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Nevada Board of Museum and History
Friday, September 9, 2022, 8:30 AM

TRANSCRIPT

**(Recording partially compromised due to audio technical difficulties
in meeting room.)**

Stoldal: I'd like to call the order of the recess meeting of Thursday, September 8th of the Nevada State Board of Museum and History for this Friday, September 9th. Agenda item number 2, please call the roll and determine if there's a quorum for today's meeting.

Unknown: Jan Petersen?

Petersen: Present.

Unknown: Courtney Mooney

Mooney: Here.

Unknown: Doris Dwyer?

Dwyer: Present.

Unknown: Michelle? Michelle Schmitter?

Schmitter: Here.

Unknown: Robert Ostrovsky.

Ostrovsky: Here.

Unknown: Sarah Cowie?

Stoldal: Excused.

Unknown: Seth Schorr?

Stoldal: Excused.

Unknown: Anthony Timmons?

Timmons: Here.

Unknown: Mercedes De la Garza?

De la Garza: Here.

Unknown: Harry Ward?

Ward: For the record, Harry Ward, Deputy Attorney General.

Unknown: There is a quorum sir.

Stoldal: Thank you. Item number 3 is board announcements and meeting logistics. We'll take a break about 10 o'clock and then essentially 1 or right around noon for lunch. Yesterday, we out of necessity made several changes in the item order. So today, we're going to start with the board agenda with number 8, which is the agenda -- the Agency Reports followed by number 9, the Board Committee Reports and that will be Chair Ostrovsky of Standing Finance Committee and then we'll go into item 7, the Board Reports, follow the normal rest of the agenda. Item number 4, public comment? Public comment is welcomed by the Board. A period of public comment will be allowed discussion [technical difficulty] but before voting on the item. Because of time consideration, a period to public comment by each speaker maybe limited to 3 minutes at the discretion of the Chair and speakers are urged to avoid repetition of comments made by previous speakers. Pursuant to Governor Sisolak's Declaration of Emergency Directive 006, Section 2, public comment options may include, without limitation, written public comment submitted to the public body via mail or e-mail [technical difficulty] received any comments that should be included within the public comment period. Hearing none, staff, have you received any public comments that should be included in the board minutes?

Freedman: Myron Freedman for the record, I received no public comment or e-mail or phone messages.

Stoldal: Great. And let me also ask the -- are you clear on how we're handling is going through as far [technical difficulty] the flip around through the -- through the agenda, through the board packet. We're going to go from 8 to 9 and then back [technical difficulty]. All right then, we will move forward.

Timmons: Mr. Chairman, Anthony Timmons for the record. Sorry, you cut out. You said 8 to 9 to?

Stoldal: That'll be 8 -- it'll be 8, Agency Reports; 9, Board Committee Reports; and then 7 back to the Board Reports which includes all those -- the material connected with railroads, all the rest of the normal agenda after that. And then, I will just quickly ask -- how is the -- how is the audio from this end?

Timmons: Spotty. Anthony Timmons for the record.

Ostrovsky: When you face the mic, it's good but if you talk in the other direction, it's a more difficult.

Stoldal: All right. Let's move on to agenda item 8, Agency Reports. We have three of them which are the State Preservation, Rebecca Palmer, we heard yesterday. I will say that a board member during the meeting asked me about an item on the Agency Reports from Rebecca Palmer. We were -- did not have a good clear signal from Rebecca Palmer. So, this is the last item on her report which is in the board packet that's procedural update and it says, "To increase efficiency and maximize staff time, SHPO will adopt the minimum requirements outlined in 36 CFR 60 for the State Review Board which is for the approval of the Nevada, the National Register of Historic Place Nominations. To that end, our office," Rebecca Palmer says, "will no longer require the Board of Museums and History members to sign the approval forms for the National Register of Historic Places." There was some question about whether or not the board will actually see those nominations and vote on the nominations and is this just a matter that they're not going to sign it and only the chair would sign it. So, I'm going to ask Rebecca Palmer for clarification and then send that out to the [inaudible] board member. Actually, agenda item is [technical difficulty] Department of Tourism and Cultural Affairs Director Brenda Scolari. Good morning.

Scolari: Good morning. Good morning all. I'm sorry I can't be there in person. I have some duties here at the [inaudible] the preclude my attendance but I'm happy to give my report this morning. I have a mixed of department and tourism menus for you. Can you hear me okay?

Stoldal: Well, if you have a knob that you could turn up -- I'd say if you go to 13?

Scolari: Is that any better?

Stoldal: Well, I tell you, we're just -- we're just going to be very quiet here and listen to what you have to say.

Scolari:

Okay. Well. I do have some good news which is we have recruited and hired a Public Relations Manager for the cultural agencies in the department. I've spoken about this at prior meetings. This fulfills our mission to create a separate marketing budget and marketing and communications team for the museums which is exciting. So, we will be onboarding Francine Berge [ph] on the 19th of this month and as I said she will have the role of Public Relations Manager devoted to work for the museums for the Arts Counsel and for the Indian Commission. She will be tasked public affairs work for the legislative session. So, I'll be having -- she and I will be having conversations with Myron and museums' leadership to get a clear sense of direction in regard to our work and session. She'll also be working closely with Samantha and marketing committee led by Seth to develop a communications and marketing strategy for the museums, also something we've talked about but not yet executed. And I just -- I feel like it's a clear opportunity to take advantage of some of the other exciting developments that we're looking forward to. One of them is that we're awaiting a final award from U.S. Department of Commerce, EDA on our adventure center facilities in Boulder City and Carson City and as you know, we have proposed building the Carson Adventure center on the Carson Railway property just adjacent to the Chamber of Commerce there. So again, another opportunity for cooperative programming and promotion. I think the railway museums are -- have an important role in the Nevada outdoor recreation economy that we can talk about and expand upon, very exciting. We're also launching our destination development program today. So that is a new grant program dedicated to tourism infrastructure projects. We have a Zoom launch and a meeting here in Carson with tourism partners and then we're going to be -- the team will be on the road throughout the State at various locations, talking one-on-one with interested parties about the details of the program. We'll have a grant cycle open. I'm sorry, I don't have those dates in front of me but if you visit travelnevada.biz, we are building a grant portal that will be available there along with our marketing grant portal and then we hope to bring those project recommendations to the tourism commission at the December 8th meeting and the overall goal is to expend \$2 million of our State EDA Tourism and Outdoor Recreational Award on State tourism projects in the coming two years and then I've made a request through our legislative budget to fund the destination development program on an ongoing basis at a million dollars a year beginning in fiscal year 2025. So, I think you would agree there could be a lot of, again, synergy related to not only the railway museums but just the building cultural tourism assets throughout the State. I think there's a clear opportunity for cultural assets and outdoor recreation infrastructure but really, this program is driven by the prioritized needs of community stakeholders. So, it won't be mandated by State staff. We're really there just to facilitate the process the State communities. Also, we just awarded to creative contracts. One is with Noble Studios who already has our

digital and web development contract. They'll also be doing our brand and campaign creative but we also have an additional contract with another Nevada agency called Foundry which will primarily be doing work on the tourism industry side as well as any marketing needed for the cultural agencies. So, again, that will be something that is overseen by Samantha and hopefully, she will interface with your marketing committee and once we have a marketing and communication strategy and tap into that agency for additional creative help and developing any needed materials and we have a dedicated marketing budget as well. I hope that's all good news and once we're on the same page about how to execute it, I think this is something we've -- we've -- is long waited and we'll no longer have to rely on the Travel Nevada marketing to get that stuff done. Are there any questions?

Stoldal: [inaudible] can we double equip once [ph] this report. I don't know if you could see it.

Scolari: The budget summary?

Stoldal: The budget summary that was handed out yesterday, was in the tour packet. Again, the question is under 64, it simply says, "State Railroad Museums of \$976,000." I've sent this out to the -- all the board members but the question is can we not -- there are, I guess, three railroad museums? There're three railroad museums, we would like to see what the breakdown is, how each -- what each museum receives from the budget rather than the generic term State Railroad Museums. So, if we can get that dollar figure to break out, that would -- that would be great. What is the forecast for the economy for room rates to tax -- what was said yesterday as far as the -- what the future looks like in the next quarter or the next year, what kind of numbers are you predicting? Are we going to expect to get some more revenue coming to the museums?

Scolari: Well, we have built and submitted a budget with Myron and Daphne's help. Angie [ph] and Daphne submitted everything. We do have a healthier forecast for lodging tax over the biennium. It was kind of difficult for Kyle Scholes [ph], our research manager, to reach a conclusion. He built a model that forecasts a, you know, high and a low and kind of a mid-range projection. [inaudible] extraordinarily high right now and we're kind of enjoying the lodging tax based on that. We don't anticipate that will continue forever. We also had to figure in all the implications of inflation and a possible recession and some other economic factor but did arrive at a healthier overall lodging forecast that would put us up from 2019 levels at \$27 million plus in FY24. So, you know, we're -- that's good news. We're happy about that. If we have to adjust it, we'll have to work program and go to IFC to adjust as we usually do. But yes, we --

Stoldal: I think you just answered my next question in part and that is there is a budget in the number of the room tax that you with Myron are -- have prepared for the legislature and let's say that's just a million dollars that we're expecting. All of a sudden, there's a lot more money still coming in on the room tax, does some of that -- do we get the benefit of that money coming back in to the museums' account? What happens if there's more money coming in than we projected? How does that get divided up and -- and can you --

Scolari: Well, we traditionally haven't adjusted the transfer to museums based on fluctuation in lodging tax. I -- what I told the Tourism Commission yesterday was that I'd make a presentation of the tourism -- submitted tourism budget. Once the governor's recommended budget is released, I'm hoping that timing such that we can make a presentation in December. The December commission meeting and maybe we could do something similar with the museums' board related to the submitted museums' budget because we did submit considerable enhancements to take care of some maintenance and it was -- we did some increases but it was an increase of the funding split so it's yeah, 55% lodging tax dollars and the rest is general fund and that has to be enhanced at an equal percentage.

Stoldal: So, what I understand right if there's -- if there -- all of a sudden, we are -- money keeps pouring in above what we had projected, that money stays in tourism right now and doesn't get --

Scolari: It does. It does. I mean we could -- we could certainly talk about consideration of -- I mean you, I'm sure, understand it's difficult to anticipate every need coming up for two years but I think Myron and Daphne did a good job of it and went to each of the museum directors to have that discussion. I was very impressed with how comprehensive it was.

Stoldal: My last question is when would -- when would the -- does the museum board -- when would we be able to see that budget reality that's been proposed?

Scolari: Well, the process is such that, now, the governor's finance looks at it, asks those questions related to the, you know, the thought process, kind of verification of the needs and they then involve the Legislative Counsel Bureau who will then translate that for the legislators and along the way, our best hope is that the governor then makes our request part of his governor's recommended budget that goes to session. That is however private until they release -- release GoverAct [ph] which is usually in December so I'm hoping, you know, that will accommodate both the commission and the next museums' board. Further complicated by the fact that the governor is campaigning to be reelected and it shouldn't be a new

governor that governor has the right to make any changes to the governor's budget that he pleases. So, we won't know any certain outcomes until I would say mid-December.

Stoldal: Further question, comments?

Petersen: She said -- Jan Petersen for the record. She said when you said summer, is it summer of?

Stoldal: It's like September.

Petersen: Oh, September. Never mind.

Stoldal: So, September is -- well, not September. When would you -- just curious about the end projection date when the budget may become public enough that this board could see it.

Scolari: It's made public priority session and I can look up. I can confirm the date. It was released before last session but if I remember, it was mid-December.

Ostrovsky: Yeah, Mr. Chairman, Bob Ostrovsky. Sometimes, the governor's office will actually hold it until the day of the state -- of the state address which is in January. So, it could be it's as January. That's strictly the governor's call.

Stoldal: I -- I -- I would say this that I received a communication in person from somebody sitting in the chair and that executive office [inaudible] around and wanting to know what I thought of the budget and I said I have no idea what's in the budget and this person looked at me and says, "What?" And so, I explained to this person what the process was. So, I think there's some expectation that this board participates in at being an executive branch board appointed by the governor, has some role in the preparation of -- of that budget. But that's not -- this is not the time or the place for that discussion. Any further questions for Director Scolari? A lot of good news there -- oh, I'm sorry.

Freedman: Myron Freedman for the record. Brenda, that's good news about Francine is finally happening. Thank you for updating us.

Stoldal: That is really (CROSSTALK)

Scolari: Oh, wonderful addition, she has cultural background. She is formerly of the City of Sparks, has wonderful events experience. She's very well-rounded individual and I guarantee you're going to enjoy working with her.

Stoldal: Great. That's great news. Any other questions? If not -- if we can just get the breakout of the division of the -- that would be [technical difficulty].

Scolari: I know Daphne did prepare a breakdown because we do transfer a lump sum and it's then allocated on your end into the --

Stoldal: Great. We -- I've just been informed that we got it and will pass it out to the board.

Scolari: Okay. Great.

Stoldal: All right. Thank you. We then appreciate your [inaudible] you had a busy day today and we appreciate you coming on early this morning.

Scolari: You bet. Thank you so much.

Stoldal: Move on then -- yes please.

Ward: Chair, just for the record, Harry Ward, Deputy Attorney General. This is just a friendly reminder to identify yourself. It's not as before you speak. It's not really that very important [technical difficulty] but the reason why I tell you this it's I prosecuted cases and [inaudible] I'm taken away or we [technical difficulty] and then you end up in a law suit and then you have to go back and transcribe it and has been [inaudible] who said what at the meeting and [technical difficulty] but this is just a friendly reminder [technical difficulty].

Stoldal: Great. Thank you. And we want to change the dynamics -- Stoldal for the record -- here. So, we -- we're going full screen with the person that's speaking so that just helps us with [technical difficulty]. We're now going to move on to agenda item 8c, The Administrator's Report. There are four items there; Overview, East Ely Railroad Museum, Boulder City Railroad Museum, and the Budget up -- I don't know [inaudible] and let's you move forward.

Freedman: Myron Freedman for the record. Since the last board meeting, the predominant task for the division office sets in closing out last year's budget, opening the trust fund budget, submitting enhancements to the next biennium [technical difficulty] processing recruitments and hirings, and bearing [ph] and presenting the CIP [technical difficulty] for us for all the museums. Some of these processes are ongoing because we're going through additional reviews as Director Scolari pointed, that's the GoverAct [ph] review of the budget request and then the State-covered workforce, reviewing our CIP request. I think for right now, I'm going to ask Daphne to give us just a brief update on the budget review and perhaps we can then

share the breakdown of the Railroad Museum budget funding coming from Tourist.

De Leon: [technical difficulty] the budget for fiscal year 2023 [technical difficulty]. State budgets are open and some of them are going still going through the [inaudible] process. As Director Scolari's initiative, there was quite [technical difficulty] of vacant and purchase request. So [inaudible] in 24 and 25 [technical difficulty] request. It's going to continue go through the GoverAct [ph], the governor's recommended phase and be release late in December [inaudible]. So, we're very pleased, Myron and I that the department was supportive of those needs that were critical for the future of our museums. Every museum had put in a request [technical difficulty]. The breakdown [technical difficulty] so the first quarter, the total amount transferred to the State Railroad Museum is [inaudible] of that Carson City Railroad received \$110,380, Boulder City received \$36,897 and [technical difficulty] received \$23,816. So, [technical difficulty] as that moving forward, we will do this breakdown for the Railroad Museums after every quarters and see [technical difficulty] each of the specific [technical difficulty].

Stoldal: Question? And how's that number arrived as that -- does that arrive at just with the budget was and [technical difficulty] in other word, why does Carson City get 110 and East Ely 23?

De Leon: [technical difficulty] it's on the way that we allocate the funds when we create the budget in the fund map. The majority of the [technical difficulty] to personnel support and so if you look at the number of staff at Carson City Railroad, it far exceeds the number of staff in Boulder City and East Ely and that represents the majority of the allocation.

Stoldal: The -- as Boulder City -- Stoldal for the record -- as Boulder City is developing their museum and there are change in the staffing allocation in this upcoming budget for Boulder City.

De Leon: Daphne De Leon for the record. In the budget request, there has been an [inaudible] put for us to align the funding allocation for the current Boulder City positions to align with the rest of the Railroad Museums [inaudible].

Freedman: Also, we have those enhancements for increasing the staffing to keep pace with the development of that museum. So, as we -- we're looking forward to this process of informing everybody about the plans, about the need for these positions. We weren't quite as ambitious as Cristopher would like us to be in the first couple of years but we're pacing it out and we fully support his plan for the staffing to make sure he can -- he has the people he needs to run the extended operation.

Stoldal: Because we -- we're talking in a sense of apples and you know -- and pears. Carson City facility has been in operation for many years as the significant restoration staff so it's, I would suspect -- is restoration going to be -- is that -- Christopher, is that part of down the line you see having a restoration team similar within Carson City. I don't mean next to your -- the following year but is that -- is that part of the overall plan?

MacMahon: Christopher MacMahon for the record. Yes Chair. That's something we're hoping to achieve and it's actually something we're moving forward to sooner rather than later. Now that the pandemic restrictions have been lifted, we are reclassifying a vacant position at the museum as a restoration specialist position whose job would be to maintain the train as well as to begin the work of identifying restoration projects for the future at the museum.

Stoldal: Great. Thank you. Can we -- we're doing this, can we go to full screen for each?

Petersen: How can we get [inaudible]?

Stoldal: Anthony?

Timmons: Yes, Mr. Chairman. Anthony Timmons for the record. I'm sure the division has its reason for doing this but it seems a little strange to me to allocate funds based on an FTE or full time equivalent. It would make sense to me to allocate funds based upon a visitor count or per visitor account as oppose to an FTE number. I don't know, it's just my opinion and I thought it would be more equitable distribution of the funds.

Stoldal: Myron, any thoughts?

Freedman: Myron Freedman for the record and Tony, are you equating the visitor count with admission dollars? Is that what you're saying?

Timmons: Well -- Anthony Timmons again for the record. It -- to allocate funds just based upon the number of employees that are at the museum doesn't seem like an equitable way to distribute those funds because some museums may be getting along with more visitors or more visitation but fewer FTE or full time equivalent. So, I think allocating the funds based upon the visitor count whether that's an allocation percentage of dollars or whatever happens to be would make more sense than just the number of bodies that happened to be employed at the museum.

Stoldal: Well, let me just -- Stoldal for the record. We've got two different situations here. We don't have an interior museum in Boulder City. We have a wonderful interior museum in Carson City. So, we're building a building in

Boulder City and I think we would need to have staff in place in advance of that building rather than wait with the building and then have to go through the legislative process to put people to run that building. So, I think -- I think part of that is -- it's part of the process.

Freedman: Myron Freedman for the record. Well, I -- I just think that's part of the process but also, you know, we have statutory requirements to accomplish certain things at the museums, to collect materials, to preserve them, to produce programs, to run a store so we -- those are the things that are really driving our selection of staffing for each of these museums. It's to take care of the mission related activities. But I take your point Tony and I think I would look forward to the day when the -- the requirements that are imposed on museums because of the increased visitation really starts to drive the need for staffing and I -- and I think that is something we would all like to see happen in the future.

Petersen: Yeah.

Stoldal: Great. Thank you. Other question, comments? Myron still back to you.

Freedman: Myron Freedman for the record, back to the report. Briefly on the CIP submissions to assist the capital improvement project process that the State has run through State public works to maintain buildings, to construct new buildings. So, this year, we again went to all the museums and received their additional requests. We added them to the existing request. We're no up to boarding projects in the hopper [ph] as it is. These totaled \$77 million in estimated cost. This does not include what are known as State-wide projects and that's ADA improvements and moving projects, aiding [ph] projects, things like that. Those are -- those are handled separately and we do have projects among the State-wide projects as well. However, out of the plus 40 projects, we're not able to present them all as priorities. It's just not possible and we do make a presentation to the board. I just made that presentation two weeks ago so we selected 16 high priority projects. I worked on that with -- first with the directors and then with Director Scolari and we presented them to the board. There were 13 --

Stoldal: Which board is that?

Freedman: The State Public Works Board.

Stoldal: Not this board.

Freedman: Not this board. And there were 16 high priority projects, 13 of them were maintenance projects totaling \$26.5 million and the highest ones tend to be things like, you know, fix the fire system, fix the burglar system, things

like that that are essential to keep the people safe. But there were also three critical improvement projects as oppose to for example the expansion in Boulder City, it's happening but it's being funded through bond funding so I'm not including that within these because we have another mechanism for getting that done. So, I'm looking at three other projects and those are a storage facility at the Lost City Museum. It's the collection center of Indian bills which of course has been a necessity for several series -- seasons now as it were recycles and then also, we're including the renovation of the East Ely Freight Building as one of these critical improvement projects. So, we're hoping to have those projects funded through the CIP process. Right now, the administrator will make recommendations as the State Public Works Administrator will make recommendations to the board and then the board will make their recommendations to the governor and all that will happen within the next month or two as my understanding. Any questions on the CIP?

Stoldal: Well, I think the board would like to have more -- this board would like to -- so, were those presentations to the Public Works Board, were those public presentations?

Freedman: That was a public meeting, yes.

Stoldal: So, can this board -- can you send a copy of the presentation that was made to Public Works to this board?

Freedman: I certainly can.

Stoldal: Okay. Great. That would be helpful because we -- we often get -- get request individually asking us about certain things and it's sometimes a bit embarrassing to say I don't know what you're talking about. We have first Bob Ostrovsky and then Dan.

Ostrovsky: Mr. Chairman, Bob Ostrovsky for the recording. My question was what are the value of those three improvement projects?

Freedman: \$37 million.

Ostrovsky: And is it broken down? Can you give me that real quickly or --

Freedman: Yeah, I have that. Okay, the Freight Barn is \$7.7 million, Indian Hills is \$27.2 million and the Lost City building is \$2.3 million.

Ostrovsky: And also, one last question -- Bob Ostrovsky again -- Any indication in reading the tea leaves of how Public Works -- how much funding they're going to have or any indication from the board of what they're feeling is about the availability of funds. I know we're part of this problem is just the

availability of overall CIP money state-wide and -- and so, we adjusted that packing order.

Freedman: Freedman for the record. They did -- they did state what they thought the full availability of funding was. I don't have that number with me.

Ostrovsky: All right. Thank you.

Stoldal: Is that [inaudible] is -- is do they think that at the public meeting?

Freedman: I don't -- I wasn't there at the top [ph] of the meeting so I'm not sure. We were second so I'm not sure if they did or not.

Stoldal: All right. Thank you. Dan?

Thielen: Dan Thielen for the record. Of these -- these three projects generated from a list of over 40 projects at the division of [technical difficulty] which is 100 of millions of dollars for maintenance projects and new construction projects. There's an exhausted list that gets to me year after year after year for these projects and all that means the best three of these.

Freedman: And I divided them by what I call critical improvement projects. Those are the three. The others are maintenance projects.

Thielen: Some are planning projects, some are constructions.

Freedman: Some are planning -- yeah.

Stoldal: Okay, let's take the situation and Stoldal for the record. Let's take the situation in Las Vegas where they have that air conditioning, all of that -- that's been a patchwork of bandage trying to get that system up and we know that goes back all the way to the very beginning of the building when that building was finished and then was idle for three years. Is there -- where would that rank -- it would seem to me that would rank a little bit higher and need to get that fixed.

Freedman: So that project in particular is actually in process this year. It was funded out of -- by the legislature at the end of the session. I don't know if you would recall that. They had a slew of projects that they supported, capital improvement, maintenance projects, that was one of them.

Stoldal: So, correct me. My understanding was that was sort of a patchwork as opposed to -- more of upgraded band aid as opposed to really fixing the system? At least, had a situation we can reach -- reach them.

Freedman: So, Myron Freedman for the record. That project actually is a whole new system that they're putting in. Yeah.

Stoldal: Great.

Freedman: And it's -- it's millions of dollars.

Stoldal: Any other -- further questions, Bob?

Ostrovsky: No sir.

Stoldal: Myron back to you.

Freedman: Myron Freedman for the record, continuing the report. A brief report on the operating status of the museum. This has come up yesterday. I wanted to update the board so they have an understanding of how many staff should be at the museums and how many are at the museums and sort of what's happening with recruiting. So at the State Museum in Carson City, obviously, Dr. Bonde officially took [inaudible] there in mid-July. So, they have a total of 22 positions. They have five vacancies and they're in the process of recruiting three of those vacancies right now. So, that will leave a couple that they still have to work on. At the Lost City Museum, the director was filled by Tracey Sprague recently. They had eight positions there and they have two vacancies, museum attendant and curatorial position. At the Historical Society, they recently hired a new registrar so out of seven positions, they now have three vacancies and they are currently recruiting for their curator III for education and administrative assistant. In Las Vegas, out of 19 total positions, they have six vacancies and they're recruiting for their curator history, that's in the works. The facilities manager and the maintenance care worker, they've actually had to put those recruitment out several times. This is something we've experience at all the museums where we're not getting the response to recruitment or else we hire somebody and they don't -- they decide at the last minute to go somewhere else. That's happened on a number of occasions.

Petersen: Myron -- Jan Petersen for the record. Is the actual payrate itself or are they not qualified or both?

Freedman: Well, the close occasions are vetted through the HR process. So, the candidates that we end up getting are qualified. It's a variety of things. I think A is one of the elements. They may just find a job they prefer to have, who knows?

Stoldal: Myron will you -- if I could just get a little bit of clarification. Let's take the Nevada State Museum in Carson City, it is authorized for 22 full time equivalence?

Freedman: Just 22 total positions. I believe two of them are part time.

Stoldal: And there's five vacancies and of the vacancies, three are being recruited.

Freedman: Correct.

Stoldal: And this is general fund money? This is not private fund -- the number 22 is -- is not the total staffing, it's simply general fund money?

Freedman: The 22 is total staffing including the trust funded positions.

Stoldal: So there's -- well, I think there's two trust funded positions.

Freedman: Correct and those are both filled at the moment.

Stoldal: Okay. So, there's -- there's only 22?

Freedman: Myron Freedman for the record. There's 22 that had been on -- I don't know how to put this -- technically, I believe there are more positions but they were back in 2000, was it 8 or 9 when they had to cut. Some of those positions that were cut are ones that the museum would like to have restored but we have 22 since then that we have -- that we've had -- that we have considered for staffing. So, we're missing -- in historical terms, we're missing exhibit people. We're missing curatorial positions.

Stoldal: Okay, so -- I'm sorry, let me interrupt you. That was my next question. When you say 22, that doesn't go all the way back to our cuts in 2008 when we're just really -- I know you have plenty to do and so as Daphne but it would sure be nice we were able to understand and we'll be able to lobby folks if we knew what we really had in 2008 as far as staffing at our facilities and what the reality is now. Because [inaudible] "Bob, we're getting back to full staffing. We'll get the 22 people." That's not exactly the reality because we lost a lot of staffing. So, if we could get --

Petersen: [inaudible] in the first place.

Stoldal: Yeah. So, that -- that would really be helpful if we could -- if we could do that. And so, Lost City -- all of them have the same situation. We were in 2008, we lost people and we haven't got those [inaudible] got back, is that correct?

Freedman: Myron Freedman for the record. I would say that is correct although I have not gone that staff far back.

Stoldal: Okay. Okay. Well, if that's possible, I think it would be helpful for the board to be able to correct lobbyist, legislators that everything is back to normal at the museum.

Freedman: All right.

Stoldal: Thank you.

Freedman: Continuing on at the Railroad Museum in Carson City, 13 positions total, they have four vacancies. They're currently recruiting for a curator, history, facilities manager and maintenance repair worker, [inaudible] and the attendants.

Thielen: [inaudible] attendants and curator history.

Freedman: Curator history.

Stoldal: So, for three people.

Thielen: We got the fourth but it's not [inaudible]. Dan Thielen for the record. Yes, four positions. So, one a maintenance, a buildings and grounds maintenance manager, curator of history and two museum attendants.

Stoldal: So, Dan let me re-ask the question, is you have 13 allocated slots. You have four vacancies and you have authorized to go out and hire for them.

Thielen: I have authorizations to go out and hire three.

Stoldal: Three, okay. So that leaves you one that I need to ask. It hasn't been denied [inaudible].

Freedman: Boulder City -- I have Boulder City off my list. I'm sorry Christopher. I believe site is fully staffed and you have three and you're looking for four?

MacMahon: My understanding is we're authorized for -- sorry, Christopher MacMahon for the record. We are authorized for four. We have three. We're waiting for the reclassification of the position [inaudible] and earlier to be complete and then we'll seek authority to open that and hire that position.

Stoldal: Four, three, one.

Freedman: Yup. And then at the division, there are four positions. We're -- we are -- one vacancy at the moment which we are recruiting for at this time. And Ely is fully staffed at three positions -- 2.5.

Stoldal: All right. That's very helpful.

Freedman: Now, moving on. Any questions about [inaudible] staffing?

Stoldal: Well, the question is in the coming budget I know that it's confidential in secret but are we asking for any additional staffing [inaudible].

Freedman: We are.

Stoldal: And you'll be able to tell us that in December?

Timmons: Mr. Chairman, I have a question.

Stoldal: Yes, Anthony Timmons.

Timmons: Mr. Chairman, Anthony Timmons for the record. I wonder if we could get a little bit more analysis of this to kind of help out with looking at the numbers. Is it possible to get an FTE per visitor account at each one of the museums? So, how many visitors per FTE and also can we get an idea what the salaries are as a percentage of total revenue for each of the museums?

Freedman: Myron Freedman for the record. Thank you, Tony. We will pull that together.

Stoldal: Great. Thank you.

Freedman: Quickly then, moving on to [inaudible] go through -- here's an update on the Ely Freight Building renovation. So the goals for this project. This is a planning and construction documents under 8084 that was supported by the bond money from 8084. The goals for this freight building are to highlight and preserve the history of the Freight Barn, to extend the public use of the facility for year-round events and to upgrade all the building systems, the fire protection, the mechanical, the building insulation, to create more space for events and increase the overall interpretative experience that can be had at the museum there. This is being done also with the review of SHPO and Member Courtney Mooney here has been part of that team to vet the plans for their -- not doing any damage, enhancing its historical feel. So, we pretty much completed the schematic design process. I just wanted to share with you some of the -- some of the main features of the building that will come out of this. We just had a community review on 31st. So we went out at our second review with the

community, get them involved early on this process to get their input and then we went back out to show them what's been developed by the architectural firm, LGA, and the other contractors working on that. I'm holding up and I can send out these drawings later and I'll leave them here for the board members present so they can look at them in more detail.

Stoldal: It's upside down.

Freedman: Upside down.

Stoldal: Probably the same building [inaudible]

Freedman: So, what's going on here is this is the freight building. If you're not familiar with the freight building, it's an absolutely --

Unknown: [inaudible]

Freedman: [inaudible] jump in when the -- Okay. All right.

Stoldal: So you get to see it, right and then [inaudible] so we can see it.

Freedman: There's another one there.

Stoldal: There's one?

Freedman: It is basically the same one. It has a couple of different arrangements. What you're looking at here is the freight building. Sean, maybe you could help me with this part [technical difficulty] because starting all the way to the east side of the building is the -- is the office that was associated with the freight building and Sean why don't you walk us through some of these developments for these phases that we're planning.

Pitts: Certainly. Sean Pitts for the record -- be happy to do that. So, starting on the east which is the right side, there's a reading room and a research facility where patrons can come. They can participate in studying the collection that we have here. You'll recall we have an extraordinary collection of the Nevada Northern Railway Records. From the very beginning in 1906 up and until it closed in 1983. And so, that office space will be a portion to have research tables and then immediately to the left of that which is going mostly west will be the archive storage area where there will be climate control. That climate control area is going to be important for the long-term preservation of the documents and the artifacts that are part of the museum's collection here in Easter Nevada. On the lower portion of that, you'll have the opportunity to walk past the climate-controlled area. You'll be able to walk into the open space where the smaller circles are and the larger circles on the lower drawing. We're

looking at doubling the restroom size, increasing that capacity and then the architectural plan on the top, plans for resection type area for standing tables and then dining space for -- to the left or to the west of that. That's the major open space and then continuing on to the left or the west will be a storage facility for the tables and chairs and there will also be a workshop for our ability to continue to maintain the buildings and in the ways that we have done in the past and there will be installed some catering -- a catering sink and a mop sink that will be extraordinarily helpful in people utilizing the building and continuing to upkeep and maintain that during events. And then the outside will just remain as the outside. The most important part of this will be the insulation and the HVAC of the entire building. I probably never did apologize to this board of directors for making you sweat it out in a September meeting that was at this board at this building at one point last year. So, belated apology for that but as we go forward, that won't be a problem. There will be a heating and air-conditioning throughout the building. So, board meeting can happen here anytime. In order to make that happen, there has to be insulation put into the building and I'm very impressed in LGA Architecture and their ability to install insulation without major modification of the building. That's certainly something that was not planned in a 1906 building and they took -- LGA Architects took our request saying at the end of this we want a brand new 1906 building and I think they have met that request with flying colors.

Freedman: So, what's you're seeing here on these two drawings -- four drawings are different setups for graduation, for a dance party, for whatever. So that's what all the gray tablets and circles are showing you is what the capacity would be, the different arrangements. And so, these are based on the input from the community about what kinds of events they would like to hold in there. We're adding a bathroom and then if you look at the first gray area right over here, Sean was explaining, is the collections holding area. We're also preserving in that spot the original cold storage facility of this Freight Barn.

Unknown: All right. Why don't you point it out on this [inaudible].

Freedman: So, that is a stairway that goes to the basement. Underneath this space is the original cold storage. So, if they brought in pineapples, that's where they would have to go until they are ready to distribute them or whatever it might be. And then, this is the reading room where we restored the original room with its weight coating and its thin [ph] ceiling and all of those features. It's going to be a beautiful space and as Sean pointed out, massive of massive amount of meeting area and we're also keeping the original weight -- the scale. So, this is the original scale for the freight building where they would bring things in and weigh them and all of you could be weighed as well and still get that accurate [inaudible].

Stoldal: Well, let's back up a couple of second. First of all, calling it a freight building has like a generic term but this was -- the spot to where all the merchants would come in, they would pull their wagons up to the, I guess, would be the south side, and this was just a tremendous meeting place and a central part of the community. So just calling it a Freight Barn kind of diminishes the really importance to our value of what this -- what this building is. Let's go first to the board members because I know [inaudible] is getting tired. Is there any question from the board members that are on? Anthony?

Timmons: Yes, Mr. Chairman, Anthony Timmons for the record. I just have a clarification question if I can for the administrator. I assume the large gray circles are banquet rounds and the small ones are ponyboys [ph]?

Freedman: Cocktail tables.

Timmons: Highboys [ph] or ponyboys [ph].

Freedman: Okay. Well, you seemed to have that terminology Member Timmons so I [inaudible] to Las Vegas routes.

Timmons: Anthony Timmons for the record, I used to work at Mandalay Bay so I worked with FMB all the time so I know those terms.

Stoldal: So, let me -- let me -- So, further questions for those on Zoom? Mercedes or Bob?

Ostrovsky: Yeah, this is Bob Ostrovsky, a couple of questions. First is are we putting a new roof on the building?

Freedman: Yes sir.

Ostrovsky: So, we didn't talk about that. So, entirely new roof [inaudible] then?

Freedman: Myron Freedman for the record, it's -- it will be new roof. It will be insulated and actually I think it might be interesting to have Courtney talk a little bit about some of the modifications to the building and how we're making efforts to maintain its historic features.

Stoldal: First of all, Courtney what -- what's your role in relationship to this building?

Mooney: So, Courtney Mooney for the record. Our -- my company North Wind Resource Consulting was hired to assist LGA with making sure that the project when completed is compliant with the Secretary of the Interior

standards and you know, and also SHPO review -- pass SHPO review. So, that's what we've been doing. We've just been evaluating the schematic designs throughout this process and just, you know, providing input on some of the recommendations that part made by the architects and staff while trying to first meet the overall goal of, you know, making the place accessible and open for events and of course research. So, some of the challenges that we're faced were, you know, how to create enough space for the archives, the climate-controlled space, shop space for staff, for maintenance needs and storage space and all those things because right now, you know, I don't know how many of the board members had visited the [inaudible] but there're kind of some mock [ph] walls that are separating some of these spaces and not all of the areas are accessible to the public. So, when I say areas, I mean some of the more significant -- as Chair Stoldal mentioned, some of them were significant kind of writings on the woodwalls that talk about, you know, what -- what companies, you know, retail or whatever -- whoever stored their freight there would have these, you know, special areas and then there would be like the name of the company like Texigo [ph] or JC Penny or whatever. And so, we wanted to have, you know, a public access to be able to view those -- those handwritten signs post off it and there of course, there's a lot of other signages associated with managing the Freaky Bowl [ph] like safety signs et cetera. And so, the challenge was to kind of put these -- organize these new spaces while still allowing for access and I think we were able to do that. We are so far -- and again, I don't know if this is still going through the SHPO process but we've recommended to just kind of -- we're going to build these -- the walls that will divide these rooms from -- that will separate the rooms from the event space. However, once you get into those spaces, there will be kind of these moving blanket-type curtains that will protect the walls from for example, in the shop area, from you know machinery or just shop activities that you can remove those if, you know, someone would like to see those -- that signage or you know, for research purposes or whatever. The other big challenge was insulation and I think we're still working through that process in SHPO as well because it will add a significant thickness to the walls and the roof. I think the roof has been improved for - - for the thickness but we're still working through how that insulation can be incorporated to the walls because essentially, when you are inside the building, what you see is, you know, you have the wood structure -- the bare wood structure and then beyond that you see the steel panel that's on the exterior so there is no insulation at all in the walls. And so, the challenges too, you know, do we -- do we put it, you know, continuous steel sheeting on the outside and then insulation and then put the new -- or the existing panels back on and now you got this thickness on the outside or do you try to kind of like cut the insulation to fit on the inside in between the wood structures so that we're working through that issue and of course -- am I missing any of the other big ones Myron?

Freedman: You hit them all.

Mooney: Okay.

Stoldal: Well, that sounds like I mean, really a very positive future for this -- for this building. So, Michelle you had a question?

Schmitter: None. Michelle Schmitter for the record, I was interested in probably you can solve that insulation problem. Remind me again of the square footage [ph] of this building. [inaudible].

Stoldal: Sean?

Pitts: Sean Pitts for the record, it's 12,000 square feet inside. That does not count the outside under [inaudible] and on a -- under a roof.

Schmitter: And then, what is it -- what is your occupancy? Have you gotten a range for that?

Freedman: The occupancy we're shooting for is 299.

Schmitter: [Technical difficult]

Ostrovsky: Mr. Chairman?

Stoldal: Please.

Ostrovsky: Bob Ostrovsky for the record. I have a question about, we have what 2.5 FTEs out there. Question is what kind of staff support is it going to require? I recall in the Las Vegas Museum, we built it with the idea that we'd have a lot of public events in some of the spaces for a long time that was not possible because we had issues about maintaining the building, keeping it clean and the kitchen and set up and tear down. Is this going to require staff changes when it's fully operational?

Freedman: Myron Freedman for the record. Absolutely -- thank you for the question. And we had submitted for one position in the next biennium. This would help to manage that space number 1, and Sean I think -- are there any other details associated with that position you want to point out?

Pitts: Sorry, you just gave a really great needed answer. Sean Pitts for the record. Yes, that position will be extraordinarily helpful. We have a relatively small staff and we're going to double them on buildings for -- with a small staff so that position is going to be mostly in the Freight Building but also helping out in the main museum operations.

Ostrovsky: Mr. Chair, my last -- this is Bob Ostrovsky for the record. My last question is are these community meetings have been well attended and what's been the general response to fact that the State is continuing to make an investment in the Freight Building?

Freedman: Myron Freedman for the record. Sean, you might be able to answer how well attended it was. I mean it seemed like it was well attended from my perspective but you know that community better.

Pitts: Sean Pitts for the record. Yes, we thought it was extraordinarily well attended. The first meeting had 21 people from the business community, the tourism community, the educational community and the historic community. We set up the second meeting. I think we had 18 people at that one so not quite as many but it was on the opening week of school and we're only able to get one high school principal instead of the four that had attended at the first meeting. So, the response has been extraordinary. The community response has been tremendous. I think for the most part, people were pleased that their ideas were incorporated. They look forward to a year-round facility rather than the seasonal facility and a lot of those communities here, in the business community, the educational community have already utilized the building. For instance, Great Basin College had its graduation here. First one ever in Ely was in our Freight Building and they had two actually a nursing graduation and then a regular graduation. And then our largest employer KGHM hosted their -- we're able to host their Employee Appreciation Day, where our largest visitation day ever. And so, if -- I think the center of excitement for Eastern Nevada was not only do we have a remarkable facility now but we're going to have a year-round, more remarkable facility later. And so, our thanks and appreciation to Courtney Mooney and to LGA and Myron and all of those people who really in my opinion knocked themselves out to give this community the best possible facility in a 1906 building.

Ostrovsky: Thank you.

Stoldal: Further questions? Mercedes? Are you unmuted?

De la Garza: Yeah, I have a question sorry. I have a question regarding the floor of the building. I've done a freight house before and they usually have this massive wood floors with the great big thick and they're very uneven. What are your plans to do with the floor?

Freedman: Myron Freedman for the record. Sean can tell you the history of that because they replaced the floor that was so uneven and it's actually in great shape right now.

De la Garza: Okay. Okay. Because that's always been my experience and so it's been very difficult to get ADA compliance with those. The second question I had was there's typically great big -- I'm sorry, I've never been in this -- I've seen it but I've never been in it. Great big doors, I know they are facing the road, how are you dealing with them -- they're usually sliding doors and I can't tell from the photograph I have if they're still sliding doors. How are you managing to work around that historic component?

Stoldal: Sean?

Pitts: Sean Pitts for the record. You are exactly correct. The doors -- the doors are sliding. We've taken two of those doors and retain the original appearance of a sliding door but install the man door in them. So that you can actually come and go that way and those will be more maintained. We've also maintained two of the original historic sliding doors and they will always slide the way they have for more than a century.

Stoldal: Great.

Freedman: Myron Freedman for the record. This is a good time to remind everybody when you mentioned the floors and everything that the State has already invested millions of dollars in preserving the Depot and Freight Building. If you look at pictures of the Freight Building from 20 years ago, it's -- it's almost on the ground. It's a very sad site and so the State really has done an excellent job in bringing it up to where it is today and this next step will make it just a real gem for the whole -- for that part of the State.

Stoldal: What -- Stoldal for the record -- what is appropriate, it would be nice if this board had that dollar figure. I know it's changing because we're doing -- we're adding more [inaudible] but if we had a dollar figure on how much the State has invested in that building [technical difficulty] that number would help [technical difficulty]. Further questions, comments, Anthony?

Timmons: Yes, Mr. Chairman. Anthony Timmons for the record. I would just like to go along with Member Ostrovsky and advocate for some additional staffing for Mr. Pitts. I think one FTE is not going to be sufficient for this venture and I'm sure Mr. Pitts will balance the revenue versus the cost of the staffing so I'd like to advocate for additional positions at the museum because I don't think it's going to be adequate.

Stoldal: Great. Thank you.

Freedman: Myron Freedman for the record. If there's no other questions about Ely, briefly an update on Boulder City. So, in this project, we're working on phase 1 of the expansion of that site which if you're not familiar with it is an enormous site. Phase 1 takes care about third of the eastern end of the

property. It will include a museum and visitor center, brand new construction, a plaza, voting platforms and a parking lot. We do have a working group on this that Stoldal sits on as well. We meet once a month to just update everybody on the progress, various phases, working out agreements with the various communities for use of land with -- with the architectural firm, just you name it, we discuss it. So, that is in -- it is also concluding the schematic design process and I have here at the meeting the drawings which you're free to look at. I don't have the boards for this project but we have -- we can look through the design set. And at the same time, we've been doing interpretive planning. So, that process I think I mentioned yesterday follows the instruction process, with lags behind it a little bit as we make progress on the finality of what the building will actually be and how would the electrical is and all of those elements, interpretative as able to come in and make use of all that in their planning for the exhibits. The next step in this process that's been concluded is [inaudible] what are called 50% construction drawings which I'm told are actually 75% construction drawings but they call them 50% construction drawings and just to remind the -- that milestone I thought was coming up in the next few months according to the meeting the other day.

MacMahon: Christopher MacMahon for the record. I think they said there was going to be a 30-day pause for review and then they'll allow them to move forward on that. I think they said that the 50% was expected by end of calendar year.

Freedman: Myron Freedman for the record. This will be shovel-ready next year and so, it lines up this project for the next round of bond funding which we have requested through that sale. The remaining fund is necessary to do the construction of phase 1 estimated at roughly \$23 million in total. So, if that goes according to plan, the authority will be granted by the IFC in 24 and contracts [inaudible] probably in the fall of 24. So, construction will begin sometime after that and we're thinking at least a year for the construction process.

Stoldal: Sort of back up -- Stoldal for the record -- the bond money has already been -- there's a fund allocated for this. It's not like you have to -- we'll have to go in line and -- and -- and there's a generic bond pops then we pull them that. There's already funding allocated for this project, we just need to be able to go and prove that now is the time to spend it. This is the process that Myron has been going through with the tech committee and the architects and public works, there's a significant number of -- after we checked off. I won't go into a lot of detail this, but this is a museum facility, but it also has the slash visitor center and at one point it seemed to be that it's more of a visitor center which was supported by Boulder City. It was the key facility for Boulder City both with the -- the relics forward, the free railroad ride, the excursion trains to bring people in -- into Boulder

City. And there's a lot of energy going on in Boulder City as Brenda Scolari pointed out. And a lot of other projects that are connected to this museum. There's a liner part, there's a variety of things that exciting events that are going on. There's some challenge between A and B, and C, and D. But it's all being work out in a very open and -- and public way. There's -- is there a meeting in Boulder City, the --

MacMahon: Christopher MacMahon for the record. The meeting that we're planning on is going to be October 19th at 4 p.m. It's a Wednesday night. We don't have the location yet, we're trying to find a place in Boulder City that's big enough to house it, but once we set that location date we will notify the board members, and of course, to all of you were welcome to attend.

Stoldal: This is a very, very exciting project. A lot of people need -- need to be involved to move --to moving forward. So, Myron, anything else? And the next item is, let's get over to budget report.

Freedman: We did that earlier.

Stoldal: We did that earlier. I thought we'd do it again. Really exciting Last questions before we move on. Anything else from the board? Alright, then let's move on to what time is it? It's now 9.53. Bob, let's go ahead with your report and then we'll take a -- take a short break. The next item is [inaudible] specifically 9B, the [inaudible] finance. Chair Bob Ostrovsky.

Ostrovsky: Yes, Mr. Chair. Thank you. Bob Ostrovsky. Again, I got e-mail this morning from -- from Carrie [ph] our representative over at Morgan Stanley that they report in progress. So, all I can do with that particular report is to report it to Myron as soon as I receive it. And he can send it out to the board members. I can just say that over the last three months since the last report, the Dow Jones has been flat, the NASDAQ is up, and the S&P 500 is up, not a lot but they are both up. So, we'll see improvements in our account balances. Mr. Chairman, I'm sorry, I don't have them with me, but as soon as I get them, I suspect by the end of today or tomorrow I will send them to Myron ask him to redistribute it to all of the board members so that they have that along with the spreadsheet from Daphne which was -- was not included in -- in the board report. So, not having those numbers in front of me, all I can tell you is what the markets has done. We should be reflective of that. So, you're going to see some improvements in the account balances when you receive those, hopefully in the day or so.

Stoldal: Mr. Chairman, if I understand correctly that we will have at our December meeting, we will review both of our financial policies, investment policies, as well as we will have a report from Morgan Stanley in person?

Ostrovsky: Yes, we will have an in-person report at that meeting to bring us up to date and we can discuss recommendations in any changes in both the policy or the investment selections.

Stoldal: Question.

Ostrovsky: That was Bob Ostrovsky for the record.

Stoldal: Thank you, Bob. I appreciate all your work and expertise in -- in that area. We're going to take a 15-minute break. We'll come back at 10.15 Please stop the recording. Started recording. Let's resume the meeting of September 9, 2022 of the Nevada Board of Museums and History. We are now on board reports, agenda item number seven. This deals with 7C. It's in your agenda, or excuse me, your board packet. The loan agreements with the California State Railroad Museum, Sacramento, California regarding coach 17 and V and locomotive 18. There are two separate agenda items that are here that deal with this opportunity. The first one is simply a piece of information on the incoming trains from California and the loan agreement from California. This [inaudible] be an action item by this board regarding an updated and the signing of the loan agreement for the two pieces of equipment that are -- are being or have been sent to California. So, the first one is the loan agreement. This is the agenda item [inaudible]. One, loan agreement between California and Nevada. By the way, the members of the -- our Zoom team, Mercedes and Robert and Tony, do you have copies of this loan agreement?

De la Garza: Mercedes for the record. I -- I have the one that was passed out yesterday.

Stoldal: Great. This is -- well, this is the loan agreement from California to Nevada for the two -- the two cars. Locomotive 21 V&T and then the -- are they both locomotives, Dan?

Thielen: That's correct.

Stoldal: And then the second one is a Genoa locomotive V&T 12 that are coming this way for a loan for a couple of years. The -- in the board packet we receive just the front page. But the back -- the back page is really more details about how California handles their -- their loan agreements. And we have received those -- those two. So again, is there's any questions from the board on the loan agreements from -- from California? Point out it says that we will cover the cost and our cov -- covering the cost of the two pieces of equipment both coming online. And let's, Tony, to a question to what you asked yesterday regarding the great steam up, regarding request for a P&L. I would suggest that the cost of shipping this -- these two cars back to California should be included -- included in the P&L

because that will be -- that will be part of the cost. Any other closer questions regarding the California loan agreement? Seeing and hearing none, then let's move then to agenda item 7C.2 The loan agreement between Nevada and California. This is in fact an action item. In the board packet there is an unsigned document type of loan agreement. It covers just coach 17. [inaudible] packet but the copy is not there. There are two pieces of equipment that we are wanting to California. Each one has a separate loan agreement. One is for coach 17 and one is for the V&T coach 18 [inaudible]. They -- there are three elements that need to be updated in these loan agreements. The first one is for coach 17. If you look at the loan agreement, it says this starts on the fifth day of July 2022. That needs to be updated. I would recommend September 1; the car went down there last Thursday. I saw updating that to September 1, July -- or September 1, 2022 through September 1, 2024 would be the first recommended changes. The additional changes is loan contract needs to be signed and approved by the board. The board has very specific responsibilities under the loan agreement within [inaudible] one which says specifically the permanent or temporary retention, placement housing or exhibition of a portion of the property of the museums and other places or locations inside or outside of the state of Nevada is at the sole discretion of the board. The loan contracts, both of them need to be updated. One needs to be updated with the new date. And, Dan, I would ask you regarding the date on -- the date and did that. Is that date needs to be changed or updated?

Thielen: No, that date --

Stoldal: July 5th? Okay, so the only date that needs to be updated and either one of the contracts is the one that deals with the coach 17. The -- the date -- date contract is correct. The other things that need to be updated is that the line in number one, the second percentage and number one, that this may be renewed by written notice received by the Nevada State Board of Museums and History, it needs to be changed. And then the last part of that, upon receipt, we can withdraw this upon receipt by the Nevada Board of Museums and History. And then the third part needs to be at the very bottom of the signature. The statement is from the Nevada Board of Museums and history. So, those are the -- the three elements that need to be changed. The date on one. And then the verbiage that is -- this is from the agreement is approved by the Nevada Board of Museums and History. Dan?

Thielen: This is Dan Thielen for the record. Does this pertain to all items on long route, everything that the museum has on loan within and without date, we need to improve that annually or buy-in.

Stoldal: I've only read NRS 381.00632 F, permanent or temporary retention placement housing or exhibition of a portion of the property that museums and other places or locations in or outside the state of Nevada is that the sole [inaudible]. So, how we -- how we interpret that or take that it would seem to me that the board would have to approve the initial contract, the initial loan agreement for -- for any items in or outside the state of Nevada. There is also the ability another area where it talks about the loaning of artifacts. But when you get to a wine that says at the sole discretion of the poor, all the other things fall one underneath that. So, I'm trying to answer your question. I think the answer is, is yes. Specifically, I would think that would be outside the state of Nevada, that it has to come before the board. As far as loaning something between museums, I -- I can only go by what -- what the -- what the language here says. Need some sort of interpretation. But it is clear to me that when they're talking about in and outside the state of Nevada, they're clearly talking about these -- these particular important pieces of artifacts. Harry, if you want to add anything to that.

Ward: For the record, Harry Ward, Deputy Attorney General. [inaudible] he's defending, but I agree with you, a strict interpretation of the statute would mean, I would say even a strict interpretation from one museum to another, you may have to get the board to say, get the blessing to do that. But that would be a very strict interpretation. I think what is, is when it goes out of state is what we're dealing with today. So yes, under [inaudible] on this board has the sole discretion say yay or nay.

Stoldal: But I think that Dan is also talking about some really, some operational things and sharing things within -- within facilities that we also may deal with. But I would suggest two things. One, we take action on -- on clarifying the existing loan agreements for these two important pieces of equipment that are present to California. And then second, we come up with potentially an operational way to interpret that. Maybe that's something Myron could bring forward, that operationally would allow a little bit more flexibility between -- between museums. But I would recommend we -- we go forward with taking care of the issue that's before us, which are these two loan agreements.

Freedman: That under museum.

Stoldal: Yes, 381.00632 F.

Freedman: So, right now, what I'm reading is that -- Myron Freedman for the record, 381.0063, first of the museum director powers.

Stoldal: Right.

Freedman: Housing preserve, care for display or exhibit property received by an institution. This paragraph does not prevent the permanent or temporary retention placement housing or exhibition of a portion of the property in other places, or locations in or outside of the state at the sole discretion of the board. Myron Freedman for the record. I think this is worth taking up in the future. I wonder if part of this interpretation isn't including the board in moving artifacts around. But I wonder if that is also taking the place of what the museum directors' powers are.

Stoldal: I'm only going with the phrase sole discretion of the board, which seems to be pretty straightforward. But I do, I mean, I understand that there is, if -- if, on one hand, I would think that there is some strength, some reasoning, some value of moving historic objects between A and B, that there needs to be some -- some oversight. And to me, that oversight would start with the administrator over the -- over the directors. Something going from museum A to museum B. For example, human remains is -- is what we transferred from the historical society to the State Museum in Carson City. I suspect that that should have been a little bit more public and should have come before -- come before the board. On the other hand, if there's a display of the USS Nevada, Las Vegas wants to do and Carson City has some great artifacts that they are willing to loan for a period of time to Las Vegas, that may be at a different level. It may be more of an operational private thing. I think that there's an opportunity to discuss this issue and -- and come up with some sort of working relationships between doing things efficiently and then doing some things that are with oversight. That said, I still think we need to move forward on the Local Motors, and the equipment's going to California to get that cleaned up. Myron, is the -- are you able to hear this discussion? So, the next question is I look for a motion to -- to approve those changes. And the two, the changes are to -- to upgrade the authority and all the places that are appropriate to the Nevada State Board of Museums and History and one place to change the date, upgrade the date to September from July. We have a motion. Do we have a second?

Unknown: I second.

Stoldal: Alright. We have a motion and we have a second. Further discussion by the board? General public? Hearing none, all those in favor say aye.

Unknown: Aye.

Unknown: Aye.

Stoldal: Those opposed? Motion carries unanimously with the chair voting in favor of those in attendance. I think this is -- is really allows us to move forward

in this area and with the thing that Dan was -- was talking about we need to move forward in an efficient way as possible. Dan?

Thielen: Dan Thielen for the record. One thing from the -- from the [inaudible] past is the commissioners far gates on our most recent contract of [inaudible] in loan contract.

Stoldal: And we are talking about which vehicle?

Thielen: The effective date loan contract of the Nevada state Museums and History [inaudible]. Aid was made on the 31st, but the loan will be effective September 1. [inaudible]. Okay. When we spend our board packet, we have not signed the most recent [inaudible]. Because the --

Stoldal: I'm sorry. Dan, let's back up and I wasn't really getting. So, we have two contracts. We have one for the directors' card coach 17, which we updated the date, and we're updating the -- the information to September the 1st.

Thielen: That's right.

Stoldal: You're talking about the date --

Thielen: That is -- that is the contract, the loan contract date [inaudible] has been --

Stoldal: We, that's what the motion was updated?

Thielen: It is [inaudible].

Stoldal: I have one for August 22. And then it's what Dan is talking about is, is it was not in the board packet. What was handed out yesterday was the -- for coach 17. And they had already updated the data September 1. So, there's no amount of conflict. It's just a -- a reinforcement of what was already approved by the or already changes the loan agreement. But the one for the date is that still correct? July?

Thielen: That is correct.

Stoldal: Great. Okay, we're -- we're --

Thielen: On July 5th.

Stoldal: Alright, we're in good shape. Well, it's not here. I would look forward to, my new board look forward to staffs input on how to provide a -- we may even have to adopt a policy on loan agreements that would allow the administrator and the director some -- some leeway with certain areas. So,

we'd look forward to whatever input we could do to make things more efficient, but still having some oversight.

Ostrovsky: Mr. Chairman?

Stoldal: Yes, please.

Ostrovsky: Bob Ostrovsky. Just on that point, I -- I've also been suggested maybe we need to create a policy when clear up any misunderstanding about the ability to move -- move objects between institutions that we control, with the exception of, let's say, human remains. That's just an example. And also, that would allow them to loan out materials, educational materials to a -- to a school district, for example, without approval. I mean, it's things like that, I think need to be discussed and we ought to clear that up so that it doesn't become an issue in the future. I look forward to doing it next board meeting.

Stoldal: And we will send that along with -- Stoldal for the record. On Saturday, we'll -- I will send out a list of all the board policies asking for the board direct -- members to choose respond which policy they would like to be in charge of [inaudible] presenting back to the board. I will also add to that list the possibility that we could discuss at our December meeting a board policy on loan agreements. So, we will can have some clarity on that and - - and provide some opportunities to move forward in smaller items or, you know, for example though, we wanted to move with not so loudly basket. I would suggest that would come before the board. Let's do that. Alright, let's move on to unless there's further comments. Let's move on to 7D.1. Tonopah and Tidewater. This is under the board, seven board review reports and policies. There are actually three items connected with the Tonopah and Tidewater agendize 7D.1. It's a letter that was sent to the chair of the museum in history from former Nye County Commissioner, Joni Eastley with the central Nevada Historical Society. A copy of that letter is in the board packet. 7D.2 is the administration's response to the Eastley letter, and as well as to Assemblyman Hafen, who sent the administrator a letter asking for information similar to that in the Eastley letter. A copy of the report that was sent to Assemblyman Hafen is in the board package. The report itself is not an action item. The third item under 7D.3 is titled transfer of remains of Tonopah and Tidewater to Tonopah. That's a request from Tonopah. And it's a possible action item. So let's start with 7D.1, the Eastley letter and her request of the chair read the letter into the record. Has everybody had a chance to read the letter? And it is officially, I don't mind reading it out loud into the letter, but I think it's formerly into the read into the record.

Ward: For the record, Harry Ward, Deputy Attorney General. Mr. Chair, you have that authority to [inaudible]. It's part of the record. It's part of the public

comment. It's an act [inaudible]. It is part of the record of this open meeting.

Stoldal: Great. Let me say that thank you. I -- there's no reason actually to -- to read it. I think it's very clear what -- what she says. But a bit of background. Last month I received an e-mail from Eastley [inaudible] talking about a report in social media that a piece of rolling stock from the Carson City Museum had been destroyed. She identified it as Tonopah and Tidewater coach 30. I asked her where she saw this. She saw it in the Facebook site for the Death Valley Railroad Company or -- or they've got a club, a society, a preservation group. And one of their members came up with to the Great Seamount and took a picture of -- of the remains of the wheels and put it -- and put it online. I told her do you know anything about it? Yes, it was true that the car was disposed of, in order in part to make space for more important pieces. He said the car was not important to the collection and was in very, very poor condition. In addition, Dan said the car was never accession collection, and therefore fell into the category of property and, if warranted, could be disposed of by the museum through an existing collection policy process. I sent that information to Eastley. She was upset. She -- the letter that she sent me [inaudible] or packet, she in turn contacted Assemblyman Hafen [inaudible] district. The assemblyman in turn contacted Myron. And our report was created that board is in -- is in your packet that report. And that's where we stand as far as the letter. Myron, do you want to -- is -- is the letter anything else in there that is not covered from Hafen that we need to add to the -- should put into the record?

Freedman: Myron Freedman for the record. The Hafen letter is not in the record. I have responded to the assemblyman. I'm happy to share the contents of the letter, share the contents of my response. We can go from there.

Stoldal: Well, I think we should just go ahead and formally put it in the record so everything is clear and clean and transparent.

Freedman: From Assemblyman Hafen, this is Myron Freedman for the record. From Assemblyman Hafman [ph] -- Hafe -- Hafen, August 11, 2020 -- 2022. Dear Administrator Freedman. I hope this letter finds you well. From which history of Tonopah along with the preservation of reminders of its culturally significant past are important to my constituents and assembly district 36. This brings me to inquire about the Tonopah and Tidewater chair card number 30. I shared great affection for the Nevada State Railroad Museum, and its efforts to preserve Nevada's historical artifacts. But it hurts me to learn about the demise of Tonopah and Tidewater chair card number 30. Several constituents have reached out to me with various questions directly related to Tonopah and Tidewater chair card number three and general NSRM procedures. I'm hoping that you can provide

answers to the questions below. Was the Tonopah and Tidewater chair car 30 offer to other entities such as the Tonopah Historic Mining Park, this foundation border town of Tonopah? What procedures or processes does the staff at NSRM follow to determine the removal of historical artifacts from inventory? Does the destruction of historical artifacts from inventory in the state of Nevada occur often? Thank you for taking the time to address the above concerns. I think the evaluation answers to the questions. Residents of rural Nevada are proud of their past want to do all we can to preserve certain important -- to preserve important relics. Gregory Hafen, Assistant Minority Whip, Nevada State Assembly. So, this letter came in, Myron Freedman for the record. I had already been in discussion with Director Thielen from the State Museum about what -- what occurred. I had learned of this after the fact myself, and so that was the first part of our discussion. And so, I will for a little bit later on -- on what we're doing about that. But then he did provide a comprehensive report. It's in your packet. And he's here today. So we can answer some of the questions you may still have about what took place. I did respond to the Assemblyman. Thank you for your letter asking about the recent action taken by the museum regarding the T&T 30. I'm attaching the museum's report on this action for your information. And I propose we meet to discuss the situation once you've read it. The report will also be reviewed by the Board of Museums and History. Report details the car's condition and the museum's handling of the arti -- artifact going back to when it was purchased, 1980. The museum follows a collections policy when determining actions of the accession or disposing of items under their control. This was not an accession artifact, it was purchased property and as was later determined, could be helpful in refurbishing the historically viable Tidewater to Tonopah and Goldwater number two. I know not everyone appreciates the distinction of accession versus non accession when it comes to disposition of artifacts. But museums rely on these standard classifications for the purpose of managing collections and guiding decisions such as the one involving the T&T 30. This is not to say that another round of inquiries to find a new home for the T&T would not have been advisable. Because of this episode, that is a matter I will be taking up with all the museums to ensure certain items are not disposed of without an additional review. I understand the investment of interest community members have the materials attached to their history. We take pride in preserving thousands of items for all Nevadans. I look forward to thoroughly understanding their constituents concerns about the museum's actions to see what details we may provide to complete their understanding. That will also help us determine steps we might institute to prevent future incidents. End of response.

Stoldal: So those are -- those are the -- that's the first agenda item 7D.1. Was there from the former county commissioner. The second item is 7D.2, which is the actual report that is in your packet. It's -- it's detailed, it covers

a lot of -- a lot of areas. I think if you have any highlights or any overview want to give before we go into board questions.

Thielen: Dan Thielen for the record. I think a couple of things on this. I think that probably Ms. Eastley was not correct on which car she was requesting back in the 90s or whatever 20 years ago that has caused such a heartfelt investment into this issue. I think they were talking about a different car back then. So, that's -- that's one point that that I think will be [inaudible] is pretty clearly. Secondly, the recycling of parts for other purposes is very, very common in [inaudible] museums, as big parts are not easily found, need to be commonly purchased things to scavenge them for parts that people are appropriate for something more appropriate in big rail cars. When the railroads got dumped, slammed around on the railroads and sold them for whatever value is in them. Sometimes it results in the structure. Sometimes a result of smaller railroads they can get away running out of compliance equipment as long as can and [inaudible] sometimes they were sold for their scrap bet. A significant part of our collection is good because we didn't get scraps so we have some interesting things. More important parts, some of those big components just don't exist before [inaudible] codes. Some said we can get steel scrapped for this and we can start rebuilding it. It can turn into apartments or store or [inaudible] something, offices, whatever, as they repurpose and recycle this thing down until there's absolutely no value left in it. And then it gets awkward. Having said that, I am not sure why this car was purchased. When I talked to people with the longest memories on it they -- they raised eyebrows when it was purchased. [inaudible] told me for many years that this piece needs to be taken care of. Which brings us the final step that it's because we didn't receive, we cannot find any evidence of any inquiry on a piece of equipment. We'll often get people who want to command, for instance, code 17. It's great that we're talking about both pieces because your minds are focused on both pretty obscure pieces in museology [inaudible]. The code 17 has some history in Nevada. It's not very, very much. It's greatest history of some certain part. But we recognize that history and there was a lot of studying on that car and people would come up and take measurements and we would get a lot of inquiry into it. When you put it down this way there is a lot of interest in that car on this other car. We can't share any evidence in 40 years that anyone else taking much interest until of course if this [inaudible]. So, we didn't anticipate people want it. We didn't anticipate after, especially in its deteriorating condition. I mean, the inquiries we gave, so you will meet people with some authority that will accept this and -- and they say are you interested in this [inaudible]. Thank you for considering. And we just based on inquiry, based on, I like to think about it from a conditional of is it rare, is it representative character or otherwise. Those are things that I trigger on, and then -- and then we just did not anticipate [inaudible]. No indication that people want it. And when I asked our staff did you contact

these correct people? Yes, they've been contacted and don't have much responses. And the final thing is that [inaudible] should have [inaudible] a much firmer stand today [inaudible] since that will be [inaudible] work [inaudible] for the administrative to make sure that that every avenue is exhausted or something [inaudible] museum into things and then we will make the document [inaudible] that were to make sure that -- that things that are destined to the landfill make sure that people have every opportunity. I know, for instance, that they knew some history about something that some other agencies get [inaudible]. And -- and so, that rests with me. That was a mistake on my part. It [inaudible] anyone with even [inaudible] that make it into the dumpster that absolutely read his eyebrows. In our response in the museum profession aside from people down in Tonopah, the professionals that have [inaudible] seen it their response is this. [inaudible] Without, again, these are, you know, people that we trusted as historians too, who were knowledgeable about collection -- what collections U. But that rest give me. I should have made it one more [inaudible] of due diligence for the [inaudible]. So, people had the opportunity to go, thank you for asking. Which would have probably been the response but they should have been offered that [inaudible].

Stoldal: Question from the board? Please. We got to hear you.

Schmitter: Michelle Schmitter for the record. Is there any sort of chain of [inaudible] events on this? I mean, what you know, it's sort of subjective, but is there anything in writing that says we purchased this as far as far as car or [inaudible] other comments? Although, do you have a record and that's perfect of [inaudible]. I'm sure the 1980s it was [inaudible].

Unknown: Great.

Schmitter: An Excel Spreadsheet are in those cards? Is there a card on this?

Thielen: Dan Thielen for the record? I will get you that information.

Schmitter: Okay.

Thielen: I will get you whatever, whatever evidence we have. It's purpose [inaudible]. Yes.

Schmitter: This might be helpful.

Unknown: Yes.

Stoldal: Well, I'd add onto that just [inaudible] is what we do know.

Schmitter. Right.

Stoldal: Yes, that was purchased in 1980 as Vegas and Tonopah. That's what [inaudible]. Do know is that 22 years later, it was still identified as a Las Vegas and Tonopah in the -- in the by the museum on its web site, and that it was still a valuable car. Then two or three years later, it is now firmly identified as the Tonopah and Tidewater, and all of a sudden, it drops into a parched car. So, the question that I have, as we move as the Nevada State Railroad Museum in Carson City, as steward and change over the years, and it's reflected to me and what you've done with car 17, rather than try and put it back to the day that came out of that factory, you told the entire story of car 17. That's a relatively new way of dealing with -- with railroad cars. Rather, we're going to restore it, we're going to put it back and paint it real, real pretty. Well back in 1980, was it the -- this car was bought as something we really wanted? The Las Vegas and Tonopah car? But it was an accession. Was that the standard policy? I'm asking you to take this back and maybe you can answer by saying how many other pieces of rolling stock are not accessioned into the collection?

Thielen: That's great. But -- Dan Thielen for the record. Those are great questions. When it was purchased, as I understand the process, when -- when a piece is determined, as it's right from [inaudible] of what it is and why it's here, why is it taking up valuable real estate? And why is it -- why is it in the collection? At the point where it says this one belongs in the Nevada collection in perpetuity, that's when it becomes essential. Coach 17 for a number of years was just a V&T coach that we thought might be the commissioner's car that went from Detroit [ph]. And I remember, I was the curator of education. And I liked granularity. And I like decisions. And I'd like everything like that. And I could not state that historian down to a positive identification of the coach. And there were just too many variables. And for years and years and years, we coached our language in, we believe it is.

Stoldal: Right.

Thielen: We think it is, perhaps it is. Whatever -- whatever changing words that keep you from saying, put your stake in the ground and say this is it. Until we find some photo documentation, well, it's it. Could more evidence come on, say, what you had was a freight car that looked like it, and Hollywood made some changes and you fell for it. you've dealt with so many people fall for things, but it's our -- it's our best understanding. So. So, to your point, some things don't become accessioned until we determine that they are candidates for the long term holds at the state in perpetuity. Until you know their provenance and their identity and everything like that. I just don't know. So, when this was purchased, when it came up as a Las Vegas and Tonopah, as I understand the history, it was like, there's nothing in that paragraph that says if it comes off, and

you have to jump on it fast. Remember when the board discussed trying to get the reading, there was one room, we have one opportunity to get it. And we pumped the brakes on it because of the condition and did not get it. Well, we have another opportunity in the future. I don't know, but we kind of fumbled our chance.

Stoldal: I understand.

Thielen: And so --

Stoldal: So, you're telling me that we have watched of pieces of Rolling Stone --

Thielen: I didn't answer that question [inaudible]. So when we determine that something is a candidate to be saved by the state in perpetuity, at that point is when I will say that succession.

Stoldal: I understand that -- I understand that -- I understand that process.

Thielen: So.

Stoldal: Well, how many, I mean, we don't know how many --

Thielen: So, I can't answer. You're asking me a question that I can't give you a firm answer and I will get that firm answer but I haven't looked at past perfect and I haven't looked in the paper records to know which one. Do I say most? Good. I don't know. I don't know, Bob. I don't know if the records are still in the state. And they're unknown to us. I don't know, Bob.

Stoldal: We don't know how many pieces of the rolling stock that are in accession -
-

Thielen: I can tell you that, no. I can tell you I don't. The museum does.

Stoldal: Okay.

Thielen: But I am --

Stoldal: I don't know, it's an important question. We will look forward to that, Dan.

Thielen: Yes. And so, now going back to why the state grabbed it, if it was a Las Vegas and Tonopah Railroad, there were no pieces of it. We wanted to grab it. So that might have been the driver. But everyone always had something suspect with it. And it didn't rise up to anyone's interest in establishing not like coach 17, which had national significance, which had, but I think I'm giving that director the benefit of the doubt. That that what he saw was important to the state, but it might have precluded him, so not

even, it might have been state parks that did the purchase on it when they started casting their net out for everything that looked like training that brought it into the state. And so, what I'm telling you is that it wasn't until [inaudible] decided to firmly stick the state in the ground for them made it as this word bat, that he did some. He did some forensic research and uncovered enough information. That's it. It's a Tonopah type of. We have two representatives. We have a representative piece from it that was built in Tonopah. It's a Pullman car. This is number three of four Pullman cars that we have on the property. It's not representative character, it's not rarity, and it didn't have a whatever. It was given away by the Las -- the Las Vegas or not -- Los Angeles Museum to the live steamers in an overnight one-minute it wasn't their property, the next minute it was on their property, because they couldn't bring themselves to throw it away. So, they just pushed it down the line. And it became the property of the Las Vegas lodge steamers in the 1960s where they put the name Tonopah. And then it was sold to the state as Las Vegas and Tonopah. This is rearing had to get it, got to grab. And remember, when museums did, you got to grab it, but they played around in it for 20 years, rip the insides out, put a bathroom in it. Bathroom leaked, cause some microbial action that was concerning to our B&G [ph] guys, that kind of forced us to either, you know, get off the pot, make your decision. My mistake was not making sure that everybody who may have be a stakeholder in the final disposition, this piece had an opportunity to [inaudible].

Stoldal: Again, I appreciate all that. I think that what we're looking here for is opportunities for improvement. And I think that one of the opportunities that may not necessarily be within the board specific statutory responsibilities that would fall under the board's advisory responsibilities to the museum system is that we take a look at what cars have been accession and deaccession. And we're going to do spend four hours over at the facility this week. I'm going to also recommend that our next meeting we have in Northern Nevada [inaudible] in Carson City to provide the board with a full understanding of the situation that you were faced with day in and day out. And the kinds of challenges you're faced with cars that are inside and cars that are outside and the decisions that you have to make. It was a real eye opener for me [inaudible]. A real opportunity that was missed by not reaching out to the folks in Tonopah and [inaudible] that went with images of -- of the car that would have really put things in perspective. And I think as we look forward, it's going to be my recommendation that we reach out and establish a positive relationship with the folks at Tonopah and explain to them and show them the remaining pieces of equipment that are connected with Tonopah. And I don't care whether or not car 30 actually went to Tonopah. That I think it was with something that should not have been for. While they're not the Tonopah and car three should have been actually able to physically arrived in -- in Tonopah. Car 30 of the Tonopah and Tidewater was used

by thousands of people from Tonopah. In order to get to California in those days in 1906, '07, '08, the quickest way was not to come to the Las Vegas. That's out of the way. The quickest way was to go to Goldfield that takes to Tonopah and Tidewater, and you save 100 miles an hour on the train. So, I would venture to guess that thousands of people from Tonopah rode on car 30. Between that's beside the point. What -- what we look forward to is opportunities within the system that we can prove, and a relationship with central Nevada. And as eye opener, and there's one particular car [inaudible] with coach that in order to repair and even to move to Tonopah, \$100,000, \$150,000, put it back in some sort of displayable position. Those are the pieces of information that people are talking about need to understand, as we move forward. To boost -- to boost have some opportunities to go to Tonopah. It would also provide some space within the facility. But that's still going to cost the people in Tonopah. They would need to raise the amount of money to move it down there, we would need to require them to have a facility where it gets kept indoor and secure. But all things that we could move forward and check -- check mark on. I -- I don't want to go through and piecemeal my personal upset marks with -- with the -- the things that are -- that are there in this room [inaudible], which I mentioned one of the facts that the car 30 wasn't ever going Tonopah and that's why who cares about in Tonopah? The goal here is to get us to move forward, what can we do to move forward? And the questions I'd like to ask but now I've been blabbering for the better part of 10 minutes of questions from Jan or Doris or anybody online. Yes?

Dwyer: This is Doris Dwyer for the record. So did you just say in state line that the car in [inaudible] did carry many people from Tonopah --

Stoldal: Yes.

Dwyer: Because this record suggests this response.

Stoldal: Well, the --

Dwyer: It suggest otherwise.

Stoldal: What it says a car actually never physically was in Tonopah.

Dwyer: But this report suggests that it didn't carry all those people that it was the other car that did that. They put -- that is named Goldfield in number two.

Unknown: Yes.

Stoldal: In order --

Dwyer: So, I'm confuse about --

Stoldal: Okay. In order to get to Los Angeles from Tonopah you first got to go down to go to Goldfield.

Unknown: Yes.

Stoldal: And then Goldfield you transferred over with Tonopah and Tidewater that took you down to the main line and then in L.A.

Dwyer: Did that process involves two different cars or was it the same car?

Stoldal: Well, I'm talking specifically car 30. Car 30 was used between Tonopah -- between Goldfield and Ludlow.

Dwyer: Okay.

Stoldal: So, if you're going -- to go to L.A. from Tonopah you take a little stranger turn up to Goldfield and then you would switch train and you can either go to Las Vegas, or you could check to Tonopah and Tidewater and that's where you would pick up car 30.

Unknown: This my recollection. I read this [inaudible] reparations meeting, but that this, the Tonopah portion of the name of that car that she's concerned about, with the added later.

Thielen: Dan Thielen for the record. The name Tonopah on the cart was added in the 1960s.

Dwyer: And was that to increase the possibility of being sold to the museum?

Thielen: There's -- there's evidence that that could have happened, or probably the most likely thing is, is somebody said, where are those boys located? Or where's that item located? It's in the Tonopah and Tidewater car and they shortened it the Tonopah car. And then somebody just gets -- there's stenciling up. We've had people in the [inaudible] museum Friday name things that were not appropriate to the car but while it was on there for two weeks at the end of the railroad. And so, they may have put that on because of that reason. I don't -- I don't want to subscribe to they did a bait and switch which is kind of -- yes.

Unknown: No, no --

Thielen: But there are some artists [inaudible] that he thought they did the bait and switch [inaudible].

Unknown: It's an implication and he --

Thielen: He felt that, yes.

Unknown: So -- So what evidence is there that this car part [ph] was used to take people from Tonopah to Goldfield?

Stoldal: Nothing.

Unknown: None?

Stoldal: Nothing from Tonopah to Goldfield but from Goldfield to L.A.

Unknown: So, a bit of [inaudible]. Which car was it. It was the car that Goldfield, Tonopah Goldfield --

Thielen: Tonopah and Goldfield.

Unknown: -- car that took them to [inaudible].

Thielen: It -- it took -- it holds them later that connection was made.

Stoldal: So, unless we're talking about the car that was ultimately is now being used for parks. Car 30.

Unknown: It's gone. That's in the [inaudible].

Stoldal: Right. That originally was bought by the museum erroneously as the Las Vegas and Tonopah car. It was not the Las Vegas and Tonopah car. In fact, it was a Tonopah and Tidewater car. That particular car never made it to Tonopah. It got as far as Goldfield.

Unknown: I understand.

Stoldal: And so, if you're going to go to Los Angeles, you would go down to Goldfield and you would get on a car like this. And then you would go on to Ludlow and then to California.

Unknown: You would get down to Goldfield, not on a train.

Stoldal: Yes. There was a short line train that run --

Unknown: And you would take car number 30? Or car number two?

Stoldal: You're --

Unknown: Thirty from Goldfield to Las Vegas -- Los Angeles.

Unknown: Okay. So, the museum acknowledged that.

Unknown: So. Yes, we acknowledge that. The car --

Unknown: Alright. That wasn't [inaudible] before.

Stoldal: Yes. I --

Unknown: Alright.

Stoldal: And again, though, to me, it's -- it's kind of a points to fact [inaudible]. But I -- we looked at central Nevada as Tonopah and Goldfield and Rhyolite and Bodie. That railroad system was all kind of clumped together. You -- you took those -- those strings. And so, whether or not the car only got to -- to Goldfield, to me is still important to all of central Nevada. And so, and which is why they call the museum in Tonopah the Central Nevada Museum.

Unknown: Yes.

Stoldal: But what I think is, is there's two opportunities. One is for -- and I think, Myron, you're going to address this, but for the museum system to look at their collection management policy. And to freshen it up. Look at it best practices and so forth. And where there are opportunities to modernize it, move forward -- move forward on that. Secondly is to -- is to we reach out, the museum system reaches out to the folks in Tonopah and -- and develop a working relationship which will start with having Tonopah understand what the real reality is of the cars that -- that are here may say Tonopah and Goldfield and then maybe Tonopah and Goldfield. There's one piece that I saw, Dan, that is actually from Goldfield. And it's stacked on top of the flatbed and it's just a bunch of pieces that was used later in life as a, it looked like a, not a coach car but like a --

Thielen: A motor car.

Stoldal: A motor car, but there's only pieces. I mean --

Thielen: That was kept outside.

Stoldal: It was kept outside and all we got we have saved the pieces. Now do you restore that or do you create a display just out of the piece. So, there's lots of opportunities to move forward on, we just don't restore things back to day one when they came out of the factory, we tell the story of what they are, are now. And -- and so, maybe there's things we could do with -- with

-- with Goldfield and Tonopah because Goldfield now has reached out last night. What about us? So, I would suggest that, that we bring them up here and show them the reality of what -- of what -- and I think that they will go back and say, okay. And if you've been in Tonopah recently, let me stop speaking here for a second. [inaudible] There's an energy of preservation energy going on in Central Nevada in Tonopah and Goldfield. People are buying buildings and restoring them. The mining park there is - - is just wonderful. The museum has always been wonderful in Goldfield. There's a lot of energy with the high school and different places. So, there's something I think the museum system and we should tap into and - - and support and be part of. And part of that is -- is the, come on up, we'll show you those cars. And if they say yes, okay, go raise a quarter million dollars. I don't mean that sarcastically but. Dan?

Thielen: Dan Thielen for the record. So, when we talk about that \$100,000, when you say \$100,000, that does not get you a day one or day 30 or even an operation display. What it gives you it's a piece that is stabilized that is fit for movement that won't harm the public if they come in contact with it. It took a lot. It took a lot of man hours to get the coach 17 stabilized, and we could move it on a four-hour run. We made the truck and drive no faster than 40 miles an hour we targeted. We did all these things. So, when people say 100 grand, and at the end, they're thinking about a brand-new coach. That's not, it is -- its preservation is expensive. And right now, things are safe where they're at. They're not deteriorating faster or slower. We've held them. But to do that heroic kind of work takes --

Stoldal: Well, I understand that, Dan. But there are no plans for these cars. There's zero plan for these cars. There is -- and -- and how many cars you have out there that you have specific preservation plans for? Very few. So, this car, the caboose is going to sit there for 10, 15 years before anybody -- it moves up the pecking order. So, if there's an opportunity to take that piece of historic Nevada railroad, and I'm saying that Tonopah -- and I know this is on the record, but Tonopah will have to jump through a lot of hoops and that includes raising money. And if they want to take the car down to -- to Tonopah, it's going to have to go into a safe environment. So there are lot of things, but I think we just need to engage Tonopah and have a real education of what the opportunities are and the challenges with those opportunities. As you say, right now it's safe. But can we move it to the -- to the next level [inaudible] becomes a real exhibited [inaudible] can enjoy that. Anthony? Thank you for stopping me from talking.

Timmons: Mr. Chairman, Anthony Timmons for the record. I just wanted to really quickly state this sounds like a very similar situation that fellow Gaucho [ph], Dr. MacMahon is facing in Boulder City. When you look at his inventory that he presented as part of this board meeting there's a lot of cars that are just kind of on the pecking order, as you mentioned, that are

just kind of sitting out there without a home. So, maybe this is more than just a Carson City Museum sort of issue. This is a railroad museum kind of issue. And maybe we need to look at the inventory that's at all these museums. Anthony Timmons again for the record.

Stoldal: And the others online. So, this is, let me go back to the board agenda.

Dwyer: Doris Dwyer for the record. So, this report, is this report sent to her as her response? Or was it sent to the assemblyman?

Thielen: Dan Thielen for the record. I responded to Myron and the board to their questions. I do not know if this report has gone down to --

Dwyer: So, did she get a response to her letter from you, from the museum.

Thielen: Dan Thielen for the record. I never received the content from anyone in Central Nevada. So, I could not respond.

Freedman: Myron Freedman for to the record. So, Bob Stoldal received the message from Ms. Easton [ph]. And I received a letter from Assemblyman Hafen. I sent the report to the Assemblyman Hafen -- Hafen.

Dwyer: So, did she get a response from you to her letter?

Stoldal: Yes. Thank you.

Dwyer: And did she receive --

Stoldal: And I forwarded her a copy of the report.

Dwyer: Okay. That -- okay, thank you. That's okay.

Petersen: Jan Petersen. When did after these associated people receive this report, was there any further communication?

Stoldal: I have received additional communication and that's from both Ms. Eastley and well --

Unknown: Mr. Chair, [inaudible].

Stoldal: I've received a response from Eastley, as well as from John Ekman in Carson. And in Goldfield he's in charge of restoring the high school there. And he's head of the -- the Esmeralda -- or excuse me, Goldfield Historical Society, a very active organization. I like to have further discussions about this. And I think that this is really an opportunity because they -- they want the caboose, they want the car [inaudible], which I don't know what -- what

particular car that is. So, there are specific requests that I will forward to Myron that will provide the opportunity for us to explain, okay, here's your -
- I'm going to send the pictures of the of the photographs that I took a couple of days ago. And I think those photographs will be an eye opener for them as to the condition. I suspect they think that these are inside, already been restored and ready to roll down there. And -- and they're opportunities. They're opportunity, they really are. Goldfield and Tonopah are just excited about tourists within the economy of bringing tourists in, and these two things. And then also excited about preserving history. So, we just need to get those two excitements together and out of that gets some -- some reality of what it's going to take to get from A and B, what --, what criteria to move it down there. And feasibility studies and funding those kinds of things. But to move it forward.

Dwyer: This is my final question. Do you receive a response from her to your [inaudible] this report?

Stoldal: It was relatively short, and that they would like to move --

Dwyer: I mean, to what -- what level of satisfaction [inaudible] did she express as her response to you to this report? Sort of let her watch [inaudible].

Stoldal: That was, well, this is -- this is relatively I think, in the last two or three days. And it was a relatively short. I look -- I look up and then I'll enter it into the record as -- as after we take a break.

Dwyer: Okay.

Stoldal: But I don't know if you were -- anybody has worked with Joni Eastley and [inaudible]. She gets stuff done.

Dwyer: I mean, [inaudible], I did the museum a number of times. So.

Stoldal: So that's the -- we're at the agenda item was with the board report or with the report that Dan prepared and that was sent to Assemblyman Hafen. Are there any other questions from the board regarding that? I did have one or two and one of them was a question about how many -- how many cars that we rolling stock, but we don't have that either accession or non-accession. I'm kind of using this as my guideline, assuming that the cars that are in here are all accession, but I don't think that's true.

Thielen: Dan Thielen for the record. Yes, that is an incorrect assumption.

Stoldal: Okay.

Thielen: Those are all the cars that the state of Nevada is paying money to him [ph].

Stoldal: Okay. So that -- that just made me something to look forward to the opportunity if that's something we want to change. Do we -- do either the two remaining rolling stocks 402 or car 2 the existing preservation plans?

Thielen: Dan Thielen for the record. There's not a restoration feasibility on each one, which is the minimum standard to start with to do anything other than standard museum preservation. We have research packets. We've got miles and miles of research on each one. If you'd love to come in and talk to those records, someone from Tonopah or anyone, we would love to make or take at -- people take advantage of our documentary collection. So, we've got tons of raw research on each item in our collection.

Stoldal: But the question is, is regarding moving towards some sort of restoration, some sort of stabilization. The first step would be the funding of feasibility study.

Thielen: Dan Thielen for the record. The first step towards whether we are going to restore something is either driven by -- by political realities, the 48 [ph] car and -- and engine 27 were driven from outside forces, or the McKeen car which -- which had to accelerate or decelerate its restoration based on outside forces. And the next thing, so would be we normally know what the next two or three things that we would like to go through the restoration shop are. And -- and then further from that, because each item will take three to five years to complete, you don't want to prognosticate what the museum is going to do for the next 150 years, kind of want to leave that to the next people. But we know what the next two or three items will -- will be on that list. And then hays you're out the next five or 10. And then -- and then when it gets closer to acting upon, then we will start with the restoration feasibility study. Or we'll go with if it's -- it's a replica that's being made, we'll go with a feasibility study or a design perspective, or -- or even an RFP, and -- and we'll move on in those subjects [inaudible]. We know what the next two or three because that box up our restoration shop. So, Bob, [inaudible].

Stoldal: Okay, I precise -- I precisely understand the [inaudible] the process. And I think that that would be -- I think I understand the process. And I think that that's would be an important question and answer for the folks in Tonopah, so that they understand what the realities is of the process of going from here, here to there. And one of the key elements of that is a feasibility study. If -- if the first step is political pressure, okay. But that's, to me is a whole other -- other issue. Before we can really start working, we need to know what's going on with that piece of rolling stock, and that's where the feasibility study started. But I think that's something important we

communicate to the folks in Tonopah that here's -- here's the first step. If you want to fund 15, \$20,000 feasibility study on the caboose, okay, go for it. We'll help you with that. Any other thoughts or questions or comments?

Petersen: Jan Petersen for the record. Is [inaudible] feasibility study, studies that [inaudible] city in Sacramento was that the standard practice of what they do when they are approached with the possibility of [inaudible] car someone?

Thielen: Dan Thielen for the record. I believe [inaudible] man will [inaudible] because he grew up in Carson City at [inaudible]. We feel at the Nevada State Railroad Museum, we set the industry standard. Sometimes other museums will just start tearing stuff apart, putting stuff back together. We put a deliberate halt on that, and we follow the secretary of interior's preservation plans, but we adopt them for rolling stock to the secretary of interior plans talking about business structures and things like that. So, we follow those standards. And then we have somebody outside of us. We do not develop these plans. We hire a historian who has a background in this who does not have a dog in the fight to say, well, this one sucks, and we don't want to restore it to that one. We want to do it so we have -- we have somebody outside of us to -- to conduct a feasibility study, which involves paint research, physical condition. It's the most -- yes, the most deliberate state of it. That the date that's most important and it's like, and can we restore to that date because of the ethics code 17th. We had nothing that we could restore to its most important. So, we absolutely stuck [inaudible]. On other things, we had a lot of evidence, we got a lot of materials that tell us exactly what it looked like. And we've got a high confidence that we can replicate that when we place parts. When we have parts on hand from other things [inaudible]. The feasibility study then comes out with its proposed, this is the paint scheme, these are the materials we use, this is the date we restore it to. And then we'd look at that and our [inaudible] it's around the table and we get thumbs up and warm and fuzzies on it. And we determine that's where we're going to go forward with that. And then we begin looking for funds, whether it's grants, whether we can take it out of -- from friends [inaudible], but we can take out trust funds. But it's after that, that we develop a parametric design cost for any -- any technical work we need or -- or its construction costs. I mean, want all those down to see, can we handle this on a hide or do we need like [inaudible] 800,000 or I mean, 100,000, 880 to 100,000 I think they spend on that to complete it. So, the starting point is an academic [inaudible] what's there and what it can be restored to. And then we all say, yeah, we need it. We can tell this compelling story. It serves its purpose in the interpretive planning of the museum. It fills this gap [inaudible] because no one else is telling the story. Can we do it with this? And when -- and those are all the drivers that sort of oil them up to the top and bottom list. Quite frankly, what's driving my restoration right now is I am losing my chief mechanical

officer. He's the best at this job living on the planet. I think I have to [inaudible]. I have to teach a new guy that's coming up in the field, everything he can in that 24 months. So, two things that I will select will be something made of steel that boils water for locomotive. This kid has never done it. And then something that has a tremendous amount of work. But those two items have to fit [inaudible] and meet a story that -- a compelling story that we need to tell. But each of those, I'm not going to get any of those done in the two years he has left because it's three to five years on each one. Now, if I can get him back as a volunteer, but in two years, he will be pushing seven years old and he's running out of time to set [inaudible]. So, those are the drivers. It is now my push is to train the junior staff. I got to. I can't.

Stoldal: Like what kind of deviates were kind of going off and beyond the Tonopah and Tidewater that is important. We are now moved on to actually the discussion of 7D3, which is the transfer remains of the Tonopah and Tidewater to, in fact, Tonopah. I think the discussion we've been having for the last four or five minutes really is focused on that and I would suggest that the -- that the response under 7D3 is that we as a state museum reach out to the folks. First of all, I would suggest that specific lists of rolling stock, no matter what condition of our equipment that service the communities of central Nevada, that we [inaudible] of that in preparation for a relationship with the folks in Tonopah and Goldfield and central Nevada. (Inaudible). That includes an education of those ropes [ph]. Now, for example, John who has been working on the high school in Tonopah for several years, he's got a pretty good understanding of what the challenge is in dealing with restoration. A lot of the equipment quite frankly, the rolling stock then, you know, I'm not talking about restoring the steam engine. We're talking about wood-based freight cars and they don't necessarily need more than in some cases of professional carpenter to begin the process. I know there is a mystique about railroad restoration, but some of that is plumbers and pipe fitters that know what the hell they're doing. But I'm deviating again. The issue is to be able to develop a working relationship and start with what do we have and then an explanation to the folks at Tonopah and Goldfield. Here's where they are. Here's the reality. These are not already cars that are good, ready to roll down to 95 down to Tonopah. It's going to take significant amount of work. And there may be some cars that we want to keep, we being the [inaudible]. But on the other hand, maybe there's an opportunity for -- for some cars to go down [inaudible]. So that's to me is what's an item in this unless there's some further discussion of the board. We are on 7D3 called transfer because I think that, Dan, when I originally contacted Myron, I was asking about whether or not the wheels and the equipment that is left over from car 30, whether or not that could be set down there and they could develop a display out of -- out of -- out of that. Sponsoring the report, I think is no, it would negate their use in the projects that are going

on in Carson City and would not be recommended. So, I think -- I think we understand that. But I think there's also a broader opportunity here to develop this working relationship with central Nevada. I think it's on page nine of your [inaudible]. We say no that you would not recommend this, it would negate their use in other museum projects and would not be recommended.

Freedman: Myron Freedman for the record. I think the idea of establishing contacts in Tonopah, starting discussions with them about what they think they'd like to have down there on more broadly, it's a change of information and ideas about railroad history and all the parts of the state, including central Nevada. I recommend we get started on that. And the information about the cars, the condition of the cars, their facilities and their capabilities, all of that gets discussed. And we can start on that aspect of -- of this new world of Carson City and Tonopah. And then come back later and talk about things like transfers. As I think there's a lot of gaps in knowledge on everybody's part, I think we should work on that first and then look at things like transfers.

Stoldal: Okay. That's the fundamental foundation moving forward. I think this is not necessarily an action item. Well, while this is a possible action item, but I don't think we need to take any particular -- particularly -- we have a hand up from Anthony.

Timmons: Anthony Timmons for the record. I wonder kind of where this is going. Not from our standpoint, but from the Tonopah folks standpoint and I wonder if this leads to requests for additional rolling stock or training materials from the test site down the road. So I don't know where that leads, but I just kind of want to throw that out there as well, just as a thought. Anthony Timmons for the record.

Stoldal: Well, I mean, I think that's a good question. I'm not sure that has come across the folks in Tonopah or Goldfield. I think that they are in the -- that sort of golden age of Goldfield, which is 1904 to maybe 1910 and of Tonopah. I think that's where they are but that's -- so I'll suggest that to them.

Freedman: You're [inaudible].

Stoldal: Any further question? If not, we're gonna go ahead and take a -- take a lunch break. And then I think we get back at noon, we should be able to wrap up by about one 1:00. So thank you all. And Dan, thank you very much for the, as they say in Monty Python, it's not a Spanish inquisition. Please stop recording.

(Break)

Stoldal: Please start the recording. I had to call the meeting of the Nevada Board of Museums and History for September 8, 2022. Back in order. We are now at Agenda Item 7-E3, the train fee policy [inaudible] before in your board packet a copy of the train fee policy. This specifically deals with the with the train fee, and so the proposal is that we have two separate policies, one for admission, and one for the train ride. The fees that are connected with that policy will be drafted by a point person and be presented to the board's December meeting. The policy and let me just double check to make sure that is in the book. Did everybody have a copy of the policy and agenda book? Right. There's a copy of the proposed changes that's in your book and the changes include the overview, which less the Nevada revised statute that created the responsibility of the board for train rides policy charges and use of property. Specifically, there are two elements to the train ride fee. There is the policy and then annually, this board adopts a one year approval of the fee and special train rides that occurred during the 12-month period. And then each September the board adopts based on recommendations from the directors to the administrators an updated set of fees for the excursion ferries themselves and then any additional special fundraising or special events for the coming 12 years. These are 12-month agreements or 12-month approval. And so the change that's going to occur that we're looking forward is that rather than adopt these policies in mid-year in September, I'm talking specifically the train fees and special event fees for the trains, that we adopt them during the fiscal year that would cover the coming fiscal year. So what's being recommended today, first of all is the change in the -- just the overall policy and you have that before you and listed several things, the overview, which provides the board statutory responsibilities. Second, train ride fee discounts. Third, train fee and equipment rental, and then the annual review that is -- that is in the [inaudible]. So, one of the changes is in paragraph [inaudible] train ride fee discounts, it's says that sometimes it's beneficial for museums with it [inaudible] disobeyed in a special programs offering discounted train rides. And it goes on to say the board grants the division administrator the authority to approve a one-time discount for train ride fees. No more than one such program should be approved per museum per quarter. That is open for -- I will open that paragraph open for discussion. Is there any suggested changes or in that particular area? In copying this over, it could be there's an added line that could be done to that. It's only once -- once a quarter, but based on an emergency basis. There's no reason why a facility could not come to the board every quarter and say, you know, I'd like to add this one or we're not going to run this one. So, do we really need to give the administrator any authority in this area except in an emergency area? Open that for the board discussion. Myron, do you have any thoughts on that?

Freedman: Sure. Myron Freedman for the record. Well, one thought regarding keeping it with the administrator is just additional flexibility. If something came up provided it was, you know, following the limit of one per quarter.

Stoldal: The only thing I'd say is that that went into the museum, which makes their annual presentation, which would be when we start, it would be next June, they would have to have looked out for the coming 12 months and said, alright, we want to do Halloween, we want to do this, we want to do that. This, allowing an additional one would really be something unique and special [inaudible]. Dan?

Thielen: Dan Thielen for the record. We frequently will get tour groups [inaudible] you know, like short line railroads convention, you know, that -- that will reach out [inaudible] there in a month [inaudible]. This month we got a request for a bunch of people who were on World War II destroyer. Hey sir, can you do something for us, that we don't know, a quarter out of the year out or anything like that. This gives administrators some ability to be able to respond to these positive in those types of bets, they I mean, that - that it frequently happens.

Stoldal: So, you'll be leaning towards saying yes to give the administrator the authority to have once, one per quarter? Myron, anything? I want to hear from Christopher as well.

Freedman: Yeah. Myron Freedman for the record. I just don't want to confuse this with a group coming in and just paying painful freight. So, I would want to be careful that of constantly granting discounts to groups just because they're approved.

Thielen: Dan Thielen for the record. Often, and I'm with you on that, but often I will look at a group and say we discount it here, you can pick it up in the schools. And so I'm trying to do in the general fund, private funds [inaudible] I'll get the money from the store.

Freedman: Myron Freedman for the record. So, are we talking about someone who specifically requests a discount?

Thielen: That they will say I'm bringing a group in what can you give [inaudible] discount.

Freedman: Freedman for the record. Why don't we have a threshold for what constitutes a group and have the board approve a discount for groups over certain size? (Inaudible).

Stoldal: Yeah, I just want to make a note. Yes, Scott. Christopher.

MacMahon: Thank you, Mr. Chair. Christopher MacMahon for the record. First of all, I just want to quickly address the there is a board approved, at least on the most recent rate schedule, a group rate fee. I know at least here in Boulder City, I believe it's for Carson City as well. But there is that fee structure in place. I think this item concerns more issues that may come up last minute to where it may be inappropriate to charge a fee or a fee would be in bad taste, and I will give you an example here from Boulder City. We have a St. Jude's Children's facility here in Boulder City that sometimes reaches out to us for special requests. That's not something that we can anticipate and bring before the board a quarter in advance. And I don't -- and I'd hope that nobody on the board would feel like we should be turning these children away when it's often their last request. So, I think issues like this are what I would hope that the board would consider at least leaving some of this authority with the administrator for Thank you.

Stoldal: With all due respect, I know we're not talking about the board turning down kids rights. That's not the issue. The issue is the frequency and the use of the equipment and discount. And there is no -- the fee structure expired today for the previous year. There is no existing fee structure. It's a year to year basis. So, we're looking at coming up with a plan today that will allow each of the museums that run to experience the train to be able to do something for the next 90 days, and then in December having a plan that will go for the next six months. So, Myron, [ph] we're talking about a couple of different things, is the ability for the museum directors to be able to have discounts and the ability for, as we're talking about, to be able to run a train for it. I think that would be a free ride what you're suggesting?

MacMahon: I would hope so. Christopher MacMahon for the record. I would personally have an issue charging somebody for what is often a child's last wish.

Stoldal: What do you think, Myron? Any suggestions?

Freedman: Myron Freedman for the record. I agree with Christopher that we should have the ability to grant special requests like that. So, there is a -- there is a discounted fee for groups on the schedule. So that should take care of those required groups. Yeah. So, Christopher, beyond the example that you just stated, are there other situations where you think anything other than the information on the current schedule would not suffice in terms of setting the fee?

MacMahon: Christopher MacMahon for the record. I think the group rates, the school tour rates, the things that the board has already come up with, encompass most of the items we would anticipate encountering during the next 90 days. I just bring up the flexibility that's offered and having the administrator have some discretionary authority here because not

everything can get before the board in time. It's the things we generally don't anticipate that [inaudible] require the administrator to have some discretion.

Stoldal: If this was correct, what we're talking about specifically, though, is the policy of allowing the administrator to have the flexibility to ask a per -- so it says right now, the board grants the division administrator the authority to approve one time discounts for well, let's say -- unless we don't even have to use the word discount to approve one time train -- what would be a better -- what -- Christopher, what would you think would be a better term? Do you have the board policy in front of you or the proposed policies [ph], and Dan? We're talking about the train ride fee discounts or maybe that's the wrong title? Maybe it's train special -- would we special -- special program or excuse me, what's...

De La Garza: Special rates?

Stoldal: Special event train rides, it is sometimes beneficial for the museum within the division to provide special event train rides. The board grants innovation administrator the authority to approve per quarter no more than one such program per quarter. It's pretty -- that's not very good wordage.

Unknown: Did someone mentioned rates as possible [inaudible].

Stoldal: Rates? Rates?

Unknown: Rates are [inaudible].

Stoldal: So, are we talking about rates or are we talking about actually the approval for let's say we want to do a special holiday ride?

Freedman: I mean, I ride.

Stoldal: Yeah.

Thielen: I think we're also talking about [inaudible].

Stoldal: Well, this is -- this is -- we're not talking about [inaudible] the policy itself.

Thielen: It says short term discounts for information and train rides [inaudible].

Stoldal: We're rewriting. So the category title is special event train rides. The board...

Thielen: Train rides admission/training [inaudible].

Stoldal: Well, we've changed the title to that paragraph to [inaudible]. Board grants that [inaudible] of the administrator the authority to approve one child -- to approve no more than one such program per museum per quarter.

Freedman: Myron Freedman for the record. If you -- if we have that language here on this policy, train ride fees, there could be a kind of a related policy on the admissions policy for a free -- for granting admissions.

Stoldal: So, here's what I'm thinking. It is that if we call this special event -- special event no matter what we're calling [ph] it, and special when train ride, and the board grants the division administrator the authority to approve no more than one such program per museum per quarter, period generically. And within that, then -- then it could be a discounted ride or could be a free ride or it could be just a fundraising event to broaden up that the administrator would be allowed to have the authority once per quarter for a museum to [inaudible] however that's felt.

Freedman: Myron Freedman for the record. So, just in the spirit of Chris's example, if something came up all of a sudden because somebody was, you know, facing a life ending situation and wanted a train ride, could there be an exception to the one for quarter for something like that because they may have already -- they may have already used up their quota.

Stoldal: Well, then, do we get into unlimited? Then we don't have a policy? I mean, I don't know how often that's come up where we have given a, what you would call those ride or the -- make a wish?

Freedman: Make a wish.

Thielen: I think that [inaudible].

Stoldal: I think one per quarter is -- gets us through. And if we have an issue, examples, things that occur in real time that we can adjust the board policy at the next quarter, but I think if we make it as generic enough, special train ride event, excuse me, special event train ride is a new category. The board grants the division administrator the authority to approve no more than one such program or one such program per museum for quarter gives you the flexibility. And then if this turns out to be a not workable policy, we will -- we'll fix it again. But this is broad enough. After you're done writing, I'll have you read it out [inaudible].

Freedman: (Inaudible).

Stoldal: Alright. Special event train rides. The board grants the division administrator the authority to approve no more than one such program for a museum per quarter?

MacMahon: Mr. Chair, Anthony Timmons has been waiting to [inaudible].

Stoldal: Yes, please, Anthony.

Timmons: Thank you, Mr. Chairman, and thank you Dr. MacMahon. Anthony Timmons for the record. If it's the control, maybe that you're concerned with, maybe we just scratch the whole idea of no more than one such program and maybe change it to something like the board grants, the division administrator and the chairman, jointly the authority. So now we have a control in there and we don't limit to how many times then. Is that kind of fix the situation, Bob, that you're kind of concerned about? Again, Anthony Timmons for the record.

Stoldal: Yeah. Well, we have a problem with that, but I'm trying to think of that. There is -- there's two elements. This is the policy and out of this policy becomes the reality that the two directors will work with Myron to come up with a plan for the coming year and the coming fiscal year, and once that's adopted in June, then the board has the two directors go out at least four times a year the opportunity to come back and say hey, you know what, we want to -- we thought about it, we want to do something -- something else and the board can -- has four opportunities to do that. But in between there could be some emergency situations that as Chris were outlined, that may or may want to take advantage of before the next board meeting and then that would allow Myron the authority to do that in a very quick, quick manner.

Freeman: That makes sense.

Stoldal: So, there's four times a year that every -- each of the museums could come back to say, hey, you know what, we have this request coming up, and we've decided we could do a fundraiser and make a lot of money or there's a group that's coming in, or if that's not timely enough, they could go to Myron and he can say yes or no, that's a good idea, it works or which what's the issue. But I think there's a room there that reaches the two museums to come back and say, we need to step out of the policy that was adopted in June or the schedule to adopt in June. We've got some more -- we could also go back and say, hey, we're not going to do Halloween anymore, we're going to do X, Y, and Z. So, I'm going to suggest that we leave it at special event train [inaudible]

Unknown: It's not Halloween. It's Nevada [inaudible].

Stoldal: What's that?

Unknown: It's not Halloween. It's Nevada [inaudible].

Stoldal: I apologize. I apologize. Although it was kind of crazy back to D.C. at the time. For grants, the division administrator the authority to approve no more than one such program per museum per quarter, to get -- this gives us some flexibility, then I would move on to the second one, train ride fees and equipment rental. The board shall review improved fees for train rides including special unscheduled operation, trains, rental trains, et cetera. That's just a generic term out of the NRS. Based on a presentation by the museum administrator, the board of museum shall, at a minimum, review annually the fees connected engine rolling stock and other operating equipment based on a presentation by the museum administrators [inaudible] by fees annually, including the price of special event tickets at meeting immediately prior to the close of the state's fiscal year. Right now, we do that in September. It doesn't really make any sense we should do that with the fiscal year period. So those are the recommended changes to the policy. Dan?

Thielen: Dan Thielen [inaudible] we should probably do it in March so it's ready to start on the day of the fiscal year so the new policy is ready to [inaudible].

Stoldal: How do we handle the budget [inaudible] when we adopt that?

Freedman: We adopt that in June. This is Myron Freedman for the record. So, this would make sense if we reviewed the fees in March and if there was anything that had to be worked on, that could then be reviewed at the June meeting. And then that's also when the budget is adopted.

Stoldal: So, then what would be in March would be for the upcoming fiscal year.

Freedman: Yeah.

Stoldal: That makes -- that sounds [inaudible]. Anybody have any thoughts rather than having it adopted by the report in June, we adopt it in March for the coming fiscal year. (Inaudible) let's say that the museum's had an event that they wanted to put on in June or in July rather. Well, I would suggest then we take that suggestion. I would suggest rather than saying in June we'd change it to the March [inaudible] meeting in March prior to the closing. Yes, okay.

Freedman: So, Chair, Myron Freedman for the record. Just to clarify. So, in general, the fee schedule will be adopted -- reviewed and adopted in March as the March being...

Stoldal: Effective for June.

Freedman: Effective for June. So at that meeting, the train ride museums will have to present a schedule for special events...

Stoldal: Yes.

Freedman: At the March meeting.

Stoldal: Yes.

Freedman: Okay. And you and I had discussed earlier so let me know if this is still in effect, every six months they could then come back and propose a new schedule. Is that off the table now because they can come back every quarter and make a request if they need to?

Stoldal: The conversation that we had during the lunch break was that we are not ready at the September meeting to adopt the next year. We are ready to give the museums the -- when we come up with the actual the fees. Is there anything between now and December that they need approval of for special events because the September one is now out of date.

Freedman: Got you.

Stoldal: And then we would ask the museums to come up with a plan at December for the coming six months.

Freedman: In December.

Stoldal: In December. Look, for the last six months of a fiscal year.

Freedman: And then in March, they give us the schedule for the next year.

Freedman: For the next -- a whole next year. And they could come back every quarter and say, wait a minute, we have something new but the meeting in March would outline all the events that they would like to take place and then the change in the excursion fee. So, the six month would just be for from December to June of '23.

Freedman: So, Myron Freedman for the record. So today, Chris MacMahon, we are -- the board is going to look at the requests you've put in for special train rides that are on the -- in the packet, or it's going to look at those today. And then...

Stoldal: For the period between now and December.

Freedman: Between now and December. In December, museums can come back and ask for special events up in June. And then in March, we will look at your plans for the following fiscal year and approve it at that time.

Stoldal: Yes. Special events and ultimately changing the basic excursion fare. So, first thing is we need to adopt the policy.

Freedman: Language I have, Chair -- Myron Freedman for the record -- is adding a section called special train rides. The board grants the division of administrator the authority to approve one such program per museum per quarter.

Stoldal: That's correct, although the first changes is the title. And the second change is the overview changes, how you outlined it. And then the train ride fees and equipment rental rather than say holiday trains because that's limiting. It should be special event.

Freedman: Myron Freedman for the record. Chair, going back to the overview. You're talking about the overview for train ride fee discounts? That overview.

Stoldal: Yeah.

Freedman: Okay. Okay. So just in the [inaudible], that's -- that -- that is for -- that -- if the board adopts it, that's the language to use.

Stoldal: Yes.

Freedman: Okay.

Stoldal: And the plan is for all the board policies we move forward, the overview should include the specific statutory responsibility. Changes in the annual reviews dropping immediately to March prior to the close of the state's fiscal year. Would look for a motion.

Dwyer: Doris Dwyer for the record. I move to accept the motion to revise [inaudible].

Unknown: (Inaudible) is actually July 1.

Thielen: Do you [inaudible]?

Unknown: Yeah.

Stoldal: Well, we have a motion. We have -- do we have a second? Yes, we have a second. We have a second. (Inaudible)Shell. Further discussion. Anybody? First out from those on Zoom? Alright, we have a thumbs up.

Any further instructions by the board? General public? Hearing and seeing none, all those in favor say aye.

Group: Aye.

Stoldal: Those opposed? Motion carries unanimously with the Chair voting in favor of those in attendance. Thank you all for your work on that important project. The next item is the follow up to this, which is normally at this time of the year September in the past, the board has adopted this which is the input from both directors of the museum to Myron that deals with any suggestions or recommendations on the basic excursion for a fee and then a list of any special events and the fee that's going to be charged with those events rather than in this case, it simply says whatever the market will bear. I think that that's not language that's appropriate for -- for -- for the federal policy. So, it's going to be what the recommended fee is for a particular -- particular train ride. Normally, we adopt this in September. What we are going to do since we don't have a complete input from the directors, we are going to move this until December. And at December, the museum directors working with Myron will present this schedule for the coming six months. Dan?

Thielen: The market will bear -- Dan Thielen for the record. Market will bear what's a nod to flexibility up to eight [inaudible]. And so that was an up to charge allowing us to see what the markets would do in a special event.

Stoldal: Well, I think the board -- the board, I mean, there's a question that goes with -- with what's that. Where does the money go beyond the excursion fare fee? Let's -- let's -- let's get -- that we can -- what we will deal with that [inaudible]. So the question before us is I think we need to hear from each director if anything that's going to occur between now and December that should come before the board. First, let's deal with the excursion. And Christopher and Dan, is there an increase in the excursion basic fee that you think needs to be adjusted for now between now and December? Christopher?

MacMahon: Christopher MacMahon for the record. No, Chair, I don't see a need to adjust the basic fee at this time.

Stoldal: Thank you. Dan?

Thielen: Dan Thielen for the record. No.

Stoldal: Are there any events that need to be approved, authorized by the board between now and let's not say our meeting in December, let's say at the end of December the 31st. Are there any special events program

[inaudible] rides that need to be approved by the board, authorized by the board between now and then? Let's go to Christopher again.

MacMahon: Christopher MacMahon for the record. I have two proposals in front of you that would occur before the December 31st date. The first is a co-event between the museum and its friends organization called the Train of Terror. This would be a Halloween themed event. We anticipate between six and 9,000 people to attend this event. This would be using the fee schedule that was previously adopted by the board for special events that are jointly run between the museum and its friends organization that would return \$8 per ticket to the state as a train ride fee, with the additional fees recovered by the friends who then use that money exclusively to support the museum. So the Train of Terror would be the first event. And the second event would be the continuation of their Santa Express evening trains that have proved extremely popular in previous years, seeing attendance in the eight to 10,000 individual range.

Stoldal: Well, if I understand correctly, there's two that you're proposing. One is the Halloween?

MacMahon: Correct. The first one would be the Halloween train.

Stoldal: And then the second one with the Christmas Train?

MacMahon: Correct.

Stoldal: There's a fee of \$8 a basic tuition fee and then how much for the ride?

MacMahon: The ride is -- the -- because this is a fundraiser for the friends, they generally determine the cost associated with the ride so they can recoup their costs for the event and then do some fundraising on top of it. In the past, it's been generally \$30 to \$35 for a general train -- general ticket and then they do around \$45 to \$50 for a VIP ticket. This is not just a train ride. These events include a lot of special activities and different aspects that go in into them. So example for the Train of Terror, there are special effects. There are sound equipment. There is lighting. All of these things cost money in advance to be able to produce. And so they need to be able to recoup some of those costs as part of the fundraising. With the evening Santa Express trains, these are basically Polar Express, but because it's trademarked, we have to come up with a different name. It goes into Santa's Village. There is fake snow. There is hot cocoa. There's Santa there to talk and play with the kids. So, these events are much more inclusive than just a simple train ride, which is why you see the higher ticket price. And the past has shown that the Vegas community is willing to pay that increased fee based for the product they're getting. And feedback has been very positive in the previous years based on the Christmas

trains. And so we want to expand on that, use successful events to build a further brand that, again, goes back into the museum both through the return of train ride fees and then the fundraising that the friends are able to accomplish that then returns back into the museum through their support.

Stoldal: Appreciate the background. My question deals with the -- with the board responsibility to as we move forward the specific ticket price. And -- and you did bring up the question. Let's assume that it is \$50. So a significant portion of that is going to go towards the expense of the -- of putting the event on because it's more than a train ride. Were the counting of the expenditure of those funds out of let's say we approve a \$50. How does the board, in setting a fee for the train ride experience, understand the financial benefits to the museum itself? Where would we know that is? That's in some sort of a report, I believe, that would come back to the board?

MacMahon: Christopher MacMahon for the record. Because this is a fundraiser that's done in conjunction with the friends, the friends would have their accounting, per the memorandum of understanding that was agreed to at the previous meeting. The Board is entitled to get an annual report of the finances from the friends and you can certainly see it there. If you wanted an account by account for these events, I'm sure I could talk with -- at the board for the friends and they could easily provide it. I, as the museum director, do get a monthly update of their finances as part of their monthly board meetings. So, it'd be really easy for me to pass that information on to the board if they required it.

Stoldal: And as [inaudible] points out this, we have moved forward in a significant way with the friends. We have now have an MOU, an understanding, which details the responsibilities of both the state and the friends and excluded in that, our quarterly reports now from the friends on any fundraising. So, this is another phase as we move forward with that. So, the question then is a bottom line, Christopher, is we have \$8 for the fees. There's two events, the Halloween and the Santa Train ride. Are we not able to give a fee specific ticket price at this point?

MacMahon: The -- Christopher MacMahon for the record. The ticket price for the Halloween train, the Train of Terror is \$35 for a regular seat, \$50 for a VIP seat. The VIP seat gives you early access so, for those that fly Southwest Airlines, think of this as you're A-list preferred. You get the first boarding group. You get to pick your seat first before anyone else does. And it also comes with a hazmat suit to protect you from things that you might encounter on the train ride.

Stoldal: And how about the Santa Train. Is it similar with that?

MacMahon: The price point has not been set yet. I believe we were going to discuss that at the friends meeting that's going to occur next week. So, I don't have exact figures to give you, but in the past it has been in the \$30 to \$35 per seat range for general admission, and then the \$40 to \$50 range for VIP. And what that VIP experience is I couldn't say at this point in time because it hasn't been determined yet.

Stoldal: So if the motion is for the board that we approve two special event fundraising drives with the help of the friends, the one is for the Halloween with the basic fee. Christopher, I'm sorry, \$35 and \$50. The \$8 is not on top of that.

MacMahon: Christopher MacMahon for the record. That is correct, Mr. Chair. The \$8 is included in the ticket price.

Stoldal: Great.

MacMahon: The friends automatically siphon that off, they write us a check. I believe last year's Christmas train was around \$60,000 that was given to the state. And just as a quick example of how these funds returned back to the museum, the funds accrued by the friends through their Christmas Train last year were used to purchase a new radio system for this museum at the tune of about \$65,000, which this museum could not have done without the support of the friends. So, this money does come back and support the museum.

Stoldal: So, let's go for the motion would say that for the Thanksgiving, prove the Thanksgiving special events, fundraising events, where tickets at \$35 and \$50, and for the Christmas events, up to the \$35 and \$50 to give you some flexibility there. Would that be a satisfactory motion?

MacMahon: Christopher MacMahon for the record. Yes, it would, Mr. Chair. Thank you very much.

Ward: For the record, Harry Ward. Mr. Chair, I think you said Thanksgiving. He meant Halloween.

Stoldal: I meant -- I meant -- I wrote down, for some reason, I wrote T-H-H-O-W-L-E-E-N Nevada day. So, it's the -- it's the Halloween ride and the -- and the Christmas -- Santa Train ride, correct?

MacMahon: Correct, Mr. Chair.

Stoldal: Alright. Look -- I'd look for a motion to approve that.

Unknown: (Inaudible) for the record. I make a motion to [inaudible].

Stoldal: Do we have a second.

Dwyer: Doris Dwyer for the record. I second the motion.

Stoldal: We have a motion. We have a second. Further discussion of the board? General public? Hearing none, all those in favor say aye.

Group: Aye.

Stoldal: Those opposed? Motion carries unanimously. Dan, do you have any ride between now and the end of the year that you need to have the board approve on?

Thielen: Dan Thielen for the record. (Inaudible) is in Carson City, no.

Stoldal: No Christmas rides.

Thielen: (Inaudible) aside from the approved list.

Stoldal: There is no approved list. It expired today.

Thielen: (Inaudible) last three weekends [inaudible]. December [inaudible] two weekends [inaudible].

Stoldal: So specifically, so -- so we can adopt a motion.

Freedman: Chair, for the record, Myron Freedman. So this has been adopted under -- under 732...

Stoldal: No, 734...

Freedman: 733 -- E3 -- E31 [inaudible] the schedule itself, where there's possible actions noted.

Stoldal: Yes.

Unknown: What's the action?

Stoldal: And so that was the first one we did with Boulder City. Now, we are looking at the -- although I would suggest, let's -- let's back up and let Dan think about what's going on and we're going to go back to Carson City -- Boulder City. Christopher, I think you also had another request for Nevada Day weekend [inaudible] ride waiver to be included.

MacMahon: Christopher McMahon for the record. Yes, Mr. Chair, that's correct. As I put in the information that's before the board. Traditionally, Nevada museums have waived admission fees for visitors on Nevada Day. The museum here in Boulder City is unique with it being an exclusively outdoor space that there is no admission fee charge. So what I am requesting is the board give consideration to waiving train ride collection fees for children only. We would still collect the adult revenue for children on the Nevada Day weekend for those train rides to encourage visitation and education at Nevada's museums, as well as to give thanks to the citizens of Nevada for their continued support.

Stoldal: Looking for a motion.

Unknown: (Inaudible) for the record. We need to define children whether it's under 18 or [inaudible].

MacMahon: Christopher MacMahon for the record. I'm sorry, I did put it in the document that's before you and I forgot to state it in my report. I did put it as age 17 and under. My apologies.

Stoldal; Thank you. Look for a motion to approve. Jan Peterson made a motion to approve stated by Christopher for Nevada Day. Do we have a second?

De La Garza: Mercedes De La Garza, second.

Stoldal: We have a motion. We have a second. Further discussion of the board? General public? Hearing none, all those in favor say aye.

Group: Aye.

Stoldal: Those opposed? Motion carries unanimously with the Chair voting in favor. (Inaudible) for walking us through this sort of adjusting process, we look forward to the report from you and Dan for a fee schedule for in December for the coming six months. Dan, you had time to?

Thielen: Yes. So, Dan Thielen for the record. I have no other special event scheduled. No other requests are [inaudible] normal schedule here. This schedule doesn't exist as printed. Then I will need time to get rest of our schedule to you for a special request. So, what you're saying is, this doesn't exist.

Stoldal: Right.

Thielen: We cannot support Rail Explorers. He cannot do his normal scheduled events because he did not request those. I cannot run train rides because I did not request them. If this schedule doesn't exist, I cannot operate.

Stoldal: That's not correct.

Thielen: I don't understand.

Stoldal: First of all, at this moment, Rail Explorers has been taken out of our control.

Thielen: Correct. No. What I'm saying is, if -- if I have to request every steam up between now and December at this board, I'm not prepared for that. And I cannot use this schedule because I have no deviations from the schedule request. I cannot use the schedule because it doesn't exist anymore. I must cancel my events between now and December.

Stoldal: Okay. This is not a draconian meeting.

Thielen: Okay [inaudible].

Stoldal: And what I say at the very beginning, Dan, was if there are events between now and December that needs to be approved, I'm requesting that directors respond. Christopher responded and now your response is, there are items listed here and these are the ones that you would like because I would motion for the board to approve.

Thielen: Perfect.

Stoldal: Okay. That's what I thought I heard you here say.

Thielen: No [inaudible] different and [inaudible].

Stoldal: So, would you tell us what the -- what specifically those -- what events are that between now and then so that the board can understand which ones are you?

Thielen: Yes. Steam Up in the end of September. We have two Steam Ups in October for Harvest Trend [ph]. And then I think we have [inaudible] events in [inaudible]. There is one more, the Santa Train are the first three weekends and the last weekend in November and the first three weekends in December. All of those are on the [inaudible] schedule. We don't ask for deviation from the [inaudible] schedule.

Stoldal: So, we -- I would look for a motion to approve what is listed for the Nevada railroad in Carson City, specifically with those things that Dan just outlined.

MacMahon: Mr. Chair, can I jump in for a moment, please?

Stoldal: Please.

MacMahon: Christopher MacMahon for the record. I think what would be beneficial through both Director Thielen and myself would be if this -- the fee schedule is no longer valid and is not going to be taken up, and again, until December, then I think it would be beneficial for the board to at least do a continuance of the existing fee schedule until such time as the board has a chance to more thoroughly review it because what Director Thielen is getting at and what would be an issue here in Boulder City is that if there is no existing fee schedule, it would mean that we're not [inaudible] able to do our regular operations until such a schedule is adopted. Thank you.

Stoldal: Well, that's not quite -- that's not quite correct. There are several things within the existing policy that need to be -- need to be changed and will be looked at in December because there's some open ended things here within the existing policy. So, in an effort for the -- each of the museums to move forward with their regular schedule and anything special they wanted, that's what the board is asking. And is there something, Christopher, that -- that is not included that your special events plus the normal ride? Is there something else that needs to be included in your request?

MacMahon: Christopher McMahon for the record. No, Mr. Chair. If we're including the regular rides with the fee understanding that we're using the fee schedule that was already in place, that will be fine.

Stoldal: Great. Thank you. And Dan?

Thielen: Dan Thielen for the record. I can work with the existing fee structure to accomplish the missions that I have.

Stoldal: Well, with the exception of having any special events, that's what the [inaudible] fee schedule is. No more special events between now and then, unless they go through the new policy that was adopted by -- by the [inaudible] through Myron.

Thielen: Dan Thielen for the record. We have Santa Train in December on this schedule and Steam Ups fall within this. We don't have anything that deviates from the set schedule between [inaudible].

Stoldal: Okay. So, I think we're on -- all on the same page that we would just look for if there's anything new that's not on here, let them go to Myron and each museum has the opportunity to get one role in the last quarter. And then in December, a fresh view of report was the coming six months. And then in March of next year for the coming fiscal year. So, I would look for a

motion to approve what Jen outlined for the Nevada State Railroad Museum in Carson City.

Dwyer: Make a motion without repeating it word for word.

Stoldal: No. Because, yes, I think.

Dwyer: I move to approve Dan's same schedule [inaudible].

Stoldal: Does that includes the question that Christopher asked regarding the normal [inaudible] as part of the motion as well. All those in -- you have a second? Jan Peterson, we have a second Do we have further discussion? General public? All those in favor say aye.

Group: Aye.

Stoldal: Those opposed? Motion carries unanimously with the Chair voting in favor of those in attendance. The key thing here is the significance that we are going to start in March of next year. Matching the train rides, special guest with the fiscal year. And we've also given the authority to the administrator [inaudible] ability and think it would come up during the -- before in the middle of a quarterly meeting to help each of the museums. As we have been talking about for the -- for the last 45 minutes, but that's the fundamental elements of moving us forward and we might as well adopt a new policy. At a meeting in December, we'd adopt a policy at admissions, which we will be relatively straightforward. Any thoughts or any comments other than the tired look [inaudible]? Any comments from the members of the -- Anthony and Mercedes, [inaudible]? Alright, and Myron is sending -- if we don't have a copy, he will be sending out the memorandum of understanding, fully signed by everybody from the museum directors to the friends. And that was 2-year project that moved and I'm not being [inaudible] a rapidly [inaudible] but thank to Dan and all the work that you have done [inaudible]. Next item on the agenda is item 11. Private fund budget adjustments. Do we have any?

Freedman: For the record, Myron Freedman, do not [ph].

Stoldal: Item number 12, Board Member comments on non-agendized items. Other than that, the Chair will tell you that he will send out a notice, I think I mentioned, on Saturday, with all the existing and potential board policies and look for volunteers, issue the policy will have if there's already a point person assigned to it and then we will go forward [inaudible] up next meeting. But our last year, we will be looking at existing board policy should really how we make it best friends [inaudible] as we do each -- at the end of each year. Any other non-agendized comments, thoughts?

Freedman: Myron Freedman for the record. I'm going to be sending everybody an e-mail asking them to look at your December schedules to see if we can land on a new date for the board meeting in December and if there is enough people to meet at one of those other dates, I'm going to suggest we hold a special meeting to adopt that.

Stoldal: Although we can certainly take a vote and tell you as we've discussed yesterday, we cannot take a vote, We could send you.

Ward: For the record Harry Ward, deputy attorney general. As of now, I think that [inaudible] then we couldn't do it [inaudible]. But I think you are correct. It should go one way from the administrator to the [inaudible] youth vigil [inaudible], hear the other responses. Once it gets the consensus, then yes, he would say, alright, I'm meeting [inaudible], Mr. Chair, hold this date because we have [inaudible] to what date it is. But we cannot formally make that our nation status, not on the agenda. As of today, it's December 1st [inaudible].

Stoldal: And along with that there is the challenge of having Zoom meetings within the museum in Boulder City so we're looking at the options. Still meeting at Boulder City. I don't know [inaudible] facility where we couldn't have Zoom connections and when we struck a significant amount of time to go over to the museum site, look at the [inaudible] new facility would be, look at the existing facility as we have found out the last few days, it's real important to have a clean communication [inaudible]. If we can't find that at Boulder City then the plan will be to go to I-- go to Las Vegas, but I think we're going to aggressively look and find a place in Boulder City if we have to take over the mayor's office.

Freedman: So, there is plenty other room on the bed of Lake Mead right now.

Stoldal: So, beyond that, item 13, future museum board agenda items, recommendation, why board members regarding topics for future agenda items for the board. Jen, we made under this agenda item discussion, proposal for future [inaudible] shall be limited to whether the proposals are within our purview. No discussions regarding receptions [ph] of any proposed agenda item shall occur [inaudible] given that they would like to see on a future agenda item. (Inaudible). Hearing and seeing none, are there any board members here that would like to have something on our future [inaudible] agenda? Oh, I mean, storm [ph] agenda in December. Hearing none. Last item, 14 public comment. Public comment is welcome by the board. Because of time consideration [inaudible] the comment by each speaker. Maybe limited to 3 minutes at the discretion of the Chair, we could urge award repetition or comments made by previous speakers pursuant to Governor Sisolak's declaration or emergency director 006 section 2, public comment action maybe we have a location. Risk

submission public via mail or e-mail. Getting board member receive anything that we need for them to public records. Seeing and hearing none, getting staff members[inaudible] in the public record.

Freedman: For the record, Myron Freedman. No.

Stoldal: Thank you all for a very active and [inaudible] process that we moved forward on several important items from the [inaudible] to train rides, and thanks the staff for making the best every challenge with our communications and look forward to our next meeting in Boulder City. We are adjourned. Thank you all.