and day-to-day business.

Lieutenant Governor Stavros Anthony questioned if a Board member could bring for discussion or vote an item that the Director had already signed.

Director Larkin Thomason explained no, these could not come for a vote, the Board members can always question items she has signed. The Director pointed out that up to now, Board members have never questioned her on augmenting a crew.

Lieutenant Governor Stavros Anthony indicated his concern the Board should have an opportunity to question something.

Deputy Director Darin Tedford explained the opportunity here is to streamline agreements and contracts the Board typically considers to be routine. Deputy Director Tedford indicated if something looks strange or unexpected to the Board, Board members would have the opportunity to question the agreement as well as provide feedback that something like this should come to the Board in the future. Deputy Director Tedford further indicated with the proposed change, it would be the judgment call of NDOT to decide if something is out of the ordinary and should come before the Board. Deputy Director Tedford explained there would always be the opportunity in the future to change the limits again and/or reduce them, should this change go into effect. In response to Controller Matthews' earlier question, Deputy Director Tedford directed the Board to page 23 of 26 in the back of the section for a draft of the new matrix for what would be approved and indicated in the 2011 Board meeting additional lines/rows were added to the matrix with the determination of who would approve them.

Lieutenant Governor Stavros Anthony reiterated his concern a Board member should be able to agendaize an item and bring it to public hearing for NDOT to justify.

Director Larkin Thomason reminded the Board they could still ask for explanation of an item and provide input. The Director informed the Board when this issue first arose and was discussed with the Governor's Office, NDOT was asked to survey surrounding states. Director Larkin Thomason explained NDOT surveyed nine surrounding states, and of the nine, Arizona, California, Colorado, New Mexico, Utah, Oregon, Alaska, and Washington, none



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go to a Board for agreements. Rather, the Director explained, the CEO/Director Commissioner approves agreements and contracts. The Director further indicated if the lowest bid is over 10 percent of the engineer's estimate, this would automatically be escalated to the Board.

Member Gary Perea indicated his preference that anything over a particular percentage should come to the Board for approval.

Director Larkin Thomason explained NDOT chose 40 million because everything underneath that amount is preservation and does not at all include capacity projects, which would always come before the Board.

Member Justin Kalb questioned how much time this would save the Department.

Director Larkin Thomason explained the biggest increase to NDOT would be just a few weeks, the biggest thing that would save a significant amount of time and savings would be moving to bi-monthly Board meetings.

Controller Andy Matthews asked when these changes would take effect if voted in.

Director Larkin Thomason indicated a December meeting would still need to take place because of the bond sales, and NDOT would be looking to moving to bi-monthly meetings following that, with the next meeting taking place in February. The Director added the changes to agreements would take effect immediately unless the Board chose to make it subject to a certain date. Director Larkin Thomason reiterated the fact that this change could be reviewed again and changed by the Board, suggesting should bi-monthly meetings go into effect, a year's time would be appropriate for this review.

Controller Andy Matthews indicated the importance of being mindful that accountability and transparency is not undermined should this change be approved.

Director Larkin Thomason explained anything signed would be posted monthly and would be part of the Board packet. The Director further noted NDOT could provide a report at the six-month mark. Director Larkin Thomason explained NDOT is not attempting to circumvent transparency but rather is trying to hit a mark that keeps routine things under the NDOT's purview and anything unusual or alternative would come to the Board.

Member Justin Kalb requested the Director designate types of projects rather than lumping everything together.



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Director Larkin Thomason indicated this can certainly be done in future meetings, noting the contracts are all broken down in the Board packet.

Member Justin Kalb questioned whether or not the Director perceived there being any projects out of the ordinary, such as preservation projects, that would be under \$40 million.

Director Larkin Thomason explained even a preservation project over 40 million would come to the Board for approval. The Director explained 12 years ago, an interchange could be purchased for about \$40 million, that is no longer the case today. The Director further noted anything that is an alternate delivery, such as a design build or a CMAR, would come to the Board regardless of amount.

Member Stephen Ascuaga indicated he can see the need for this change but is not married to the amount levels and would defer to the Director and the NDOT team regarding the amounts. Member Ascuaga concurred with the suggestion that the Board meets again in a year to review and reevaluate this change.

Director Larkin Thomason indicated the amount can be amended, but requested it be higher than 10 percent over the engineer's estimate simply due to inflation and requested 25 percent.

Member Gary Perea indicated concern with going to bi-monthly meetings as contracts and agreements would be approved that would not come to the Board, or the public, for almost two months.

Director Larkin Thomason reminded the Board NDOT would be posting everything monthly on the website, and anything she signs would be posted to the website immediately. The Director reiterated NDOT is just trying to include approval of things that are routine in this proposed change.

Member Gary Perea questioned how something like the Highway 50 corridor issue would have been different if the Board were meeting bi-monthly rather than monthly, and if it would have been delayed for public input by two months.

Director Larkin Thomason conceded it would have been delayed for the two months, nothing would have been able to move forward in those two months because there was no Board approval.

Member Gary Perea voiced concern regarding the possibility of delay on things like this.

Director Larkin Thomason noted a special meeting can be called at any time--it just needs to be posted.



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Controller Andy Matthews questioned who could or would call a special meeting.

Director Larkin Thomason explained any Board member, with the Governor's agreement, could call a special meeting, as could NDOT.

Governor Lombardo indicated his belief that further discussion needs to take place regarding the requested threshold, and more exploration should take place regarding the bi-monthly meeting, separate of this threshold. The Governor indicated the desire to continue this out to further discussion.

Member Virginia Valentine indicated the importance of including the Board revisiting these changes in a year's time or so, and noted this would help her to support the motion.

Governor Lombardo concurred with Member Ascuaga's recommendation of December 2024.

Member Virginia Valentine noted that this should include an effective date of February with whatever threshold Member Perea felt appropriate.

Motion: Approve new limits agreement under 10 million, contracts under 40 million without including alternate projects under 40 million with special political or regional considerations, except for contracts that are over 20 percent of the engineer's estimate, with an effective date of December 31, 2023, and a review by the Board in December of 2024.

By: Member Gary Perea

Second: Member Virginia Valentine

Vote: Passed unanimously

Motion: To create the bi-monthly meeting discussion as an agenda item for the next Board meeting

By: Lieutenant Governor Stavros Anthony

Second: Member Virginia Valentine

Vote: Passed unanimously

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*



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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. 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.

Janine Nyre, commended NDOT for the work performed along Highway 50 at the lake over the past summer, noting that NDOT employees and contractors were professional and courteous. Ms. Nyre indicated that the new signal, which is not yet activated but should be soon, at Warrior Way will help to ensure the safety of the students as both elementary and high school entrances are accessed from Warrior Way with no option of back streets or alternative routes. Ms. Nyre further commended NDOT for the drainage and catch basin along the Skyland neighborhood and the catch basin just south of Skyland, noting that both will help to protect the lake and the homes of residence.

Debbie Ledbetter, thanked everyone for the hard work they'd done regarding the lake, noting that sometimes residents felt that they were not being heard, yet today's decision indicated that obviously residents were heard. Ms. Ledbetter thanked Mr. Ascuaga for providing residents the time to work on this and noted that she's sorry to see Mr. Ascuaga go. Ms. Ledbetter reiterated her appreciation for the fact that the Board listened to the residents.

Dana Tibbitts, Cave Rock, indicated looking forward to seeing the CMP website and other documents reflecting the things that were heard today. Ms. Tibbitts suggested that in the interest of moving forward in good faith with the support of the residents of the community, an advisory committee comprised of residents particularly because the residents have so often been sidelined and let out of this process despite the good ideas and expertise they have to offer. Ms. Tibbitts noted that this would provide an opportunity for residents to have input without taking up significant time during the public comment period of meetings. Ms. Tibbitts noted that this is a lovely birthday gift for Highway 50, which is turning 60 in 2023. Ms. Tibbitts discussed how clearance began along the sides of the rough, two-lane highway in the fall of '63, resulting in the four-lane beautiful roadway that is now in place.

Elisabeth Lernhardt, Zephyr Cover, thanked the Board for abandoning the road diet and for increasing law enforcement on Highway 50. Ms. Lernhardt discussed the trouble spots on Highway 50 that still need to be addressed: Kingsbury 50 intersection; the extreme curves before Zephyr Cove Resort and before Cave Rock; and the downhill left turn at Spooner Summit. Ms. Tibbitts requested that NDOT look specifically at these areas



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and propose a solution. Ms. Lernhardt reiterated Ms. Tibbitts' assertion that there is a lot of knowledge out in the community, and that all residents have done significant research. Ms. Lernhardt indicated that she saw the NDOT team that addressed Highway 50 hold two outreach events at the 395 corridor the previous week, one at Carson City, one at Douglas County, and that a very different approach was used, one that included not only data, but also Q&A with a road engineer and an honest discussion with the public. Ms. Lernhardt noted that she would have liked to have seen this model followed up at the lake because that kind of format is much more conducive to transparency and to an honest approach to the problems. Ms. Lernhardt explained that at the Douglas County event, she had a discussion regarding the Highway 50 lane reduction with a state trooper, the third with which she'd spoken, and that all three expressed concerns about the lane reduction and were independently against it. Ms. Lernhardt next discussed the new event center at Highway 50, noting that there are 5,000 seats and no provided parking by TRPA mandate. Ms. Lernhardt opened that this is a disaster waiting to happen as the Lake Link Microtransit will be completely overwhelmed when the event happens because they have only four minibuses. Ms. Lernhardt reported that during a recent presentation to the Douglas County Board of Commissioners, the Tahoe Douglas Visitor Authority that owns Lake Link now states that they never intended to provide service to the event center. Ms. Lernhardt indicated that this is the sole result of irresponsible planning by TRPA, just like the East Shore CMP plan. Ms. Lernhardt informed the Board that they need to look at what TRPA does with the state's public lands and indicated that it is time to admit that TRPA needs to be changed because they are not taking good stewardship of the land.

Brett Tibbitts, Cave Rock, referred to Member Perea's comments in October and the Governor's affirmation of those comments. Mr. Tibbitts explained that this is a small community that is passionate and frustrated, and apologized to the Board if comments were misconstrued. Mr. Tibbitts indicated that the community is passionate for safety but does not believe that NDOT actually cares about the community's safety, noting that the vast majority of residents have only one way in and out of their communities. Mr. Tibbitts called the community Lahaina and Paradise, California on steroids waiting to happen if there is a lane reduction, noting that residents would not even be able to get on Highway 50. Mr. Tibbitts further noted that study after study has shown that far more people die after lane reductions from delayed emergency vehicle response than are saved, and indicated that residents are getting older, that a heart attack requires a four-minute ambulance response time, and that every minute after that four-minute, people die. Mr. Tibbitts indicated that studies show that 30 to 100 people die for every life saved by a road diet. Mr. Tibbitts next indicated that the CMP has been about more than safety, noting that the NDOT Highway 50 CMP webpage shows that this is still about a bike lane and is about alternatives rather than safety. Mr. Tibbitts explained that the survey does not justify the results as anybody anywhere could complete that survey and say that they lived at the lake. Mr. Tibbitts indicated his belief that if a proper survey were done, there would 80-percent plus opposed. Mr. Tibbitts concluded his comments by noting that he is glad for the win.



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Sidney Morrow, Glenbrook, thanked the Governor and NDOT for recognizing that there is just too much traffic on Highway 50 for the 4-3 conversions/lane reductions to occur. Sidney Morrow requested that NDOT update and refresh the website because TRPA is a co-lead on the study and the Tahoe Transportation District has clear desires to have the lane reductions occur, and noted that the CMP is still on the website and still contains all the lane reductions. Sidney Morrow indicated the lack of desire to spend the next year fighting TRPA when this comes to them for approval. Sidney Morrow expressed appreciation to the Board for hearing and listening to the residents.

Kirk Ledbetter, thanked the Board, noting that he remembers when Highway 50 was blasted into four lanes and that he is glad that it is staying four lanes. Mr. Ledbetter noted that there is a new hospital design under review near the 207 intersection, and discussed the issue of parking, noting the importance of ensuring that 207 is cleared and the turn is improved.

There was no additional public comment.

16. Adjournment – For possible action

Governor Lombardo adjourned the November 13, 2023, Nevada Department of Transportation Board of Directors Meeting.

Sajid Sulahria, Deputy Director
Secretary to the Board of Directors