Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
June 10, 2013 – 9:00 a.m.

AGENDA

1. Receive Director's Report – *Informational item only.*

2. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*

3. Approval of May 13, 2013 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*

4. Review and Ratify the Selection of the Contractor for the SR 207 Kingsbury Grade Construction Manager at Risk (CMAR) Project and Approve an Agreement with Q&D Construction Co., Inc. for Pre-Construction Services for this Project – *For possible action.*

5. Approval of the Construction Contract with Q&D Construction Inc. for the Stateline to Stateline Bikeway Phase 1C – Project Delivery via Construction Manager at Risk (CMAR) Process – *For possible action.*

6. Approval of Contracts over $5,000,000 – *For possible action.*

7. Approval of Agreements over $300,000 – *For possible action.*

8. Contracts, Agreements, and Settlements – *Informational item only.*

9. Condemnation Resolution – *For possible action.*

    a. Condemnation Resolution No. 438 – I-15 Freeway from Desert Inn Road to the US-95/I-515 Interchange; Project NEON; Western Avenue at Wall Street; City of Las Vegas, Clark County, NV – 1 owner, 1 parcel

10. Quitclaim Deed – *For possible action.*

    a. Disposal of NDOT water rights along SR-578 (Washington Avenue) at Main Street in the City of Las Vegas, Clark County, NV SUR 13-09

11. Approval of Amendments and Administrative Modifications to the FFY 2012-2015 Statewide Transportation Improvement Program (STIP) – *For possible action.*

12. Approval of Recommended Financing Option for Project NEON – *For possible action.*

13. Briefing on the Connecting Nevada Plan - *Informational item only.*

14. Old Business

    a. Report on Construction Working Group Activities – *Informational item only.*
    b. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
    c. Monthly Litigation Report – *Informational item only.*
    d. 2012 Calendar Year Litigation Report with Outside Counsel Costs – *Informational item only.*
    e. Fatality Report dated May 21, 2013 – *Informational item only.*

15. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*

16. Adjournment – *For possible action.*

Notes:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room and at the District III Office located at 1951 Idaho Street, Elko, Nevada.
- Copies of non-confidential supporting materials provided to the Board are available upon request.

This agenda was posted at www.nevadadot.com and at the following locations:

Nevada Dept. of Transportation 1263 South Stewart Street Carson City, Nevada	Nevada Dept. of Transportation 123 East Washington Las Vegas, Nevada	Nevada Dept. of Transportation 310 Galletti Way Sparks, Nevada
Nevada Dept. of Transportation 1951 Idaho Street Elko, Nevada	Governor's Office Capitol Building Carson City, Nevada	Clark County 200 Lewis Avenue Las Vegas, Nevada

Minutes of Nevada Department of Transportation
Board of Director's Meeting
May 13, 2013

Governor Brian Sandoval
Lieutenant Governor Brian Krolicki
Attorney General Catherine Cortez Masto
Controller Kim Wallin
Frank Martin
Len Savage
Tom Fransway
Rudy Malfabon
Bill Hoffman
Dennis Gallagher

Sandoval: Good morning, ladies and gentlemen. I'll call the Department of Transportation Board of Director's Meeting to order. Can you hear us loud and clear in Southern Nevada?

Martin: Yes, sir.

Sandoval: All right. Then let's proceed with Agenda Item No. 1, Director's Report.

Malfabon: Good morning, Governor, Board members. A lot of stuff to report. First of all, I wanted to say some good news. Assistant Director Scott Sisco had informed me that we saved $12.6 million in the selling of the bonds to refinancing. That's good news. The savings comes in future years.

Status of some of the bills being heard at the legislature. We've been working on the Construction Manager at Risk, or CMAR, bill with Assemblyman Daly and he's incorporated all our requirements into his version of the bill. The safety bill has been heard. Rest area sponsorship, road relinquishment, all those bills are still alive. So good news there. The Transportation Board bill, I have testified in opposition to that one. That's the one that removes the elected officers from the Transportation Board and replaces them with members. That would basically have eight members from Clark County, two from Washoe, and one from the rest of the state. We had a lot of concerns with that and testified in opposition. That is still alive, however. The other bill I wanted to mention, or a point I wanted to mention, is our budget did close last week. So that was good news. So we'll stay on top of that and continue. We appreciate a lot of the efforts in coordination with AGC on some of the coordination that we've had on several of these bills that affect the construction industry.

I wanted to also update the Board on a Construction Manager at Risk project up at Lake Tahoe. It's the Kingsbury Project. We are including some of the work that was not finished by a contractor called Peak Construction. There's a -- they basically defaulted on the contract. We're working with their bond holder, Travelers. So we are proceeding, though, incorporating that work into some other construction work up there to complete it. This project is actually having interviews today for the CMAR process. So three firms are competing for that and we'll have the recommendations at the next Board meeting for approval of the contract.

On Project NEON, we…

Sandoval: Just a moment.

Malfabon: Yes.

Sandoval: Mr. Director, the Lieutenant Governor has a question.

Malfabon: Yes.

Krolicki: Thank you. And, Director, what's the work that Peak was not able to finish on Kingsbury?

Malfabon: I think that it had to do with -- they were doing some -- some of the work was pavement related. They were doing some drainage work. So some of that work is incorporated into this project. We can have that specifically addressed in a week…

Krolicki: Because some of the drainage work was of particular note, those who live up there. It backed up and it actually made ice come over Kingsbury Grade 207 and it made it actually very dangerous. So I just want to make sure that that's…

Malfabon: I know that the…

Krolicki: …part of it.

Malfabon: …drainage work is a major element of this project. Just basically reconstruction of State Route 207 in that area.

Krolicki: Thank you.

Malfabon: A lot of traffic considerations and trying to minimize the delays to the public and the tourists up there. The -- on to Project NEON. We have been

meeting with our advisors. Next month will be the Transportation Board meeting where we'll actually make a recommendation to the Board as far as what procurement method -- and as you recall, we had our advisors look at three different methods of delivery. Our traditional design-build process that we've used successfully on some projects. We've also had them looking at the P3 components would be the design, build, finance option and design, build, finance, operate and maintain. In that last option, operate and maintain, they would actually basically take care of the roadway, the infrastructure that they construct on this project. We would have the financing provided by this, basically a third party that would bring the financing to the project. But they would actually operate and maintain it.

So a lot of options being considered and we will have a preferred recommendation to the Board next month. So one of the things to point out, though, is the design, build, finance option is not looking as well. Because of the term of the financing, it would only be basically about a seven year term to pay it back, which is significant. We don't have that kind of revenue to pay that on that kind of a short-term basis. So most likely it's going to be one of the other two options that we're going to recommend to the Board after we receive all the information from our advisors.

On another project of note, Meadowood Mall, we've reviewed the contractor's request for a change order. In a sense it's basically a claim for additional money that the contractor feels that we owe them. We rejected that. We started the liquidated damages and advised the contractor that they are at risk for the previously withheld liquidated damages, but we do have a pending review of the rest of their request for compensation which they have not submitted yet. It should be coming in hopefully this month. So that we asked them to get that in to us so that we could just deal with this all at a Claims Review Board hearing. So we'll try to fast track that process and not do sequential review of the claim like we normally from district to headquarters to Director's office, but just to have everybody involved quickly to resolve that issue and probably take it to the Claim's Review Board because I don't feel that we're going to reach a settlement on that.

The contractor informed us that they expected by the end of this week to have southbound lanes open back to normal and then northbound lanes back to normal by the end of the month.

We had some groundbreaking events recently. Cactus Avenue Interchange on I-15, I wanted to mention that the State Controller was able to attend that event. F-3 groundbreaking was also held and that's a major project to open up F Street. It's going to have major impacts on traffic on I-15 in that area by the D Street Washington exit.

This week, tomorrow, in fact, NDOT will be bringing a settlement request for consideration by the Board of Examiners. It had to do with Blue Diamond -- the widening project and the bridge construction over the railroad track on Blue Diamond Road. This settlement is in the amount of $400,000 to a landowner there that claimed that they had their access impaired. We had -- we settled, or took to court, two other similar types of actions related to impairment of access on Blue Diamond Road. Basically because the bridge was built, it changed the height of the road in that area which the landowners were saying that it impaired their access. We feel that the $400,000 was a reasonable settlement, considering that their initial claim was $1.3 million. So the details of that will be discussed tomorrow at the Board of Examiner's meeting.

We've been looking at opportunities for TIGER Grants. Now, TIGER is a program where the U.S. Department of Transportation gives grant monies to different agencies that compete with their projects. Typically, most projects that are successful in this grant program are multi modal, have some transit elements to them, ports, that type of connectivity between different modes of transportation.

We are looking at a project with the tribe at Wadsworth. They're looking for using some of their money that they get from Bureau of Indian Affairs to build basically a bypass road around Wadsworth. They have difficulties with their school and the main portion of the town just kind of being choked down whenever they have a Burning Man event in the fall. So they're looking at that as a possible TIGER opportunity.

The RTC in Southern Nevada is looking at the Flamingo bus driver transit project. We've investigated U.S.A. Parkway as a candidate and that's a very good project, has a very good benefit cost. Unfortunately, we don't have -- one of the TIGER Grant requirements is it's got to be ready to go and that one is just still in the environmental stage, so it's really not ready for, unfortunately, to compete well.

Another project up in Northern Nevada with the Washoe RTC is looking at is Prater Way and Fourth Street. And we looked at some other ones. Unfortunately, because of that issue of readiness, project readiness, and having the funds available to compete well, you'd have to have state or local funds to compete well to match the -- not to match, but to leverage the federal funds that you can get from U.S. DOT. So we looked at other projects, but there's just not a lot of opportunities of projects that we weren't already in the process of delivering.

And I wanted to mention something also. Assistant Director for Administration Scott Sisco will be leaving our department and we wish him well. He's going to be a Deputy Director over at Department of Corrections. So he's done a lot of good work for us in the past couple years with the issues with financing and funding. And we're going to miss him, but we wish him well. That has nothing to do with jet fuel.

And finally, Board members, I was able to attend the meeting, the spring meeting, of all the state DOTs. It was well attended. About 42 states were represented there. The big issues discussed had to do with performance measures as they enact MAP-21, which is the current transportation bill. A lot of discussion about the performance measures that are required in that bill. So there's some rule making that's going to be taking -- going on from the Federal Highway Administration as well as other federal agencies that are enacting the requirements of MAP-21.

But they informed us they're going to be looking at the safety performance measures first. It's something that we're already tracking in our state and we provide that to the Board each month in the old business section. But the other items that are going to be coming up for performance measures are related to the condition of the roadway and our bridges, and other areas will be forthcoming, but definitely will weigh in on something that Nevada Department of Transportation can live with as far as performance measures. We feel that we're already collecting a lot of the data. That's what a lot of states are concerned about, is they want to have something that's reliable that they can collect the data for and that they're responsible for. So we'll keep the Board informed as those performance measures are adopted nationally. And that concludes my Director's Report.

Sandoval: Thank you very much, Mr. Malfabon. And any questions from any of the Board members with regard to the Director's Report?

Martin: None down here, sir.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. Just a comment. I am very encouraged and pleased that the $12.5 million that we saved through the bond…

Malfabon: The refinance?

Fransway: Yeah, and…

Malfabon: Yes.

Fransway: …thank you for going an extra step and making it happen.

Malfabon: Thank you, Scott.

Sandoval: If there are no further questions, we will move on to Agenda Item No. 2, public comment. Is there any member of the public here in Carson City that would like to provide public comment to the Board? Any member of the public in Las Vegas that would like to provide public comment to the Board?

Martin: None, sir.

Sandoval: Thank you. Then we will move on to Agenda Item No. 3. Do we have the Controller on the phone? The Controller is going to be calling in, so I'm going to pause until she is able to do so.

Male: Can you hear us?

Wallin: Yes, I can hear you.

Sandoval: Madam Controller, this is Brian Sandoval. Can you hear me?

Wallin: Yes, I can hear you. Thank you.

Sandoval: All right. We have completed…

Wallin: Can you hear me?

Sandoval: Yes. We can hear you loud and clear. We have completed Agenda Item No. 1 which is receive Director's Report and we received -- or finished Agenda Item No. 2, public comment. We are now on Agenda Item No. 3 which is approval of April 8, 2013 Board of Director minutes. Do any

members have any changes with regard to the minutes? If there are none, the Chair will accept a motion for approval.

Savage: Move to approve.

Sandoval: Member Savage has made a motion to approve the minutes of the Board of Director's meeting for April 8, 2013…

Fransway: Second, Governor.

Sandoval: Second by Member Fransway. Any question or discussion on the motion? All in favor, please say aye.

Group: Aye.

Sandoval: Opposed, no? Motion passes, seven-zero. We will move on to Agenda Item No. 4, briefing on flight operations program. Mr. Sisco. And congratulations, sir.

Sisco: Thank you very much. I appreciate that. And I just did want to add, by the way, often David Olsen, who's our chief accountant, gets missed when we talk about the work that we've done in refinancing the bonds and he did so much of that work that I want to make sure he gets acknowledged for all of the work that him and his staff puts into that process. So between those two bond refinancing, I guess we would be somewhere in the neighborhood of $17 million over the last year and a half. So we're very pleased with that in savings.

Real quick here, and, again, we'll get into the contract for jet fuel later, but as a result of the last meeting, it was suggested that with some of the new members and whatnot we might give a quick overview on NDOT flight operations so you had an idea what that was all about. So real quick, we're going to give a quick presentation. First of all, what I'd like to cover here and, again, as quickly as I possibly can, NDOT flight operations, why should the state government own an airplane? Why is NDOT an appropriate place for such an operation? What is the NDOT flight operation program, including what aircraft do we own? What type of ongoing maintenance requirements are associated with having a flight operation program? Is flight operations a cost effective endeavor? And benefits of NDOT flight operation program and then of course the status of where our flight operations program is right now.

So turn a page here real quick. And I know, Madam Controller, we emailed you this, we're on page three. Why should state government own an airplane? First of all, an airplane is absolutely critical to have for the state in emergency response. We need to be able to be there. We need to be able to get there and meet with FEMA representatives, other representatives. I can share one experience with you in my last agency, Forestry, where we got the FEMA folks in when we had the waterfall fire. And as a result of it, later on when OMB tried to come in and clip the state for over $2 million, FEMA came back and said, no, we approved that. And as a result of that, we were able to save that money by having them involved and being involved.

The state needs to be able to respond to disaster recovery and response coordination. From time to time we need to be able to get emergency supplies and equipment throughout the state. Elected officials and VIP transport, prisoner transport. On a regular basis we'll be asked to go to another state and pick up a prisoner that we need to bring back to the state that we cannot get via commercial airlines. Also flexibility of flight schedules and flexibility in destination.

So, truly, there is a need for the state to have an airplane. And, again, while you can go out and you can try to charter a plane and things like that, the costs that you pay are astronomical when you try to do it on the spur of the moment. So the state does need it.

Turning the page here, page four. And, again, I apologize for that. I'm going to do that for the Controllers -- to help the Controller out because she's following along on a copy we sent her. One thing that needs to be said, though, an airplane that's not in regular use still incurs a substantial inspection and maintenance cost that are not offset by any benefits. Planes need to be used. One of the things we're dealing with right now is -- and we got a little bit into it and that's kind of why we had this presentation here today, is the clock continues to run. The engines turn on. But the calendar continues to run whether or not the engine's on or not. We have certain inspections that are mandated very strictly by FAA rules at exactly certain periods of time. So if the plane sits there and isn't used for a period of time, that's what happened. So it does need to be run.

NDOT's a good place because NDOT employees have diverse and substantial travel needs throughout the state. We're in all four corners of the state and then some on a regular basis every month pretty much. NDOT

employees that travel extensively tend to be higher pay grade levels, making travel flexibility more cost effective. NDOT has an extensive aerial photography and other related surveying needs that we utilize the planes for. And then NDOT has extensive remote area service needs and then also NDOT has statewide staff available around the clock for rapid response needs.

Turning the page to page five. What is our flight operations program? A mission of our program is basically provide safe, reliable, cost effective, on demand air transportation. And we provide a cost effective means. And we're going to show you that in a little bit and we included a lot of information in your back up. Cost effective means of transporting State of Nevada employees throughout the state and to neighboring states through the use of a nine passenger Cessna Citation and a six passenger Commander 840. And by the way, Member Fransway, the King Air, we got rid of that back in 1988. That's the one you were asking about the last time.

These aircrafts save time and money in both transporting people, particularly in the rural areas of the state and both aircraft, again, are utilized in times of national/state emergencies for public safety response. And then, again, we use the Commander extensively for aerial photography.

Our flight operations. Basically, we have daily roundtrip Carson City to Las Vegas, regular roundtrip Carson City to Elko, additional flights to regional remote destinations as required. Again, transportation for elected officials and VIPs when needed. Regular seasonal aerial photography and road survey flights. And then annual county tour requirement to meet with all county governing bodies.

Our flight operation program isn't that big. We have a chief pilot. We have a pilot III. We have a flight coordinator. We have two Grade 29 public service interns, two airplanes, hangars in Carson City and Las Vegas. That's pretty much our whole outfit. We have a 1987 Cessna Citation 550 and a 1981 Aero Commander 840. Those are the two airplanes that we have and that we utilize.

What types of ongoing maintenance requirements associated with flight operations program? Just some general ideas here. The 1987 Cessna Citation, a hot engine inspection must be done every 1750 hours. Again, these are hours on actual operating meter, about $75,000. Engine overhaul, each engine every 3,500 hours, $400,000. And that's one of the things that

we're doing right now. We had that budgeted in our legislatively approved budget. And when we had the openings, we saw an opportunity. Because otherwise we were going to have to either shut the operation down for -- it's about a two and a half month process to get this taken care of, or what we did on the first engine was rent an engine while we took the one off, shipped it to Dallas and brought it back. Starter generator, each engine, gear boxes. You can kind of see as you go through this list there's a lot of stuff that has to be done every time the hour meter hits. And there's also stuff that every time the calendar hits that have to be done on these planes. So, again, not inexpensive, but more inexpensive to have and not use regularly.

Aero Commander, same type of thing, landing gear inspection, propeller overhaul, system generator overhaul every 900 hours, gyro overhaul and vertical gyro overhaul, engine mount replacement every 3600 hours. And you can see that's the Aero Commander. It's actually up in Hillsboro, Oregon right now and it's being worked on right now. Again, our purpose here was to try to get all of this work done while we were recruiting for the two pilots.

In your manual I provided you many more trips than just this one, but we wanted to show you, because this always comes up, is it cost effective. And these are actual end of the year figures for 2012 and you can see here this is our normal -- we have Carson City to Las Vegas day trip. When you put in employee time to go over, wait at the airport, be there an hour before the flight takes off, travel time, airport wait time, all that kind of stuff, it costs us, including loss of productivity, about $858.30 for an average NDOT employee that's traveling. The direct cost for NDOT to do that is about $353.58. And the fully loaded cost, it means we take the additional cost of operating the office, our flight coordinator, stuff like that, is $550. So you can see, and, again, these are end of the year '12 figures, it is a cost effective endeavor, again, keeping in mind that you've got to have those planes for the state in the first place.

And then a similar trip, a roundtrip to Elko, costs us about $1,061.54 to have those planes out on the street, $280 direct cost, $427.79 indirect cost. And, again, within your manual we've provided you a lot of additional pages, other areas that we fly -- that we fly to and pretty much what it costs on those.

Benefits of our flight operation programs. We have much more flexible departure times. We ship cargo. Of course, the aerial photography. No security lines, remote area service, multiple city service, continuity in travel, flexible destination, emergency response, performance, dispatch reliability, same day service. You know, that's one of the things that -- and, again, we kind of touched on it with the wait time in Reno Airport and everything here. Our employees run over to the Carson City Airport, actually come in, get their day organized, run over to the Carson City area airport, jump on the plane, fly to Las Vegas, have meetings, and come back and actually make it back in the office for a half hour, 45 minutes before their day's over, as compared to utilizing the Reno Airport and Southwest is pretty much a full day event just for the meeting. Utility flight service provided to other state agencies, rapid or special response, numerous intangible benefits, and then shared services to other state agencies.

Status of our fight operations. Right now the Cessna Citation 550, it's in our Sacramento -- it's in the Cessna Sacramento maintenance facility. It's going for the 3500 hour engine overhaul requirement completed on engine number -- or it has been completed on engine number one. Second engine overhaul for number two was completed, but it failed the test last week. We thought we'd get that fixed before we put it back on the plane. So it's in Dallas there. They're going to rerun the test and rerun the thing. We anticipate, hopefully, the return of the engine to Sacramento in the next week. And then we're about three days out from bringing it back.

The other thing I should mention is when we lost the last two pilots, one of the two pilots took a position -- and we're always going to struggle this with air. We just aren't able to pay competing wages with some of them. We have other benefits. We have benefits of the fact that they go home every night and things like that. And pilots that we're interviewing right now or that we're recruiting for right now seem to like that. But the pilot that we lost, his new employer only uses him a handful of times a month. Pays the same or better, but only uses him a handful of times a month. He's stayed on the clock for us so that in the future when we have an emergency situation or vacancy, he'll be able to fly it. So as soon as this is ready to come back, he'll be able to bring that plane back. And working around his schedule for his full-time employer, will be able to make some flights with it.

The Aero Commander 840 is up in, as I mentioned, in Hillsboro, Oregon for scheduled inspections and maintenance. It's up there for the wing spar inspection. Also a considerable backlog of required inspections. This is another one of those situations where before -- not our last chief pilot, but the chief pilot before that left, we only had about an hour and half left on the hour meter until we had this required inspection and so they had to pull it off. Unfortunately, what happened is the calendar continued to run during that time, so we had almost $38,000 worth of backlog inspections that we had to take care of at the same time.

And then because the wing spar inspection passed and it went well -- and that's where they actually drill holes into the wings, they look in there and verify all of the welds and the seals and everything else are sound and secure. Because that went well, we went ahead and proceeded with the engine overhaul, and then while it sat there, we're also looking into the avionics upgrade that was funded in the current biennium.

And then the last thing, the pilot recruitment. As you may recall, I mentioned it or the Director may have mentioned it at a previous meeting, our former class specifications specifically stated that they had a certain number of hours flying this exact make and model plane. And we were finding out after each recruitment, we were getting a lot of letters from applicants that said, look, I've flown turbo jets, I've flown turbo props, but I haven't flown a Cessna 500 or I haven't, you know, flown this Commander, you know, exact plane. And it's frustrating for us that we live here in Carson, we want this type of job, but we can't apply for it.

So during this vacancy, since we knew the engines were going to be up and we had some time, again, for efficiency's sake, we went ahead and worked with the Division of Human Resource Management. We changed those (inaudible) so that they require that number of hours in either a turbo jet or turbo prop in the previous 12-month period. And as a result of it, the list that we're just now winding up with is much more extensive than the list that we've had before. So we're hopefully going to have good candidates there.

Again, the recruitment list has been provided. We're currently in the process of scheduling interviews. The same with pilot three. However, both new hires, just as they did when we hired the last new chief pilot, will either require recurrent or new training, depending on the make and model plane

that they come to us with. And that's pretty much it. So I'll answer any questions.

Sandoval: Thank you, Mr. Sisco. So which plane and when do you expect to be back here first?

Sisco: The Cessna will be the first one back. And, again, that's the one where the engine test failed, but that's not uncommon after they've done such a major work. They will fix that. It's in Dallas where they work on -- manufacture those particular engines. And, again, they will redo it. They hope to have it shipped out by the end of this week into Sacramento. And then once it's in Sacramento, the Sacramento Cessna will reinstall it on a plane and we'll get that one back first.

Sandoval: Lieutenant Governor has volunteered for the first flight.

Sisco: Has he? We'll put him down on that. And we'll put some fuel in it for you, too. Okay. What else?

Sandoval: And you're getting closer on this recruitment?

Sisco: Yes. Although the recruitment is still going on because we recruited until the recruitment was satisfied, it was a strange thing. When we recruited the last time, as you know, we recruit for positions and there's a salary range from and to and, you know, we do what we can to bring the person in and sometimes we have to accelerate the salary. Pilots are a strange breed and this last time at the final recruitment we actually found three of the five wanted salaries way beyond even the highest salary available, and they just assumed that once they got in front of us we'd be so thrilled that we could do that. And as you all know, we can't do that. So we're trying to really get a list of people that would be good potentials for it, so yes.

Sandoval: And given the substantial gap between the commercial airline and the state plane, are we -- how's our travel budget doing with these two planes being out of commission?

Sisco: We're struggling right now and we're looking at possibly having to move a little bit of money around from other categories in order to make it up. It has hurt us. It definitely has hurt us.

Malfabon: Yes, Governor. We definitely ask our employees to consolidate trips if absolutely necessary to travel and also to use video conferencing and web conferencing as alternatives.

Sandoval: Questions from other Board members? Mr. Lieutenant Governor.

Krolicki: Just to confirm, the fuel conversation will be under Agenda Item No. 8.

Sisco: Eight. That's correct.

Krolicki: All right. And, Scott, I appreciate that presentation. There's never really been a question in my mind the value added, the necessity for operating the aircraft. So I -- but it's always nice to hear it and see it numerically and I appreciate the work that went into it. And I'll save my -- any additional comments for Item No. 8.

Sisco: One other thing I might just add is several years back the legislature also had inquiring minds and as a result of it, they gave us a letter of intent from the legislature. So every year we take all of the maintenance costs, all of the non-regular costs, out of our budget, put them into an enhancement unit. And so every other year they literally audit our budget, if you will, or audit the operations very closely and review everything associated with the planes. Unlike another agency which would just have a base budget. So they get a good close look at it every other year.

Krolicki: Governor, I'm sorry, one more question. What's the useful life -- I know airplanes can last a long time. It's mostly the hours and you can maintain them for an extended period of time. But, you know, 1987 and '81, we're talking about aircraft that are 25, 30 years old.

Sisco: Yeah. Well, two things I'd like to say. And I actually appreciate you asking the question. First of all, the Aero Commander, we had a big decision to make. If they did this wing spar inspection and it did not check out, our recommendation was going to be to eliminate that one right away. But because it not only checked out, it checked out extremely well, and, again, we use that one for aerial photography. That one still we probably will be able to use another six to ten years with no problem.

The Cessna, again, we're looking at it. We look at it every other year. And I know we requested it this year, but money was tight. That plane, probably the department will make a big pitch in the next biennium to upgrade it and replace it, mainly because the fuel efficiencies and the planes that are ten

years newer are so much better. And, you know, I know we're going to get into the fuel issue later, but we spend a fair amount of fuel.

And, again, they continue to fly as long as their inspections check out and they're very regular. You know, they're mandated by the FAA and whatnot. But we're seeing a lot of signs of wear and tear. And some of the things we can fix, upholstery and things like that, but stress points and stuff like that, we check them and right now it's still certified, you know, and safe to fly. But ultimately, we can actually save some money in the future if we upgrade that plane the next opportunity finances allow for.

Sandoval: So if I may follow up, that we need -- you think it's necessary we have the two airplanes instead of just one?

Sisco: Yes. When we have the two rigger pilots and everything else, there's no question that we get our money's worth out of these. And the aerial photography, we would not be able to equip the Cessna, the turbo jet, to handle the aerial photography needs and the road mapping needs that we need it for. So, yes. We just recently had an offer from Public Safety to donate -- or it was one of those. And we looked into it and, unfortunately, they're just not cost effective having more than you need. But these two fit our purposes very well.

Sandoval: And this is not too far off in the distant future, but the day will come when we'll be able to use the drones to do some of that work.

Sisco: Well, that's possible. That's correct.

Sandoval: All right. Questions from other Board members on this Agenda item? Member Fransway.

Fransway: Thank you, Governor. Yeah, Scott, a couple questions. First of all, are other agency departments, do they reimburse NDOT for the use of the airplane, such as prisoner transport?

Sisco: Thank you. No. We did for years and years and years, and then when we hired Marcus Thompson, our chief pilot, that actually brought us a long way into professionalizing this program. He immediately identified the fact that if we did that and we asked those other agencies to reimburse us, we would be subject to a whole different line of requirements from the FAA. We would literally be operating as a commercial airline and the requirements would be massive. So at that point in time we did a cost study analysis and

it was determined it was a lot more cost effective for us just not to bill other state agencies. NDOT employees have the priority. And if we have room, we take them, but we do not charge them for it.

Fransway: So basically what he was saying is that the airplane would be used as a part 135 airplane and that we would be actually providing commercial service…

Sisco: That is…

Fransway: …is that right?

Sisco: I forgot you were a pilot. That is 100 percent correct.

Fransway: Yeah. Okay. I wouldn't mind reaffirming that.

Sisco: Yeah. Actually, we just recently did because it was a question that came up with the legislature. And that is still absolutely correct and I have those regulations in my office. We'll be happy to provide a copy of them to you if you like.

Fransway: It doesn't quite seem fair. You know, we're supposed to put pavement on the highways.

Sisco: Right.

Fransway: Not transport prisoners.

Sisco: Well, again, we only do that when it does not conflict with our own uses.

Fransway: Okay. And you mentioned that both of your airplanes are out-of-state on major maintenance issues. I'm wondering isn't there anywhere in-state that could provide us those services?

Sisco: Well, we have providers in-state that can provide the smaller services and the simple lube, oil job, that type of thing. The ones that we've selected gave us both the best price and have the best reputation for quality, which is something you want in fixing an airplane, for those particular airplanes. Cessna in Sacramento is pretty much the closest to us for that type of service. And like I say, they took the engines off there in Sacramento, shipped them to Dallas, and the engines come back. And the Oregon one, again, they're the -- for the Commander, they're the closest to us for the in-depth wing spar inspection that we were looking for.

Fransway: Okay. So obviously we're shopping around.

Sisco: Oh, yes, we bid these out.

Fransway: That's probably going to be a continual thing when we get our pilots onboard is to shop around…

Sisco: Yes.

Fransway: …the procedure that we use.

Sisco: Absolutely.

Fransway: Okay.

Sandoval: Member Fransway, and that's another thing that we're working on in addition to the drones, is that Nevada doesn't have a lot of those services because of our tax structure and taxing the parts, whereas some of our neighboring states have a big advantage. And we're trying to even the playing field so we can get them to move here so we can do that service right here in Nevada.

Fransway: Okay. Thank you, Governor. Thank you.

Martin: I have a question, Governor.

Sandoval: All right. Member Martin, please proceed.

Martin: Yes, sir. When I look at these costs, I don't see any equipment cost in the breakdown. In other words, there's not an allocation for what the maintenance and equipment cost is in direct cost or is it in the fully loaded cost? Although those appear to be low as well.

Sisco: Let me check with my chief accountant. Dave, those are in the fully loaded, aren't they?

Dave: (Inaudible).

Sisco: Okay.

Dave: (Inaudible).

Sisco: Okay. So I apologize. I know you can't hear him because he's in the audience. In the direct cost is the equipment, any equipment that we would purchase or any of these major repairs. And then in the fully loaded costs includes the depreciation.

Martin: Okay. I used to have a Citation and I can tell you my direct cost was never $486 an hour -- or a seat, so I just was questioning that part. The equipment cost is (inaudible). And the keyword is I used to have a Citation.

Sisco: Yes. Yeah. Okay. Thank you. You need (inaudible)?

Sandoval: Any other questions? Thank you, Mr. Sisco. Agenda Item No. 5, report on the United States Environmental Protection Agency Audit and NDOT's Storm Water Program.

Malfabon: Governor, Assistant Director for Engineering John Terry will present this item. We did also send out the full EPA audit report to the Board members for their -- it was short notice, but it was recommended that we give you the entire report so that you could read it later. And if you have any questions after you read the report from the EPA, then definitely we could have this item brought again to answer those questions that you may have.

Sandoval: Yeah, that was a little lightweight reading for the weekend.

Malfabon: Yeah.

Sandoval: But my -- I mean, part of my comment, and I don't want to dilute anything with regard to the presentation, is this report came out a year ago and I would have liked to have had an opportunity to have seen it much sooner than today. But having said that, let's proceed.

Terry: Once again, John Terry, Assistant Director of Engineering. Yeah, the packet that we sent out contained the summary that we are going to go over today of the EPA audit. And at the Governor's request we followed up with the entire EPA audit as well as the two letters back and forth to the EPA and back from the EPA. And, yes, one year has passed since we got the original EPA audit report and we have been taking steps. And, frankly, we talked about coming before this Board with an update on the EPA audit, but we had some pretty full Agendas leading up to this.

The EPA -- this is the first EPA audit, but they will audit us once every five years. NDOT has relatively recently gone into what's called an MS4 permit through the Department of Environmental Protection on discharge into U.S. waters, and the EPA has and will continue now since this permit to audit this permit once every five years. They have been doing it -- I believe they audited every Department of Transportation within this EPA region and they will continue.

The EPA audited NDOT basically on a wide variety of our programs and just a few examples up here. The first photo is where they audited our Clear Creek program which is a major erosion control and storm water program that we've had ongoing for years. How do I advance these? The right. They audited our major construction projects. This happens to be the I-580 project. They audited the design-build project down in Las Vegas. They audited a number of construction projects looking at these types of erosion control measures that we have on our construction projects. Another example from I-580.

But another area they really got into was they audited our maintenance facilities. They went through all of our maintenance facilities, both our district yards, as well as our sub-districts and really looked at erosion control issues and runoff of pollutants into the storm drain system at many of our maintenance facilities. And another example, these are all pictures out of the EPA audit that they had on our maintenance facilities. Oops. Missed one.

They also audited some of our material sources and pits that we have around the state. So they went and looked at what we were doing in terms of our material sources. In summary, they kind of had findings in all areas. They varied, but really, it seems like more of the emphasis of their findings was on our maintenance operations and our facilities. They had findings that were a little more nitpicky on our construction projects.

And part of that is NDOT has a pretty extensive storm water manual for construction. It has an extensive storm water manual for design. Well, they wanted updates to those manuals. One of the things we're going to talk about is we really needed a clear storm water management manual that included our maintenance and our facilities operations. And we're adding that as a part of it.

After the EPA audit was submitted with the various findings, and it's in your packet, NDOT sent a letter outlining the steps we were going to take to address the EPA audit. Some time went by and the EPA then sent us a letter back saying, thank you for doing these things, we'd like you to do them a little faster, and some other findings. And then we have been, through our environmental section, in consultation or trying to keep engaged with the EPA through the Department of Environmental Protection.

We just recently, in April, Arizona DOT signed a administrative order on consent with the EPA outlining many of these same issues that Arizona was found under their audit. And we estimate we are about nine months behind Arizona. That they went through this process somewhere in the range of nine months earlier than us. The final resolution with them was they had to sign this consent that said we will do these various things and many of them are the same things that we're being asked to do.

So I'd like to talk a little bit about the steps we are taking and the steps we are going to continue to take to try and address the issues with the audit. Next month we intend to come to you with a consultant agreement, that we're hiring a consultant to do a variety of things. And this will be a substantial agreement in the range of $4 million over a four-year contract. So this is a serious issue. It will contain both field and office work for us. To update these manuals, the two manuals that we have, as well as adding a third manual for our maintenance operations, to do inspections for us to inspect how we're doing on both our construction and our maintenance operations, data collection as well as a training program. One of the major findings in the audit was that we didn't have enough training and we're doing more training for all of our personnel on the storm water issues.

Since the audit, NDOT has added an in-house storm water person working in our environmental section addressing these storm water issues. Obviously going to coordinate closely when we hire a consultant on these storm water issues. And we have proposed as a part of our budget and our reorganization an additional storm water person in each district to help us with small storm water programs and to institute the storm water issues at the districts.

Our environmental section has been working with NDEP and the EPA proactively to try and address these issues. It is our understanding with the EPA is this is their audit section. They have gone through and submitted their audit. It will now be turned over to kind of their enforcement section who we haven't had much dialogue with but we're trying to. And as you can see from their letter back to us, they are seeing that we are engaged, that we are taking steps to address these issues and moving forward. But to be honest with you, we do not know exactly where their -- where and when and how their enforcement arm is really going to fall on us.

So I guess this is both an update, kind of a heads-up that something may be coming as well as to try and tell you these are the steps we're taking proactively to try and deal with some of these issues. And with that, I could take some of your questions.

Sandoval: Well, when it comes to the enforcement, is the heads-up that we're looking at some possible penalties, financial penalties?

Terry: Yes, it's possible. Obviously, in the Arizona case, which probably we will track as close as any others, but this is kind of a guess, they didn't have financial penalties as such fines. But they consented and agreed in a very short timeframe to address a lot of issues which are costing them money to do. I believe Hawaii, who is in our same region of the EPA, paid like a $1 million fine. And many municipalities, cities and such, have paid significant fines to the EPA.

Sandoval: And it begs the question, why are we out of compliance? I mean, what happened?

Terry: A combination of factors, I think. Most audits have found people to be out of compliance in some areas. Doing it the way we've always done it is nowhere near good enough. We updated our manuals and even our manuals aren't good enough. The EPA has really stepped up their enforcement on some of these issues.

We're using the Arizona example as the best example because essentially in much of Nevada we're talking about runoff and pollutant runoffs into dry washes, not into what people would consider active streams that are part of the waters of the United States. I think it's a combination of things of why are we out of compliance. Everybody's out of compliance to some extent. We're out of compliance because the standard has been lifted for the areas flowing in the dry washes and especially in the area of our maintenance and our facilities operations. We've just got to do better.

Sandoval: Other Board members questions? Member Fransway.

Fransway: Thank you, Governor. Thank you for making your presentation today. I appreciate that, as does the Board, I'm sure. This audit is in preparation and for compliance of the Clean Water Act, isn't it?

Terry: Yes, sir.

Fransway: Okay. Are you aware of the proposed changes to the Clean Water Act that would delete navigable waters and instead place waters of the U.S.? I think it would be very negative to the State of Nevada.

Terry: I am not up on that issue, but I'm sure there's people on our staff that have been tracking that issue.

Fransway: I would suggest that you look into that.

Terry: Okay.

Fransway: And perhaps NACO could be a resource for you on that. I know they've been fighting that for the last couple of years anyway. What it does, it allows administrative authority and usurps congressional authority as far as Clean Water Act goes.

Terry: Okay.

Fransway: So thank you.

Sandoval: Other questions?

Martin: I have a question.

Savage: Oh.

Sandoval: Member Martin, then Member Savage.

Martin: Yes, sir. In my business we have faced this issue for many, many years. And before we go spending $4 million on a consultant, maybe we need to talk to the industry about the measures they use to mitigate these audits and mitigate the fines and do that kind of stuff. In the vertical world, Governor, we've had to comply with this Clean Water Act and SWIP, storm water prevention, for so many years that it's astonishing. I'm really surprised that it's just catching up to NDOT because it caught up to my industry ten years ago or more. So I think maybe we need to take a deeper look at what private industry is doing to help not have these circumstances arise rather than just going out and hiring another consultant. Because sometimes it's relatively simple and can be addressed on a site by site basis.

Sandoval: So I'd encourage -- and the Lieutenant Governor suggested some type of a working group where we could get some more organization in terms of how we're going to respond when this shifts from the audit to the enforcement

unit and perhaps some conversations can be had with them, some strategic ones, akin to what Member Martin has suggested.

Martin: Yes, sir.

Sandoval: Member Savage.

Savage: Thank you, Governor. And I concur with the Governor and Member Martin as well. Regarding the outside consultant, do you know that the Arizona DOT retained a consultant for their issues?

Terry: Yes, they did. And they will have to utilize a consultant pretty extensively to address the issues that they consented to in the decree with the EPA because they are, like our issues, are quite substantial. So they will spend a significant amount of money on both consultants as well as manuals and training in order to meet that decree. And those are the similar types of issues that we are dealing with. I can find out more detail from Arizona in terms of cost and how they've done it. But, yes, absolutely.

Savage: And that leads to the next question. Is the consultant for the Arizona DOT soliciting an RFP to NDOT?

Terry: I don't know as I understand.

Savage: Is the retained consultant for the Arizona DOT one of the soliciting consultants for the NDOT proposal?

Terry: I do not know off the top if one of the ones that applied for ours is the same consultant that's doing some of the work for Arizona. I would be surprised if they didn't submit. And I can get you the answer of whether a similar one was selected.

Savage: It might be worthwhile…

Terry: Okay.

Savage: …you know, to mitigate (inaudible). So I thank you, Mr. Terry. Thank you.

Sandoval: Other comments?

Hoffman: Governor?

Sandoval: Yes. Mr. Hoffman.

Hoffman: Yes, sir. Bill Hoffman, Deputy Director, NDOT, for the record. I'd just like to emphasize the work and partnership recommendations that Nevada Division of Environmental Protection, they've walked in step with us all along the way. So Dave Gaskin, Alan Tinney and Steve McGoff and some of the other -- some of them are in attendance today. But we need to emphasize that NDOT isn't walking this alone in the dark. We actually have had the delegated authority, which is NDEP, helping us all along the way. And quite honestly, they've played a very critical role in helping us try to figure out what we need to do. As John mentioned earlier, there's the enforcement, or audit, section of the EPA that was moving along in parallel with the delegated authority piece from NDEP. They're the permit overseers, so to speak, and they've played a very critical role in, I would say, mitigating what the EPA findings were in terms of penalty. So they've really gone to bat for NDOT and the State of Nevada and that needs to be emphasized. So…

Sandoval: No. And that has to do with the findings but not yet with regard to what the penalty is.

Hoffman: Yes. But I believe the role that they've played in helping provide guidance and recommendations to NDOT has drastically reduced the probability or the risk of that coming down.

Sandoval: No, and that's wonderful. And where are our NDEP folks?

Hoffman: We have Dave Gaskin and Alan Tinney in the back of the room there, so…

Sandoval: So, you know, I don't live in that world and, you know, I just -- I would be looking for some type of recommendation as to how we continue to interface with EPA so that if there's a way to mitigate what the penalties are going to be, that we do that. And similar to what Member Martin had talked about, I'm not sure if we need a working group. I don't want to interfere with the process that you have, but at the same time, we really want to work together. Because we -- you know, when you talk about this other shoe dropping it could be a boot or it could be a running shoe. And I don't know if we have the ability to limit the amount of penalty that we may see in the future.

Terry: We believe, but we don't know for sure, that by taking these proactive steps that that will minimize it. That's our intent, is that we're proactively addressing the issues in the audit and coordinating that and communicating

that to the EPA in attempt to minimize either the decree that comes down of what we have to do and/or the penalty phase.

Sandoval: And, Frank, I don't know if you had anything in mind. I don't want to volunteer you… But I know, you know, I don't want to have…

Martin: Governor.

Sandoval: …happen is for us to have this meeting, have this high level conversation and all of a sudden things go off the air until we suddenly see a letter that's part of our Agenda saying, you know, you guys need to do A, B and C. So I don't want another year to go by and then something to happen. So what would be a recommendation or suggestion with regard to how we should go from here with regard to the NDEP, the EPA, the NDOT and this Board?

Malfabon: Governor, if I may, would it be acceptable to perhaps have the Construction Working Group, which is already -- you know, we have construction as well as maintenance, but definitely the operations area. And I think it would be appropriate, perhaps, since we have contractors on a Construction Working Group and the Controller. It's a working group that could look into this issue and we could keep apprised of what actions we're taking.

Sandoval: Member Martin, does that satisfy your concern?

Martin: Yes, sir. I'll make myself available. One of our major clients in the vertical world is Wal-Mart and they have the absolute highest standards for storm water prevention and for the very issues that Mr. Terry was talking about. And so those of us that work in my world are used to this thing. And I'd be happy to make my safety people -- we have a number of certified people by both the state and the feds working for us so we can make available and sit down and try to work this thing out.

Sandoval: All right. Thank you very much. Anything else on this Agenda item?

Terry: I would like add in addition that, yes, we could present before this Board in the future, but we will have next month a very detailed scope and reasons why we're doing it for the consultant agreement. And it will be on next month's Agenda.

Sandoval: All right. Thank you very much, Mr. Terry.

Malfabon: Now, one more thing to add, Governor and Board members, was Mr. Terry had mentioned additional staff in the districts and that would be through vacant positions. So basically reassign through attrition. We are reducing a number of construction administration crews in Las Vegas and Reno. We would be looking at taking some of those positions and reassigning them to this activity.

Sandoval: Thank you. We'll move on to Agenda Item No. 6, approval of the second guaranteed maximum price for the Carlin Tunnels CMAR project.

Malfabon: Governor, we have Project Manager Dale Keller to present this item.

Keller: Good morning, Governor and members of the Board. Once again, Dale Keller, Project Manager of the I-80 Carlin Tunnels project. Well, we made it to the end of our design phase and our team has worked diligently to minimize our project risk, improve our delivery schedule, as well as apply innovation where we can achieve the best value for this project as well as for the department. Today I'm presenting Contract 3540 for possible action. This is the second and final GMP, or guaranteed maximum price, for the tunnels. Last month the first GMP was authorized and currently under construction.

So I know by now you're probably sick of hearing presentations given by engineers but as you can see in our pioneer program as well as our CMAR process, the department presents the negotiated guaranteed maximum price each time we reach one for your consideration. Last month as well as in December you heard me speak about the major rehabilitation of the tunnels, of the bridges, as well as the interstate. But besides these improvements, what is the general public and what are you going to see the next time you travel through the tunnels on your way out to Elko?

The first thing is safety. This January there were two major crashes that closed the tunnels and delayed traffic for hours. NHP determined the cause of these crashes due to icy conditions and speed. And as shown, these accidents occur at a high rate of speed and they cause significant damage as well as injury. To address this issue, we are integrating new ITS, or intelligent transportation system, elements to the tunnels. The ITS elements includes upgrading our advance warning system, alerting the traveling public that the tunnels and bridges are icy. We are installing infrared and thermal cameras to better monitor the tunnels. We are placing pucks, or basically surface sensors, in the roadway to measure the surface conditions

of the road. And of course we're upgrading the existing lighting system. Each of these elements will be connected to our fiber network, relaying this information to our Elko district office, allowing our maintenance staff to identify dangerous road conditions sooner as well as respond to incidents quicker.

Another cool thing we're doing in this project. We are installing a bike path that crosses I-80. And you're probably thinking the same thing that I was initially thinking, bikes on the interstate in Aurora, Nevada? But, yes. In 2011, the statewide bicycle plan identified a high safety concern for cyclists at the tunnels. What happens is touring cyclists approach the tunnels without any guidance and have to make the following decision, either to pedal quickly through the tunnels, which are very narrow, or navigate around the tunnels using the old highway. Causing, as you can see in the picture, eastbound cyclists to carry their bikes and run across the interstate.

So AASHTO has identified this section of I-80 in Nevada as the U.S. Bike Route 50. There's no legal requirements to obtain a permit and bikes are allowed on the interstate. So to make this safer and to eliminate this conflict, we are going to construct a bike facility underneath I-80 at the existing bridge structure and provide wayfaring signage to direct cyclists to use the old interstate and prohibit pedestrians as well as cyclists into the tunnels.

So let's talk about cost. At the end of our preconstruction efforts, we began the negotiation process. The department used the independent cost estimator, ICE, as well as our engineer's cost estimate to successfully negotiate a guaranteed maximum price with the CMAR contractor, Q&D Construction. The maximum amount payable to Q&D would be $28,340,000.13. This process was according to NRS 338 as well as our pioneer program process. As you can see in your bid tabs, that the ICE as well as the CMAR's bids were within .6 percent of one another, verifying the reasonableness and accuracy of those bids. In addition, we did an internal BRAT review and you can see on the total slide, the total construction cost for the project, including the early work that was performed, or is being performed in GMP one as well as what's on the table today for GMP two. And that total is roughly over $31.1 million.

As I said in the beginning, GMP one is under construction. Based on possible action today, our GMP two, or Contract 3540 will begin next week

on Monday, May 20. We anticipate the construction completion to be in fall of 2014. Also the note, our project website is up and running, providing construction updates as well as live video cams. You can find that website on our NDOT main page.

So in conclusion, today the department and I are recommending the approval of this GMP as well as award Contract 3540 to Q&D Construction. I'll be happy to answer any questions.

Malfabon: And, Governor, that item is -- the approval of the contract is number -- Item No. 7 on the Agenda. So it can be taken together.

Sandoval: Thank you. Questions from Board members?

Martin: I have one.

Sandoval: All right. Member Martin.

Martin: Just a point of clarification, sir. The $2.8 million that we ordered last month is a piece of the $28,340,000 being awarded this month, correct?

Keller: No, sir. These are two separate contracts, the $28,340,000, that's in addition to the $2.8 million approved last month.

Martin: So then we're at -- now, the engineer's estimate then at $25,881,000 was for this segment of work?

Keller: Yes, sir.

Martin: So the total budget on the project, well, was in excess of $31 million, then.

Keller: Yes, sir.

Female: $31,158,000.

Martin: Okay. I just -- we needed to get those numbers straight in my head. Thank you.

Cortez Masto: Governor, this is Catherine. I also have a question. Can you address -- I believe this is the contract that addresses the goal of reaching the 10 percent DBE and it does not -- if that's the case, do you mind having them address that issue of not reaching that goal and the process for still approving it?

Malfabon: Yes, I can address that, Madame Attorney General. In our goal setting process for Construction Manager at Risk projects, it's a little bit more difficult to do. You have to typically -- in goal setting for DBEs we look at all of the types of work that can be performed by subcontractors, look at the availability of subcontractors that are actually DBEs in the area and try to establish a reasonable goal for the specific project.

With CMAR, the items aren't as well defined until later in the process after selection of the contractor. What we look at in this case where they're not meeting the goal is called good faith effort. So all of the efforts conducted by the prime contractor to meet that goal of 10 percent. Not just advertising in the paper, but outreach, discussions, consideration of where the prime contractor could assist the DBE in giving partial -- portions of work instead of the entire bid item of work. So we felt, based on the review by the civil rights officer of the good faith effort by the prime contractor, that it did meet the requirements for a good faith effort. And there are a list of items that they did to try to achieve the 10 percent goal, but were unable to meet it.

Cortez Masto: Was anyone else -- any other contractor that applied able to meet the goal?

Malfabon: Because of the CMAR process, we don't have the goal set when we do the contractor's selection. It's as -- in the CMAR process, the contractor actually assists the department in finishing up the design. So until that design is completed and you can request basically this bid, the guaranteed maximum price from the contractor, you only get this one shot with the contractor you have on hand. So other contractors during the procurement process for CMAR aren't involved at that level of beginning the goal because you don't know all of the scope of work as far as the detailed amount of subcontract work at that point of selection of the contractor for CMAR.

So it's a unique process. And we figured out a way, in coordination with Federal Highway Administration, on how to implement DBE goals on CMAR, but it is a bit unique and it's different from our regular design-bid-build process.

Cortez Masto: Okay. Thanks, Rudy.

Malfabon: You're welcome.

Sandoval: If I may follow up on that question. This is a summary conclusion. Do you have any more specificity as to what constitutes the good faith effort?

Malfabon: Yes. Governor, it's a good question. And I think that as we do our disparity study, I think that it would be good for a presentation to the Board about the process of goal setting on DBEs and good faith effort. It definitely involves a lot of review of documentation for the apparent low bidder. In this case, the person that's selected for CMAR. But it is very involved.

And what we try to avoid on good faith effort is a checklist because we want to impress on the contractors that it's not just advertising in the newspaper or doing, you know, enough on this checklist that it qualifies as good faith effort. We want to see that they are very aggressive in their outreach and attempts to meet the goal if they fail to meet the established goal for the specific project.

But we will bring that to a future Board presentation and update you on our disparity study, which is looking at the entire DBE program at NDOT and helps us -- that information helps us to establish a reasonable goal for our department.

Sandoval: Thank you. Other questions from Board members?

Wallin: Governor, this is Kim.

Sandoval: Yes. Madam Controller, please proceed.

Wallin: Yes. I have a -- well, actually just a comment. If we could go -- and when we do other CMAR projects, if we could go -- as part of the (inaudible) that's been presented to us, what percentage of the DBE goal is being achieved on our CMAR (inaudible)? So like this one is 6.18 percent. So when they come out from another CMAR project and if they're not achieving the (inaudible) goal (inaudible) a pattern if we've got these issues of CMAR projects (inaudible) requirement (inaudible).

Malfabon: We could do that, Madam Controller.

Wallin: Thank you.

Sandoval: And I think I heard that this project perhaps was a little unique because it's remote, given that it's out in Elko. And that makes it a little bit more difficult to reach the standard.

Malfabon: Yes, Governor. Oh, we might have lost her. Traditionally in the urban areas, it's not as difficult to locate disadvantaged business enterprise companies that are willing to do the work. When you get into areas in Northern Nevada and the rural areas, there's a lot of mobilization costs and some firms just don't want to go out in that rural area to work. They'd rather work in the urban areas of the state.

Keller: And one thing that we have noticed with this project and working with the contractor in the preconstruction phase too, it helps us package the subcontractor works in a way to get more responses from DBE firms as well.

Sandoval: Member Savage.

Savage: Thank you, Governor. And just to…

Wallin: Sorry about that…

Savage: …reassure both yourself and the Attorney General, there is an Agenda item at our next Construction Working Group meeting which follows this meeting regarding the DBE program requirements and other civil right programs. So we are looking into that at this next meeting. Thank you, Governor.

Sandoval: Thank you. Mr. Lieutenant Governor.

Krolicki: Just a quick question. Is part of the total project cost you were talking about a tunnel that would go underneath the roadway for bicyclists?

Keller: It's not a tunnel. It's just a bike path, a four foot or five foot wide bike path for cyclists. It's in a paved section. Within our right-of-way.

Krolicki: Sorry. So my theme of bicyclists -- I'm not hostile, I promise. I'm just trying to understand it. But I'm sorry, so it's just between the two lanes of I-80? That's where -- I'm still not sure. So they'd still be walking their bikes across I-80?

Keller: No, sir. So it will actually be crossing the interstate. So perpendicular to the flow of traffic. So they're starting from the north side and they actually would cross, then, underneath a set of existing bridges. And they're going to come up on the other side, so…

Krolicki: Okay. So you do not have to do any further, really, any further work. The underpass already exists and so it's mostly the signage issue you're talking about.

Keller: Signage and also we're going to pave that path.

Krolicki: Perfect. Okay. Thank you.

Sandoval: Any other questions with regard to Agenda Item 6 and 7? And, Counsel, if I may, is it appropriate to take both of these Agenda items in one motion?

Gallagher: Governor, for the record, Dennis Gallagher. Yes, that would be the preferred method. Thank you.

Sandoval: Thank you. Board members, if there are no further questions, the Chair will accept a motion for approval of the GMP for the Carlin Tunnels CMAR project as described in Agenda Item No. 6 as well as approval of the contract described in Agenda Item No. 7.

Martin: Move for approval, Governor.

Krolicki: Second.

Sandoval: We have a motion for approval by Member Martin of Agenda Items No. 6 and 7. The Lieutenant Governor has seconded the motion. Any questions or discussion with regard to the motion? All those in favor, please say aye.

Group: Aye.

Sandoval: Motion passes unanimously, seven-zero. Thank you. And congratulations. It's a lot of work. We'll move on to Agenda Item No. 8, approval of agreements over $300,000.

Sisco: Thank you, Governor. For the record, Scott Sisco, Assistant Director over Administration. Item No. 8, turning to page 3 of 13. We have three agreements over $300,000 this month. And why don't we just go ahead and hit the jet fuel one right off the bat. Item No. 1 is El Aero Services. Real quick, a little bit of background. Again, several years back we had a conflict in the Carson City Airport where we had one supplier for jet fuel that provided fuel that -- directly to the plane, one that had you come to them. We went out for an RFI at the time and ultimately a contractor -- an agreement, I should say, was awarded to the vendor that would bring the fuel to us. Because of the fact that that was a product or a commodity, it is

required by the State Controller's office -- they have a specific set of GLs that we use for that, and all of the purchases that were made were made against that GL and it never lined up with our contract.

We recently discovered that. We put a contract -- we realized that we had drastically overspent that contract. Not overspent our budget. We've not overspent any of the budget, but overspent the contract authority. And so when we came to you last month and again this month, we're just trying to clean up that discrepancy. However, in looking at this we found out that we had a bigger problem than we realized because the State Purchasing within the State Administrative Manual and within the regulations, there's nothing that gives us the authority to bypass what they call a Direct Purchase Authority within the State Purchasing just by entering into a contract.

So we got State Purchasing involved. And originally she was -- oh, there she is. Kimberlee Tarter is here from State Purchasing. We started talking to them and we realized we really do have a problem because the Direct Purchase Authority that's in statue, not in regulation, not in SAM, is $5,000 for this particular item. Well, every time we fill up the tank we spend $7,500 -- anywhere from $7,500 minimum all the way up to $14,000 for it. And this year State Purchasing went before the legislature with a bill to try to get that raised and the legislature shot them down.

So they're going to help us out and solve some of the problem by -- they're in the process right now of going out for a bid for regular fuel and they're going to add our jet fuel onto it for all of the vendors that we normally buy in the State of Nevada from. That will solve our problem for that. And that's probably 98 percent of it. There will be those few times where we're in Sacramento or Dallas or Los Angeles or some other place where obviously those entities are not going to enter into a contract with the State of Nevada for one fuel load. And during that time State Purchasing is going to try to help us out. And if it's during business hours, we can call them and they will give us verbal approval over the phone. If it's not during business hours, we would buy it and we would contact them the next day, the next business day, explaining the emergency and we would go from there.

And real quick, I'll just read to you. They sent me this email that said, "Hi, Scott. Please consider this email's Purchasing acknowledgement of the situation and approval to continue as stated as we're currently doing until such time as a solution is implemented. We anticipate that the fuel RFQ

will be completed within the next 90 days. We will also be issuing an RFQ for in-state static aviation and mobile aviation as well. The out-of-state fueling remains a challenge based on the current DPA of $5,000. There is no solution for the out-of-state fueling situation at this time. Purchasing will provide a memo acknowledging that fact for NDOT files and I will be in contact just to get NDOT needs met." And, again, State Purchasing has just bent over backwards to try to help us find a solution.

But based on that email, they're giving us approval to continue as we're currently doing it, so amending this contract. And they're trying to find a solution and they're going to find a solution for 98 percent of it. The other one and a half, two percent is -- we're just going to have to continue to struggle with it.

And, again, I apologize. The memo that we had in the packet last month wasn't as well written as this month is. So hopefully the numbers all add up for you now and you understand again we've never over -- it's not about overspending the budget; it was just about overspending the contract authority that we had and trying to fit this purchase of commodity into an agreement that we normally use for services. So any questions on that one?

Sandoval: Lieutenant Governor I thought had some questions.

Krolicki: Thank you. Thank you, Governor. I mean, I appreciate the exercise that's gone on for the past 30 days and I greatly appreciate Purchasing jumping in here and trying to help and provide some clarification. You know, it's clear to me that, you know, we've been conducting a practice that hasn't conformed with Purchasing or the contracts that we have. And that's obviously not a good thing. But I'm, you know, pleased that we have a remedy identified to move forward with. But this is complex. And I still go back to the fact that the airplane is a very sensitive issue for everyone, as it should be, and we just need to be completely transparent. I appreciate seeing the information that's here, but this is a situation that we should've never gotten into. Things happen, but what's the remedy going forward, besides just working with Purchasing.

But I think it would be healthy to perhaps review these activities to make sure that how we purchase fuel, how we contract for fuel, how we work with the Controller's Office on the GL, how we deal with commodities, we're being the most effective in using taxpayer dollars to operate this very important asset for the state and for NDOT.

Sisco: And, again, I know you made the suggestion and I ran it by the Director of having Internal Audits maybe take a quick look at it and see if they can provide some suggestion. And the department certainly is willing to do that. Like I say, this was kind of a combination, a series of unfortunate events, if you will, that occurred. We've learned as a result. One thing that's happening now that wasn't happening two years ago when this happened was all agreements are now coming forward before you, whether or not it's information only or for your approval. So that, had this been under those guidelines two years ago, I believe it would've caught this progress. And, again, like I say, State Purchasing is giving us immediate remedy for part of it -- most of it.

Krolicki: Then, Governor, I would respectfully submit to you and to this Board and for NDOT, you know, Nevada -- the Executive Branch Audit Committee, those auditors do wonderful performance audits. They are part of us. They are here to help us as opposed to some other more aggressive auditing opportunities that might be seeking to poke their skillsets into these activities. I would hope or perhaps even, I mean, it's not for me to request, but I would hope that you, Governor, as Chairman of the Audit Committee and Director request that the Executive Branch Audit Committee auditors be put onto this.

I know they've got a very lengthy and full audit schedule, but I think as we're in these discussions it would be very important to, you know, enter into the process, have an entry audit meeting so, you know, we know we've started it and our friends in the legislature and other places realize what we're doing and why we're doing it and that we're on top of it. Thank you.

Malfabon: We concur, Governor, and we'll make that request to the Executive Branch Audit Committee. Definitely it's a good time to do it and the -- you know, we'll have to acquire a new Assistant Director for Administration, but that person will get up to speed by the audit findings, implement those findings so that we have this situation addressed and we have transparency throughout the process.

Sandoval: And we do have a mechanism now to get both those planes home. So you would call Purchasing…

Sisco: Yes.

Sandoval: …to be able to fuel those planes to get them back once they're repaired?

Sisco: Yes. In purchasing fuel up there, that's what we would do.

Sandoval: Okay. Member Fransway.

Fransway: Yeah. And relative to the referral to the audit committee, will this Board get a report on that?

Sisco: We will get a report and, yes, absolutely, the Director can bring that to the Board.

Fransway: Thank you.

Sisco: Okay. There's two additional contracts on there. An agreement for $500,000 -- or I should say an amendment for $500,000 with Biological Environmental Consulting LLC, Incorporated. We just did want to make a notation on here, we have it under fed -- under no feds. It's primarily a state contract, but there's a majority of the tasks, or a large portion of the tasks within here that we do actually bill to our federal partners on that. And then the last one here on the bottom, United Road Towing, is our Las Vegas freeway service patrol and we did just want to mention that we've dropped that from the previous vendor. There's a new vendor from $65 per hours to $61.50 and basically for the overall period of the contract. That takes it from -- to about $2 million from the $3 million-plus that it was before. And they were able to make a three percent DBE goal on that. Any questions on any of those three agreements?

Sandoval: Member Savage.

Savage: Thank you, Governor. Mr. Sisco, on Line Item No. 2, Biological Environmental Consulting, I have two questions. I guess one being a comment and one being a question. Back in October this Board approved an extension of the date. And I realize that we're always concerned about approving the date without problems. Now today we see a half million dollar approval after the fact. And (inaudible).

Terry: Yes. The real reason is we added additional projects. In other words, as stated in the backup information, the Boulder City Bypass Project was extended in additional phases and then additional projects were assigned to this consultant. Understand (inaudible) now, could we have anticipated when we asked for the extension that perhaps we were going to need this consultant to apply to these projects? Perhaps, yes. But the real reason for the amendment is they're doing the same scope of services they had done

previously on additional contracts. And basically we do not have the abilities. We do not have biologists within our construction crews to do these services. That we have to add consultant biologists in order to address the construction phases of these projects.

So to answer your question, could we have looked forward when we asked for the extension? The extension was originally requested for the projects that we're currently covering. This is to cover additional projects.

Savage: Okay. Thank you, Mr. Terry. And one other question, do you have the information as to what the department has paid this company to date?

Terry: I could follow up with that information. They're ongoing contracts that are paid monthly. We can certainly follow up with that information.

Savage: That would be interesting to me because I was looking at some of the numbers and that would be helpful. Thank you, Mr. Terry. (Inaudible) underneath the FSP. Is United Road Towing (inaudible)?

Sisco: Let me bring up Denise Inda. She's our Division Administrator for Operations.

Inda: Good morning, Governor, members of the Board. Denise Inda, as Scott mentioned. UR Towing is a firm that has an existing presence in Las Vegas. They're a towing and response company and so they do exist there. They have other businesses and businesses in other states as well. But they already exist in Nevada, yes.

Savage: Okay. Thank you, Denise. And I did look at the numbers and it looked to be a very competitive number. I know annually in the past we've spent around $2 million and we're very close to that same amount proceeding to the next four years. Does this new vendor provide a GPS tracking system that the department can have the opportunity to utilize?

Inda: Yes, they do. They will have GPS in their vehicles. And we've discussed that as part of our negotiations for the new agreement and we will be working very closely with them to track the location of their vehicles. We want to be comparing the amount of time they spend roving with the time that they have spent idling, if you will. So we'll be working very closely with them as they take -- as they move forward with their program and once the agreement is approved.

Savage: That's great. That's a very nice tool that I think we can all benefit from. And third question. How is the Reno pilot program going that the department is taking care of at this time?

Inda: We've had our NDOT in-house self-performed service in place for about a month, so we just have gathered the first months' worth of data. We're working very closely with our partners, law enforcement, highway patrol, as well as the District 2 staff, both the management staff and the maintenance personnel who are in the field. We're getting good, positive feedback.

Savage: Okay.

Inda: We're still evaluating the numbers because one month of data is pretty slim. At the moment, we believe that the cost per vehicle hour is very comparable to the service that Samaritania was providing before. So we're looking at those numbers and I think in another month we'll have a little better idea of some benefits one way or another.

Savage: That's good. It's a positive situation. Because I know looking back at some of the numbers, the cost for the Reno area is around a half a million dollars and that's a substantial cost savings if, in fact, that we were to retain the self-controlled program. So I thank you, Ms. Inda.

Inda: Great. Thank you.

Savage: Thank you, Governor.

Sandoval: Board members, do you have any other questions? Member Fransway.

Fransway: Thank you, Governor. My question is the area of service. Is it pretty well confined to the urban influence?

Inda: Member Fransway, are you referring to the Reno program?

Fransway: Both.

Inda: Or the Vegas program?

Fransway: Both.

Inda: Both programs are in the urban areas. For example, in Las Vegas it's on I-15 and U.S. 95 really in the urban area because that's where we get the most benefit because there's the most congestion. And in the Reno area also on U.S. 395, I-580, as well as portions of I-80 and with our current self-

performed service we actually have dialed back the hours and the routes to really keep it focused in the highest volume areas where we're going to get the most -- the most benefits.

Fransway: Okay. Does that area of influence include Carson City? No.

Inda: No, sir. It does not. The farthest south that the Reno Freeway Service Patrol goes to is the Neal exit.

Fransway: Okay.

Inda: On I-580.

Fransway: Okay.

Sandoval: Mr. Lieutenant Governor.

Krolicki: Thank you, Governor. Don't go too far away. I received -- again, I am not an expert in these areas and in some of the details, but some of the -- there are some folks in Las Vegas who have suggested to me informally that the new contract is not going to be providing all of the services that are currently provided under contract and specifically some fire and EMT services. And they are suggesting that this new contract may be more expensive because NHP and Fire will perhaps need to respond more frequently than they would currently do. So, again, I'm just throwing words out that I received, but can you shed any light on that? Is it the same level of service? Is it reduced and it might save us money but will other parties like NHP and Fire have to respond because we don't have the same capabilities? Or it's a push?

Inda: I would suggest that we put out an RFP with the requirements and specifications for vehicles, for employees, to provide the same services that we have been providing in the Las Vegas area. It could -- I'm supposing here. It could be that the previous firms' drivers had an extra level of certification that NDOT did not require in our RFP and so perhaps those employees could do a little bit more. But I would suggest that we put together our specifications and requirements and the new firm, you know, all of the firms whose proposals qualified, met those requirements, and we selected a firm who can, indeed, provide the level of service that we need now.

It really depends on the situation. I would suggest that the drivers in a crash or something larger, Fire is generally going to respond, regardless of whether or not our FSP is there. In a smaller situation, smaller type incident I think we, you know, the driver is -- responds to their abilities and calls in extra forces as needed. But if it's changing a tire, perhaps some of those qualifications aren't, you know, won't make a difference.

So I think we're getting a good value for the same services and I don't think we'll see a lessened value or service that we provide in Las Vegas.

Krolicki: Thank you. I think that's a very satisfactory answer. Thank you.

Sandoval: Member Savage.

Savage: Just to add to the Lieutenant Governor's comment. I had assumed that it was an equal service and I know in the past for that $2 million they had ten vans. So I would assume the new provider would have ten vans along with two of the emergency response vehicles. And I don't know if that's correct or not.

Inda: Yes, that's correct.

Savage: Thank you.

Sandoval: Does that complete your presentation, Mr. Sisco?

Sisco: Yes. That completes our presentation and we would ask -- we would recommend that the Board approve the three items under Item No. 8. And then we can let the Purchasing folks go.

Sandoval: Board members, do you have any questions with regard to Agenda Item No. 8 and the contracts described therein? If there are none, the Chair will accept a motion for approval.

Savage: So moved, Governor.

Sandoval: There's a motion by Member Savage to approve Contracts 1, 2 and 3 as described in Agenda Item No. 8. Is there a second?

Fransway: Second.

Sandoval: Second by Member Fransway. Questions or discussion on the motion? All in favor, please say aye.

Group: Aye.

Sandoval: Motion passes unanimously. Thank you very much. Let's move on to Agenda Item No. 9.

Sisco: Thank you. Item 9 are contracts, agreement and settlement, informational only. We did want to mention these pages are all titled executed agreements under $300,000. Because of the fact that we also bring the utility agreements for you to let you know what they are, we probably need to change that title in the future because you'll notice we actually have a couple -- or at least one $1 million item in there on (inaudible) one. It's one of the utility relocation agreements. But we do have one item that we've identified that needs to be -- the Director would like to comment on. That's Item No. 20 for the HKA elevator control thing in Las Vegas.

Malfabon: Yes. Governor and Board members, as I've mentioned previously, we are in discussions with the Tropicana for their corner of the Tropicana and Las Vegas Boulevard pedestrian bridges. They want to develop their property and they're willing to relocate, basically put in new escalators, so that it will accommodate their expansion on that corner and they'll take possession of that. We have inquired with Federal Highway Administration if there's any issues since public funds were used for the original construction and they responded favorably because of the depreciation on that infrastructure, it's not an issue that will cause any problems for NDOT for that corner.

And we also will eventually be formally requesting from Las Vegas Convention Visitors Authority the possibility of them funding with additional -- the room tax revenue bonds that paid for the design-build project and the express lanes project on the resort corridor on I-15. We're going to request that what they have remaining be used to upgrade, basically to replace the escalators on the other three corners. So that will be a future item, but we're just keeping the Board informed of progress in that area.

And hopefully once those escalators are replaced, we would get into an agreement with the county where they would take over those. Or else the possibility of the others, but probably not as likely that the other three corners would do what the Tropicana did and take possession of their corner. But it is a possibility.

Sandoval: Thank you, Mr. Director. Any questions from Board members with regard to Agenda Item No. 9? We'll move on to Agenda Item No. 10, direct sales.

Malfabon: Governor, in the widening of U.S. 95 in Las Vegas, we had several remnant parcels. And this is basically Item No. 10A and 10B are direct sales of some of those remaining parcels. So they don't have -- they're not large enough to build a house on, so the adjacent property owner basically is willing to purchase those. And we can put them up for sale.

Sandoval: Board members, do you have any questions with regard to Agenda Item No. 10A and B? If there are none, the Chair will accept a motion for approval of the direct sales described in that Agenda item.

Krolicki: I move for approval.

Sandoval: Lieutenant Governor has moved for approval of Agenda Item No. 10A and B. Is there a second?

Fransway: Second, Governor.

Sandoval: Seconded by Member Fransway. Any questions or discussion? All in favor, please say aye.

Group: Aye.

Sandoval: Motion passes unanimously. Thank you. We'll move on to Agenda Item 11, old business.

Malfabon: Thank you, Governor. In this standing item we have the report on outside counsel costs on open matters and the monthly litigation report. If there's any questions, Chief Deputy Attorney General Dennis Gallagher is here to respond to those.

And regarding the fatality report, we are currently about nine fatalities higher than we were a year ago at this time. That's the most recent information that I have. So it's very tragic. One of the measures that we've been doing is to put the fatality numbers on our dynamic message signs in the urban area so that people can consider that and it'll be on their mind as far as trying to drive those fatalities down, that perhaps when they see those numbers, it's a good gut check and that they'll drive a bit safer. Typically, it can be controversial when some states put their fatality numbers up on those message boards, but we feel that it's the right thing to do so that people will be aware of the fatalities on our roads and highways.

Sandoval: What will that say? So I'll be driving under the dynamic message sign and it will say that there have been a dozen fatal accidents on this segment of road?

Malfabon: It'll usually say the entire fatalities to date cumulative for the current timeframe. So it'll say there's been so many fatalities on Nevada roads and highways, similar to that.

Sandoval: Okay. Questions from Board members on this Agenda item? We will move on to public comment. Is there any public comment here in Carson City for the Board? Any public comment in Las Vegas?

Von Toebel: Yes, actually. I have a…

Martin: We have one, Governor.

Sandoval: Okay. Ma'am, if you'd please identify yourself.

Von Toebel: Hello, Governor. My name is Jennifer Von Toebel and I represent Samaritania, the previous contractor for the FSP program. And I do have one -- I have a couple of questions. Actually, a comment. From our understanding, the new contractor, United Towing, is going to be using their tow trucks and not vans. And another understanding that we have is that they will not be providing any EMT services or any fire safety services. Am I right or is our information incorrect?

Malfabon: We'll have Denise Inda respond.

Inda: I'm sorry. I had stepped out of the room. Could you repeat your question, please? I apologize.

Von Toebel: Absolutely. Our understanding is that the new company, United Towing, that will be taking over the FSP program here in Southern Nevada will be using tow trucks and not service vans like Sumaritania has. Also, their drivers are -- will not be providing fire safety or EMT services. Am I correct?

Inda: The vehicles will meet the specifications as outlined in the RFP. And I'm trying to remember correctly if it specifies the exact type of vehicle and I'm not sure if it does. But I can say that they will be -- there are requirements for the type of equipment that are on the vehicle, the type of, you know, for example, cones or fuel or, you know, ability to put air in tires and all those

kinds of tools and equipment. Those are specified out in great deal, so the new provider does meet all the requirements that were set out in our proposal. And they also meet all of the requirements as set out by -- for the employees for the training and certifications. And they meet the requirements that we have.

Von Toebel: My next question is will the Nevada Department of Transportation be honoring the agreement with Samaritania for the termination date in September or has that changed?

Gallagher: Excuse me, Governor. For the record, Dennis Gallagher. This item is agendized as public comment and certainly members of the public could and should provide comments at this point in time. It is not appropriate for a question and answer period with staff.

Von Toebel: Okay. Thank you.

Inda: Thank you. Well, I'll let you two…

Malfabon: I would just recommend that Samaritania bring forward their questions directly to the manager of the project so it's going through traffic operations. So definitely -- those kinds of questions are appropriate, but they could be answered directly -- responded to directly by NDOT staff.

Von Toebel: I will do…

Malfabon: So offline, not at the Board member.

Von Toebel: I will do so, thank you. I'm newly hired, so I'm new to all of this information. That's why I was asking. Thank you very much.

Sandoval: Thank you, Ms. Von Toebel. Any further public comment from Southern Nevada? Move on to…

Martin: None.

Sandoval: …Agenda Item No. 13. Is there a motion for adjournment?

Fransway: Governor, I move…

Martin: So moved.

Fransway: …before I make a motion to adjourn, would the Board be interested in a presentation relative to federal changes in the Clean Water Act and how it may affect NDOT?

Malfabon: I think that we can address that in the presentation of the contract next month. We'll have that included in it.

Sandoval: Thank you. And I heard Member Martin made a motion for adjournment. Member Fransway, was that your second?

Fransway: Yes.

Sandoval: Okay. All those in favor, please say aye.

Group: Aye.

Sandoval: Okay. Motion passes. This meeting is adjourned. Thank you, ladies and gentlemen. Have a great day.

_____ _____

Secretary to the Board Preparer of Minutes

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MEMORANDUM

May 18, 2013

To: **Department of Transportation Board of Directors**

From: **Rudy Malfabon, Director**

Subject: **June 10, 2013 Transportation Board of Directors Meeting**

Item #4: **Review and Ratify the Selection of the Contractor for the SR 207 Kingsbury Grade Construction Manager at Risk Project and Approve an Agreement with Q&D Construction Co., Inc. for Pre-Construction Services for this Project – *Action Item***

Summary:

The Department of Transportation is seeking approval of the selection of the Construction Manager to perform pre-construction services for the Kingsbury Grade Construction Manager at Risk (CMAR) Project. Q&D Construction Co., Inc. was selected as the Construction Manager for this CMAR Project. The selection was made after a Request for Proposals (RFP) was issued, proposals were received and evaluated to determine a short list of best qualified firms, an Invitation to Interview was issued to short listed firms, and an interview of these firms was conducted to determine the most qualified. The procurement process was in accordance with the Department's Pioneer Program Process for CMAR as approved by the Board on December 12, 2011 (Attachment A); a confidential evaluation and selection plan; and in accordance with applicable sections of Nevada Revised Statute 338.

Background:

The project is located from the intersection of SR 207 (Kingsbury Grade) and U.S. 50, just north of South Lake Tahoe and extends to approximately ½ mile beyond the Daggett Summit. To address existing roadway deficiencies, the project includes the following major elements;

- Reconstructing the asphalt pavement;
- Replacement of culverts and other water quality improvement measures

The Department issued a RFP using the Construction Manager at Risk (CMAR) delivery method to assist in pre-construction design by minimizing risk, improving construction schedule, and incorporating innovations to meet or exceed project goals.

In an effort to continue to be open and transparent, the Construction Industry and FHWA were invited to observe NDOT's procurement process in the selection of the CMAR for the project. The following representatives observed the review of proposals and/or attended the interview evaluations:

- Construction Industry – Randi Shover, Kiewit
- Tahoe Regional Planning Agency – Shannon Friedman, Environmental Specialist
- Kingsbury Grade Improvement District – Cameron McKay, General Manager
- FHWA – Greg Novak
- FHWA – Juan Balbuena
- FHWA – Jin Zhen

Analysis:

The Department issued a RFP for CMAR Pre-Construction Services on August 28, 2012 for this project. A mandatory pre-proposal meeting was held on September 6, 2012. Proposals were evaluated by a panel consisting of Department staff. Five (5) firms responded with proposals and are listed below in alphabetical order as follows:

- A&K Earth Movers, Inc.
- Granite Construction Company
- Q & D Construction Co., Inc.
- Qualcon Contractors, Inc.
- Sierra Nevada Construction, Inc.

Three (3) of the five (5) proposers were short listed based on their qualifications. The Director approved the Evaluation Panel's recommendation on May 6, 2013 (Attachment B). Listed below, in alphabetical order, are the firms selected for the short list from the proposals.

- Granite Construction Company
- Q & D Construction Co., Inc.
- Qualcon Contractors, Inc.

The Department released an Invitation to Interview to the short listed firms on May 6, 2013. These firms were interviewed on May 13, 2013. The evaluation panel for the interview included the same individuals that served as evaluators on the proposal. As specified in the RFP and in accordance with the NRS, final selection of the most qualified firm was based 100% on scoring of the interview process. Evaluations of the proposals and interviews were conducted in strict adherence to detailed and confidential evaluation and selection criteria. During the solicitation process and prior to the interview, proposers were afforded the opportunity to submit written questions to the Department and responses were provided.

Based on the evaluation criteria for the interview, the Evaluation Panel recommended Q&D Construction Co., Inc. to the Director as the most qualified firm.

The Director approved the Evaluation Panel's recommendation on May 14, 2013 (Attachment C) and a Notification of Intent to Award to Q&D Construction Co., Inc. was provided to all proposers on May 14, 2013. Pursuant to the Board approved Pioneer Program CMAR process, FHWA has reviewed the selection as well and issued their concurrence on May 16, 2013 (Attachment D).

The Department has followed all requirements of NRS 338.169 to 388.16985, inclusive and has successfully negotiated an Agreement for the CMAR Pre-Construction Services with Q&D Construction Co., Inc. in the amount of $275,800.00 which will be executed based upon approval of the Transportation Board. Please refer to the Summary of Contract Terms & Conditions (Attachment E). The conformed contract will be available for your review and approval at the Board meeting on June 10, 2013.

The construction cost for the project is estimated to be $6,600,000 to $7,950,000 (R27).

List of Attachments:

A. Pioneer Program CMAR Process (flowchart)
B. Director's Approval of Short Listing (CONFIDENTIAL)
C. Director's Selection Approval Memo (CONFIDENTIAL)
D. FHWA Concurrence with Selection (CONFIDENTIAL)
E. Summary of Contract Terms & Conditions

Recommendation for Board Action:

1. Ratify the Selection of Q&D Construction Co., Inc. as CMAR provider for the Kingsbury Pavement Reconstruction Project.
2. Approve a Pre-Construction Services Agreement with Q&D Construction Co., Inc.

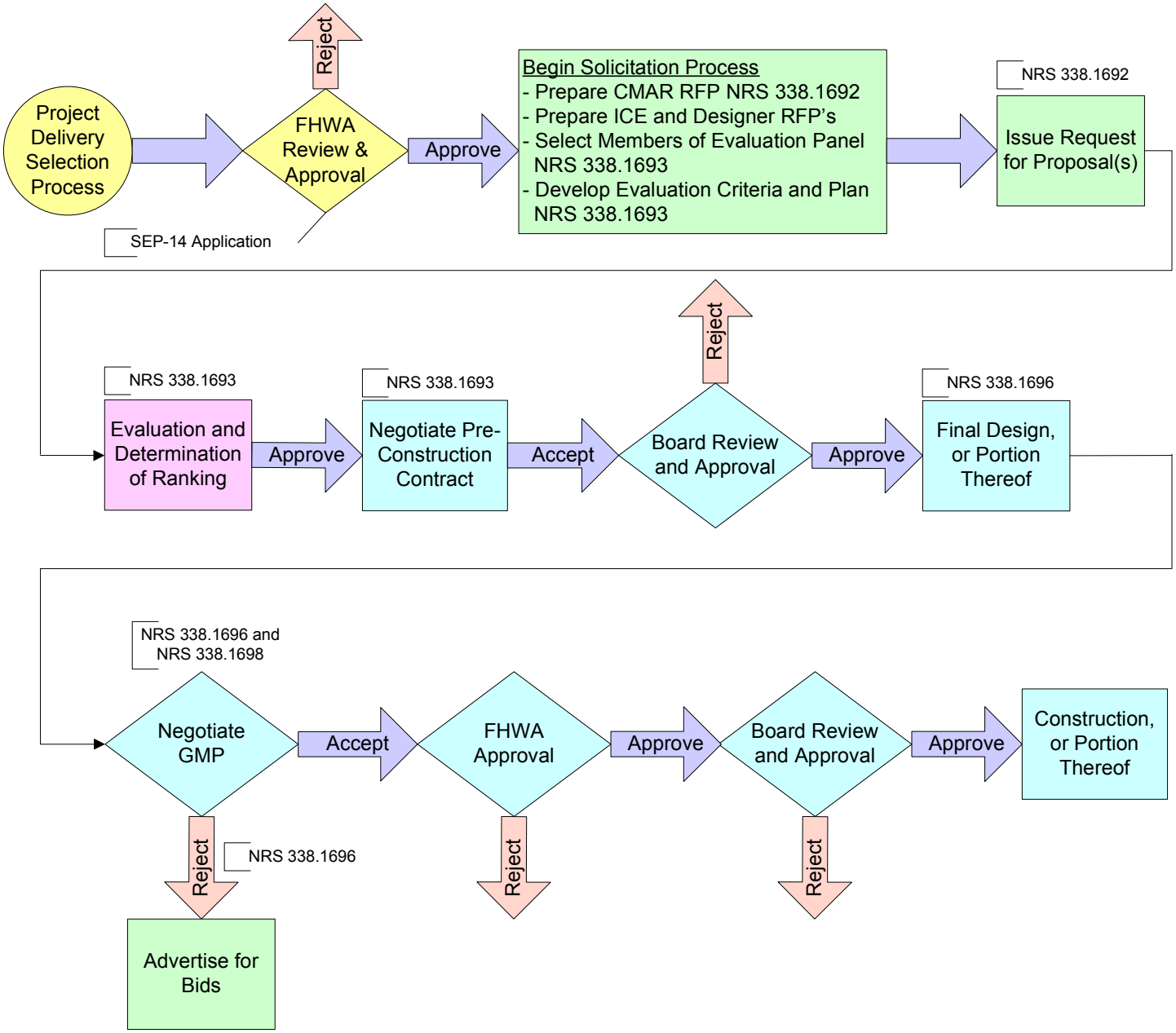
Prepared by:

Adam Searcy, Project Manager

ATTACHMENT A

NDOT CMAR Process

November 7, 2011



Legend

= Identification Phase

= Evaluation Phase

= Solicitation Phase

= Award/Implementation Phase

Terminology

RFP = Request for Proposal

GMP = Guaranteed Maximum Price

Item 9 Attachment B

CONFIDENTIAL

Item 9 Attachment C

CONFIDENTIAL

Item 9 Attachment D

CONFIDENTIAL

Summary of Contract Terms & Conditions
SR 207 Kingsbury Grade Pavement Reconstruction Project
Preconstruction Services

Scope of Work:

The scope of work is for preconstruction services in development of the Kingsbury Grade Pavement Reconstruction Project. These improvements include reconstructing the roadway pavement, hydraulic/water quality improvements, curb, gutter, sidewalk improvements and retaining wall reconstruction. Major project elements during preconstruction include full and active collaboration with the Department's design team on the following items:

- Cost estimation coordination to establish agreed upon methods for quantification and communication of scope and quantities
- Risk management, including identification, quantification and mitigation strategies
- Detailed and continuous design and constructability review to achieve a higher quality final design and more certain construction cost.
- Open Book Cost Estimates to discuss assumptions and cost allocations with the Department.
- Detailed construction schedule estimates to analyze the impacts of design elements and opportunities for improvement
- Provide a Guaranteed Maximum Price (GMP) for construction services.

Schedule:

The schedule for these preconstruction services as estimated by the Department includes a single GMP in early spring 2014. The Construction Manager will participate in milestones, such as plan reviews and Opinion of Probable Construction Costs (OPCC) meetings, with the Department to develop the final plans and GMP. The anticipated start of construction is May 2013.

Price:

The negotiated agreement price for preconstruction services is $275.800.

Major Terms & Conditions:

Strong contractual controls have been placed on the work to be conducted during cost development and negotiation of GMP. Detailed information is required to be provided as to assumed production rates, overhead and profit rates, risk assumptions, and contingencies. If the Department is not in agreement with the GMP, the Department has the opportunity to elect to advertise the construction contract competitively.

Prepared by: Adam Searcy, Project Manager

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

May 13, 2013

To: **Department of Transportation Board of Directors**

From: **Rudy Malfabon, Director**

Subject: **June 10, 2013 Transportation Board of Directors Meeting**

Item #5: **Approval of the Construction Contract with Q&D Construction Inc. for the Stateline to Stateline Bikeway Phase 1C – Project Delivery via Construction Manager at Risk (CMAR) Process – For Possible Action**

Summary:

The Nevada Department of Transportation is seeking approval by the Board of Directors to award the following Construction Contract to Q&D Construction Inc. (Q&D) for a negotiated Guaranteed Maximum Price (GMP) not to exceed $1,424,013.00. The GMP was achieved in accordance with the Department's Pioneer Program Process for Construction Manager at Risk (CMAR) procurements as approved by the Board on December 12, 2011, and in accordance with applicable sections of Nevada Revised Statute (NRS) Chapter 338 and the Department's Pioneer Program. The CMAR procurement process requires Board review and approval of the CMAR construction contract after its negotiation by the parties.

Background:

Using the CMAR delivery method, the Project Team and the Construction Manager, Q&D, developed the final design and construction documents in a manner to minimize overall project risk, improve the project delivery schedule, and apply innovation to meet the project goals. The contractor offered their expertise regarding the schedule, budget, and constructability.

Analysis:

Q&D, the Independent Cost Estimator (ICE), and the Engineer each evaluated the design plans, assessed project risks, and independently prepared an independent Opinion of Probable Construction Costs (OPCC) at specified Milestones during the design process:

- The NDOT Design team advanced design plans based on the input of Q&D and the ICE.
- During the risk workshops the project team identified, evaluated, and mitigated project risks which resulted in schedule reductions and construction cost savings.
- At each OPCC the Engineer, the ICE and Q&D submitted independent estimates of construction costs which were reviewed and discussed by the

Project Team. The estimates began to come closer together based upon a common understanding of the design and construction including risk, schedule, and methods of construction.

- Following the final OPCC and prior to the GMP, the Department began negotiations with Q&D.
- The final Project documents were placed into NDOT's electronic bidding system and both Q&D and the ICE bid the project separately and independently. The bids submitted by the Contractor and ICE were within 3.2% of one another, further verifying the reasonableness and accuracy of this bid. In addition, the Contractor was the low bidder by $46,115.18.

The attached Concurrence in Award (Attachment B) summarizes the work completed by the Project Team during the preconstruction development of the Project and summarizes the Construction Contract terms and conditions.

List of Attachments:

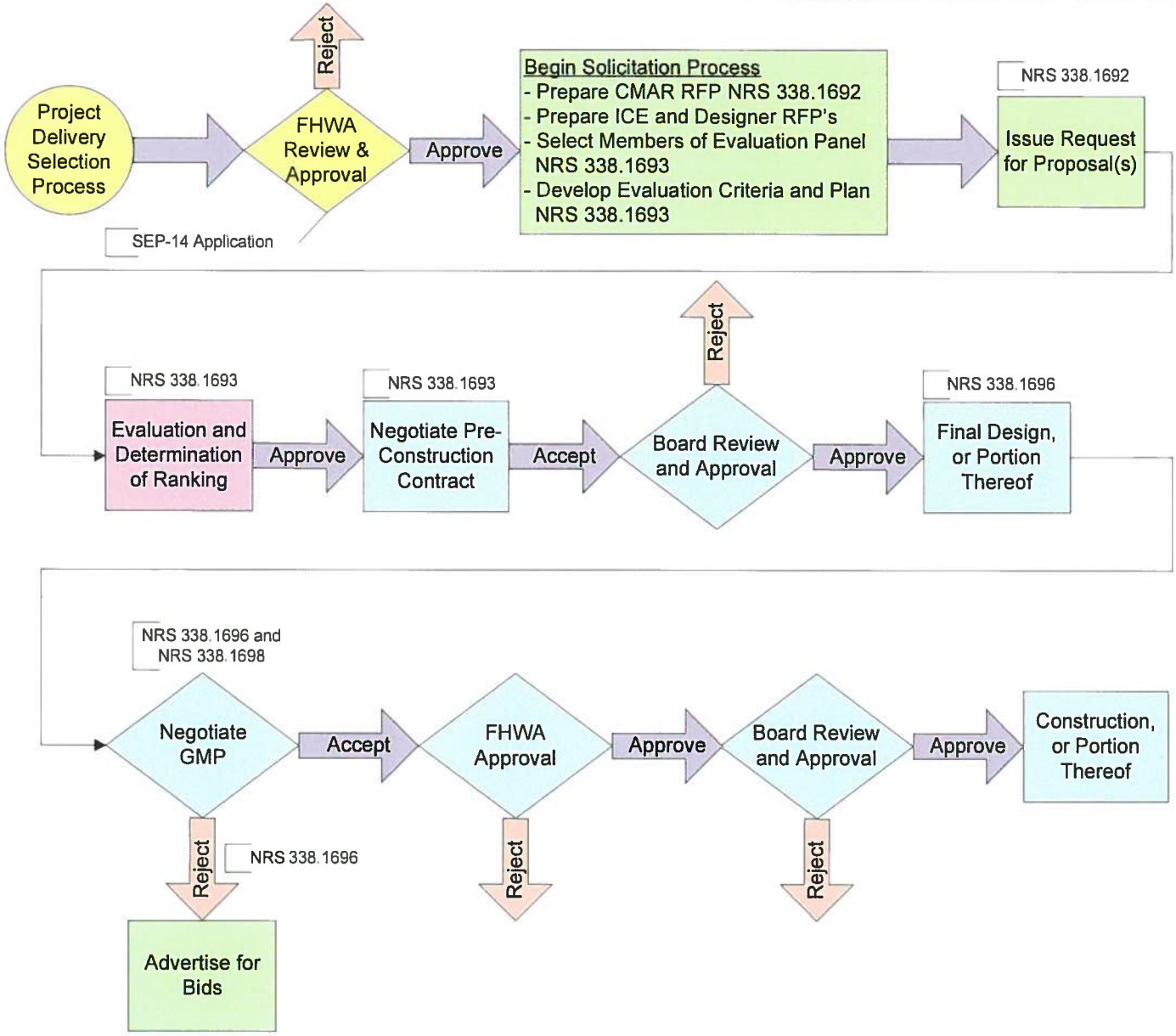
A. Pioneer Program CMAR Process (flowchart)
B. Concurrence in Award

Prepared by:

Pedro Rodriguez, Project Manager

NDOT CMAR Process

November 7, 2011



Legend

= Identification Phase

= Evaluation Phase

= Solicitation Phase

= Award/Implementation Phase

Terminology

RFP = Request for Proposal

GMP = Guaranteed Maximum Price

1263 South Stewart Street
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Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM

Administrative Services

May 14, 2013

To: John Terry, Assistant Director - Engineering
Richard Nelson, Assistant Director - Operations
Rudy Malfabon, Director

From: Christi Thompson, Admin. Services Officer

Subject: Concurrence in Award for Contract No. 3541, Project No. PLH-0005(019), US 50 Stateline to Stateline Bike Path, Elks Point Road to 1 Mile North of Elks Point Road on US 50, Off-System, Douglas County, described as Construct Phase 1C Multi-Use Trail of Stateline to Stateline Bikeway, CMAR Project. Engineer's Estimate $1,520,491.14.

This memo is to confirm concurrence in award of the subject contract.

Q & D Construction, Inc. submitted their Guaranteed Maximum Price (GMP) on May 7, 2013, in the amount of $1,424,013.00. Atkins North America, Inc. submitted their Independent Cost Estimate (ICE) on May 7, 2013, in the amount of $1,470,128.18. The project is Federally funded, required a 10% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor listing documentation and DBE information submitted by Q & D Construction, Inc. have been reviewed and certified by the Contract Compliance Officer. The bid is 6.35% lower than the Engineer's Estimate. The Project Manager, Designer, Resident Engineer and BRAT Chairman have provided their concurrence to award, and their reports are attached.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Please return the approved copy to this office. Upon receipt a packet will be prepared to obtain Transportation Board approval of the award at the next available meeting.

Concurrence in award:

John Terry, Assistant Director

Richard Nelson, Assistant Director

Rudy Malfabon, Director

Enclosures:
Unofficial Bid Tab
Negotiation Summary Memo
Contract Compliance Memo
BRAT summary report

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 South Stewart Street
Carson City, Nevada 89712

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E.
Director

May 14, 2013

A070
MS SUSAN KLEKAR
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
705 NORTH PLAZA STREET #220
CARSON CITY NV 89701

Contract No. 3541

Dear Ms. Klekar:

Request for Concurrence in Award for Contract No. 3541, Project No. PLH-0005(019), US 50 Stateline to Stateline Bike Path, Elks Point Road to 1 Mile North of Elks Point Road on US 50, Off-System, Douglas County, described as Construct Phase 1C Multi-Use Trail of Stateline to Stateline Bikeway, CMAR Project. Engineer's Estimate $1,520,491.14.

This is to advise you that on May 7, 2013, Guaranteed Maximum Price (GMP) submittals were received for the subject contract. Q & D Construction, Inc., the CMAR, submitted a properly executed proposal and anti-collusion affidavit.

As required by Federal-Aid Highway Program Manual, Volume 6, Chapter 4, Section 1, the Anti-Collusion Affidavit is on file in this office and the notices concerning "Certification of Non-Segregated Facilities" and "Implementation of Clean Air Act and Federal Water Pollution Control Act" were included in the bid proposal.

The DBE participation documentation furnished by the Q & D Construction, Inc. is attached for your review and approval. The DBE goal of 10% was met with a 14.75% commitment for participation by DBE firms. The firms listed are currently certified as DBEs with NDOT.

The low bidder had been prequalified in accordance with our prequalification procedures and was eligible to submit a proposal for the project.

Attached is a copy of the bid tabulation, the DBE Report and the NDOT Contract Compliance Approval Memo. The GMP was reviewed by the NDOT BRAT and was recommended for award.

Your concurrence in award of this contract and approval of the DBEs by your endorsement hereon is respectfully requested. Please return an approved copy to this office.

Sincerely,

Christi Thompson
Administrative Services Officer

CT: dj

Approved:

5/17/2013

1263 South Stewart Street
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MEMORANDUM

CONTRACT COMPLIANCE SECTION

May 14, 2013

To: Christi Thompson, Administrative Services Officer

From: Dana A. Olivera, Contract Compliance

Subject: NDOT Bidder Subcontractor Information - Contract No. 3541 CMAR

US 50 Stateline to Stateline Bike Path, Elks Point Road to 1 MI No of Elks Point Road on US 50. Off-system.

CONSTRUCT PHASE 1C MULTI-USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT. CMAR PROJECT.

The overall DBE goal of 10% assigned to the US 50 Stateline to Stateline Bike Path CMAR, Phase 1C, project has been met with a 14.75% DBE commitment by the apparent low bidder Q & D Construction, Inc., to Nevada certified DBE firms. The ICE was Atkins North America Inc. Specific information regarding the DBE goal is available in the Contract Compliance Division.

DAO

BRAT Report

May 7, 2013

Contract No: 3541
Contract Description: CONSTRUCT PHASE 1C MULTI-USE TRAIL OF STATELINE TO STATELINE BIKEWAY PROJECT. CMAR PROJECT.
Contract Location: US 50 STATELINE TO STATELINE BIKE PATH, ELKS POINT ROAD TO 1 MI NO OF ELKS POINT ROAD ON US 50. OFF-SYSTEM.
Bid Opening: May 7, 2013 12:00pm

Project Number: PLH-0005(019)
County: DOUGLAS
Range: R18 $1,300,000.01 to $1,550,000

				Engineer's Estimate		Q & D Construction, Inc.		Atkins North America Inc - ICE CMAR	
Item No.	Description	Qty	Unit	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2010120	CLEARING AND GRUBBING	3.000	ACRE	12,000.00	36,000.00	13,000.00	39,000.00	12,612.36	37,837.08
2010230	TRIM TREES	33.000	EACH	200.00	6,600.00	360.00	11,880.00	232.94	7,687.02
2010270	REMOVE TREES (6-INCHES TO 12-INCHES)	29.000	EACH	350.00	10,150.00	325.00	9,425.00	400.51	11,614.79
2010280	REMOVE TREES (13-INCHES TO 18-INCHES)	31.000	EACH	700.00	21,700.00	600.00	18,600.00	507.31	15,726.61
2010290	REMOVE TREES (19-INCHES TO 24-INCHES)	9.000	EACH	800.00	7,200.00	700.00	6,300.00	1,087.49	9,787.41
2020585	REMOVAL OF FENCE	76.000	LINFT	20.00	1,520.00	10.00	760.00	11.41	867.16
2020935	REMOVAL OF COMPOSITE SURFACE	25.000	CUYD	50.00	1,250.00	65.00	1,625.00	51.53	1,288.25
2030130	LARGE ROCK EXCAVATION	400.000	CUYD	190.00	76,000.00	200.00	80,000.00	186.26	74,504.00
2030140	ROADWAY EXCAVATION	2,000.000	CUYD	40.00	80,000.00	25.00	50,000.00	26.82	53,640.00
2030230	BORROW EMBANKMENT	50.000	CUYD	80.00	4,000.00	75.00	3,750.00	72.49	3,624.50
2030690	GEOTEXTILE (CLASS 1)	1,670.000	SQYD	3.00	5,010.00	2.00	3,340.00	4.02	6,713.40
2060110	STRUCTURE EXCAVATION	118.000	CUYD	75.00	8,850.00	75.00	8,850.00	81.69	9,639.42
2070110	GRANULAR BACKFILL	177.000	CUYD	100.00	17,700.00	110.00	19,470.00	101.91	18,038.07
2090130	TYPE 2 DRAIN BACKFILL	16.000	CUYD	100.00	1,600.00	145.00	2,320.00	105.32	1,685.12
2110110	TOP SOIL (SALVAGE)	2,900.000	CUYD	40.00	116,000.00	30.00	87,000.00	29.27	84,883.00
2110180	SEEDING (TYPE A)	8,350.000	SQYD	3.00	25,050.00	0.38	3,173.00	0.79	6,596.50
2110200	SEEDING (TYPE B)	2,670.000	SQYD	5.00	13,350.00	2.91	7,769.70	0.87	2,322.90
2110340	MULCHING	11,020.000	SQYD	2.50	27,550.00	0.36	3,967.20	2.04	22,480.80
2120390	PLANT ESTABLISHMENT WORK	1.000	LS	10,000.00	10,000.00	10,500.00	10,500.00	7,000.00	7,000.00
2120700	TREE GUARDS	46.000	EACH	130.00	5,980.00	130.00	5,980.00	129.62	5,962.52
2120800	ROCK WALL	315.000	SQFT	40.00	12,600.00	17.00	5,355.00	24.87	7,834.05
2150240	BENCH	2.000	EACH	1,300.00	2,600.00	1,300.00	2,600.00	529.11	1,058.22
2150295	PET WASTE STATION	1.000	EACH	1,000.00	1,000.00	800.00	800.00	672.97	672.97
2150320	INFORMATION SIGN	4.000	EACH	2,000.00	8,000.00	1,700.00	6,800.00	2,579.58	10,318.32
3020190	TYPE 2 CLASS B AGGREGATE BASE	2,240.000	TON	45.00	100,800.00	45.00	100,800.00	40.01	89,622.40
4020200	PLANTMIX SURFACING (TYPE 3) (WET)	1,140.000	TON	160.00	182,400.00	165.00	188,100.00	165.00	188,100.00
5020950	CLASS AA CONCRETE, MODIFIED (MAJOR)	83.000	CUYD	650.00	53,950.00	725.00	60,175.00	926.99	76,940.17
5050100	REINFORCING STEEL	6,750.000	POUND	1.20	8,100.00	1.45	9,787.50	1.44	9,720.00
5060760	PEDESTRIAN RAIL, TYPE R (MODIFIED)	1,115.000	LINFT	85.00	94,775.00	90.00	100,350.00	94.35	105,200.25
6030190	18-INCH REINFORCED CONCRETE PIPE, CLASS V	194.000	LINFT	100.00	19,400.00	94.00	18,236.00	89.09	17,283.46
6031030	18-INCH PRECAST END SECTION	11.000	EACH	1,000.00	11,000.00	420.00	4,620.00	465.95	5,125.45
6071020	4-INCH SLOTTED POLYVINYL CHLORIDE PIPE	65.000	LINFT	10.00	650.00	6.50	422.50	8.22	534.30
6100170	RIPRAP (CLASS 150)	1,180.000	CUYD	120.00	141,600.00	120.00	141,600.00	116.78	137,800.40
6100470	RIPRAP BEDDING,(CLASS 300)	95.000	CUYD	130.00	12,350.00	135.00	12,825.00	101.74	9,665.30
6130130	DETECTABLE WARNINGS	11.000	SQYD	500.00	5,500.00	645.00	7,095.00	399.72	4,396.92
6250490	RENT TRAFFIC CONTROL DEVICES	1.000	LS	50,000.00	50,000.00	50,013.00	50,013.00	52,677.76	52,677.76
6270190	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	156.000	SQFT	80.00	12,480.00	103.77	16,188.12	103.77	16,188.12

				Engineer's Estimate		Q & D Construction, Inc.		Atkins North America Inc - ICE CMAR	
Item No.	Description	Qty	Unit	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6280120	MOBILIZATION	1.000	LS	150,049.36	150,049.36	134,189.34	134,189.34	167,522.00	167,522.00
6320460	WATERBORNE PAVEMENT STRIPING (TYPE II)(VARIES)	94.000	SQFT	10.00	940.00	2.41	226.54	2.41	226.54
6320620	WATERBORNE PAVEMENT STRIPING (TYPE II)(12-INCH SOLID WHITE)	20.000	LINFT	10.00	200.00	2.41	48.20	2.41	48.20
6320640	WATERBORNE PAVEMENT STRIPING (TYPE II)(24-INCH SOLID WHITE)	160.000	LINFT	10.00	1,600.00	4.84	774.40	4.84	774.40
6370110	TEMPORARY POLLUTION CONTROL	1.000	LS	20,000.00	20,000.00	20,000.00	20,000.00	19,687.04	19,687.04
6370190	DUST CONTROL	1.000	LS	10,066.78	10,066.78	10,000.00	10,000.00	11,028.66	11,028.66
6370260	SILT FENCE	7,150.000	LINFT	6.00	42,900.00	6.65	47,547.50	6.93	49,549.50
6370280	SEDIMENT LOG	170.000	LINFT	6.00	1,020.00	5.00	850.00	6.56	1,115.20
6370320	PRESERVATION FENCING	6,000.000	LINFT	6.00	36,000.00	6.65	39,900.00	6.69	40,140.00
6670010	RISK RESERVE	1.000	LS	60,000.00	60,000.00	66,000.00	66,000.00	60,000.00	60,000.00
6850100	PARTNERING	1.000	FA	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
				Total	1,520,491.14		1,424,013.00		1,470,128.18

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
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MEMORANDUM

June 3, 2013

TO: **Department of Transportation Board of Directors**
FROM: **Rudy Malfabon, Director**
SUBJECT: **June 10, 2013 Transportation Board of Directors Meeting**
Item # 6: **Approval of Contracts Over $5,000,000 – For Possible Action**

Summary:

The purpose of this item is to present to the Board a list of construction contracts over $5,000,000 for discussion and approval.

Background:

The Department contracts for services relating to the construction, operation and maintenance of the State's multi-modal transportation system. Contracts listed in this item are all low-bid per statute.

The attached construction contracts constitute all contracts over $5,000,000 for which the bids were opened and the analysis completed by the Bid Review and Analysis Team and Contract Compliance section of the Department from April 23, 2013 to May 20, 2013.

Analysis:

These contracts have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

List of Attachments:

A) State of Nevada Department of Transportation Contracts Over $5,000,000, April 23, 2013 to May 20, 2013.

Recommendation for Board Action:

Approval of all contracts listed on Attachment A.

Prepared by: The Administrative Services Division

Attachment A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

CONTRACTS OVER $5,000,000

April 23, 2013 to May 20, 2013

1. May 2, 2013 at 2:30 p.m. the following bids were opened and read related to Department of Transportation Contract No. 3534, Project No. SI-093-4(018). The project is to construct shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities, on US 93 Lages Junction to Currie, in Elko and White Pine Counties.

Granite Construction Company	$9,886,886.00
Road and Highway Builders.	$9,888,888.00
A & K Earth Movers	$10,739,999.99
Fisher Sand & Gravel Co.	$10,939,000.00
W.W. Clyde & Co.	$11,198,976.29
Staker Parson Companies	$15,451,183.08

The Director recommends awarding the contract to Granite Construction Company in the amount of $9,886,886.00.

Engineer's Estimate: $11,008,052.32

Line Item 1

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MEMORANDUM

Administrative Services

May 20, 2013

To: John Terry, Assistant Director - Engineering
Richard Nelson, Assistant Director - Operations
Rudy Malfabon, Director

From: Christi Thompson, Admin. Services Officer

Subject: Concurrence in Award for Contract No. 3534, Project No. SI-093-4(018), US 93 Lages Junction to Currie., Elko and White Pine Counties, described as Constructing shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities., Engineer's Estimate $11,008,052.32.

This memo is to confirm concurrence in award of the subject contract.

Bid proposals were opened on May 2, 2013. Granite Construction Company is the apparent low bidder at $9,886,886.00 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Road and Highway Builders LLC with a bid of $9,888,888.00.

The project is Federally funded, required 10% DBE participation and is not subject to State Bidder Preference provisions.

The subcontractor listing documentation and DBE information submitted by the two lowest bidders have been reviewed and certified by the Contract Compliance Officer. The bid is within the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Chairman has provided their concurrence to award, and their report is attached. A bid protest was filed by Road and Highway Builders LLC but was found to be without merit and was rejected.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Please return the approved copy to this office. Upon receipt a packet will be prepared to obtain Transportation Board approval of the award at the next available meeting.

Concurrence in award:

John Terry, Assistant Director

Richard Nelson, Assistant Director

Rudy Malfabon, Director

Enclosures:
Unofficial Bid Results Report
Contract Compliance Memo
BRAT Summary Report
Bid Protest letters

Nevada Department of Transportation

Unofficial Bid Results

May 02, 2013

Contract Number: 3534
Designer: JOHN LOVELESS
Senior Designer: KEVIN MAXWELL
Estimate Range: R29 $9,550,000.01 to $11,500,000
Project Number: SI-093-4(018)

Bid Opening Date and Time: 5/2/2013 2:30 pm
Liquidated Damages: $6,100
Working Days: 150
District: DISTRICT 3

County: ELKO; WHITE PINE
Location: US 93 LAGES JUNCTION TO CURRIE.

Description: Constructing shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities.

Apparent Low Bidder Granite Construction Company $9,886,886.00

Apparent 2nd Road and Highway Builders LLC $9,888,888.00

Apparent 3rd A & K Earth Movers, Inc. $10,739,999.99

	Bidders:	Actual Bid Amount
1	Granite Construction Company P.O. Box 50085 Watsonville, CA 95077-5085 (775) 358-8792	$9,886,886.00
2	Road and Highway Builders LLC P.O. Box 70846 Reno, NV 89570- (775) 852-7283	$9,888,888.00
3	A & K Earth Movers, Inc. PO Box 1059 Fallon, NV 89407-1059 (775) 423-6085	$10,739,999.99
4	Fisher Sand & Gravel Co. 1302 West Drivers Way Tempe, AZ 85284- (480) 730-1033	$10,939,000.00

Nevada Department of Transportation

Unofficial Bid Results

May 02, 2013

Contract Number: 3534
Designer: JOHN LOVELESS
Senior Designer: KEVIN MAXWELL
Estimate Range: R29 $9,550,000.01 to $11,500,000
Project Number: SI-093-4(018)

Bid Opening Date and Time: 5/2/2013 2:30 pm
Liquidated Damages: $6,100
Working Days: 150
District: DISTRICT 3

County: ELKO; WHITE PINE
Location: US 93 LAGES JUNCTION TO CURRIE.

Description: Constructing shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities.

Apparent Low Bidder	Granite Construction Company	$9,886,886.00
Apparent 2nd	Road and Highway Builders LLC	$9,888,888.00
Apparent 3rd	A & K Earth Movers, Inc.	$10,739,999.99

	Bidders:	Actual Bid Amount
5	W.W. Clyde & Co. P.O. Box 350 Springville, UT 84663- (801) 802-6800	$11,198,976.29
6	Staker Parson Companies P.O. Box 3429 Ogden, UT 84409-1429 (801) 409-2431	$15,451,183.08

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MEMORANDUM

CIVIL RIGHTS AND CONTRACT COMPLIANCE SECTION

May 9, 2013

To: Christi Thompson, Administrative Services Officer

From: Dana A. Olivera, Contract Compliance

Subject: NDOT DBE & Bidder Subcontractor Information – Contract No. 3534

On US 93 Lages Junction to Currie, Elko and White Pine Counties.

CONSTRUCTING SHOULDERS, AND A SET OF PASSING LANES, FLATTENING SLOPES, AND EXTENDING DRAINAGE FACILITIES.

The subcontractors listed by the apparent low bidder, Granite Construction Company, and the apparent second low bidder, Road and Highway Builders, LLC, are currently licensed by the Nevada State Board of Contractors.

The DBE goal of 10% has been met with a 10.25% DBE commitment by the apparent low bidder and a 10.14% commitment by the apparent second low bidder to Nevada certified DBE firms. Specific information regarding the DBE goal is available in the Contract compliance Division.

DAO:pt

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Phone: (775) 888-7490
Fax: (775) 888-7401

Memorandum

May 14, 2013

TO: **Christi Thompson, Administrative Services Officer**

FROM: **Paul Frost, Chief Roadway Design Engineer**

SUBJECT: **BRAT Summary Report for Contract #3534**

The Bid Review and Analysis Team met on 5/8/12 to discuss the Bid Tabulation for the above referenced contract. The following BRAT team members were in attendance:

Shawn Howerton, Construction

Paul Frost, Chief Roadway Design Engineer

Jeff Shapiro, Chief Construction Engineer

Jenni Eyerly, Administrative Services

Teresa Schlaffer, Administrative Services

Scott Hein, Principal Roadway Design Engineer

Casey Connor, Assistant Chief Roadway Design Engineer

Don Christiansen, Resident Engineer

Kevin Maxwell, Senior Roadway Design Engineer

The apparent low bidder and number 2 low bidder's proposals are very close to one another, only separated by 2,002 dollars, which is a 0.02% difference. Consequently, the Price Sensitivity Report (attached), as prepared by the Administrative Services Division showed the majority of bid items are very sensitive to the quantity estimates, i.e., very small quantity changes could affect the bid order.

Several significant bid items are mathematically unbalanced. The majority of the plan quantities were verified and no errors were found (please see attached quantity item verification and discussion). Due to the sensitivity of the engineer's quantity estimates, there was lengthy discussion regarding the information and methodology used to develop the contract estimate. The BRAT believes the methodology and assumptions were reasonable, and the contract estimate is appropriate. The proposal bid prices were evaluated and determined to be reasonable.

The apparent low bid is 90 percent of the engineers estimate. The BRAT recommends proceeding with awarding this contract.

BRAT Chairman Concur to Award

Paul Trost

Date 5/14/13

cc: attendees
Pierre Gezelin, Legal
Attach.

Price Sensitivity Report

May 2, 2013

Contract No.: 3534
Project No.: SI-093-4(018)
Project ID/EA No.: 60571
County: Elko and White Pine
Range: R29 $9,550,000.01 to $11,500,000
Working Days: 200

Engineer's Estimate	Granite Construction	Road and Highway Builders	Diff. Between Low & 2nd	Diff. Between EE & Low	Low Bid % of EE
$11,008,052.32	$9,886,886.00	$9,888,888.00	$2,002.00	-$1,121,166.32	89.82%

Item No.	Qty	Description	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2010100	1.00	CLEARING AND GRUBBING	44,000.00	150,000.00	10,000.00	n/a	n/a	340.91%	Yes	EE was low compared to bids
2020990	9,200.00	REMOVAL OF BITUMINOUS SURFACE	4.00	9.00	4.00	400.40	4.35%	225.00%	Yes	EE is reasonable, quantity verified
2030140	202,590.00	ROADWAY EXCAVATION	10.00	6.00	7.00	-2,002.00	-0.99%	60.00%	Yes	EE seems high, $7-$8 would be reasonable, quantity verified
2030230	285,410.00	BORROW EMBANKMENT	6.00	0.01	8.00	-250.56	-0.09%	0.17%	Yes	EE is reasonable, quantity verified
2060110	123.50	STRUCTURE EXCAVATION	50.00	650.00	80.00	3.51	2.84%	1300.00%	Yes	EE is reasonable, $50-$80, quantity verified
2110190	119.00	SEEDING (TYPE A)	1,000.00	3,000.00	1,000.00	1.00	0.84%	300.00%	Yes	EE is reasonable, $1-2K, quantity verified
2110260	22.00	HYDRO-SEEDING	3,500.00	4,300.00	2,500.00	1.11	5.06%	122.86%	No	EE is reasonable, $3-4K, quantity verified.
3020130	170,020.00	TYPE 1 CLASS B AGGREGATE BASE	10.00	10.50	8.00	800.80	0.47%	105.00%	No	EE is reasonable, quantity verified.
4020180	43,470.00	PLANTMIX SURFACING (TYPE 2)(WET)	90.00	94.00	60.00	58.88	0.14%	104.44%	No	EE is reasonable, quantity verified.
4060110	159.00	LIQUID ASPHALT, TYPE MC-70NV	650.00	700.00	0.01	2.86	1.80%	107.69%	No	EE is reasonable, quantity verified.
4080240	77.00	EMULSIFIED ASPHALT, TYPE LMCRS-2H	700.00	715.00	300.00	4.82	6.27%	102.14%	No	EE is reasonable, quantity verified.
6250490	1.00	RENT TRAFFIC CONTROL DEVICES	100,000.00	500,000.00	500,000.00	n/a	n/a	500.00%	Yes	
6270110	1.00	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	70,000.00	80,000.00	10,000.00	n/a	n/a	114.29%	No	EE reasonable,$70-80K
6270190	596.88	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	65.00	90.00	50.00	50.05	8.39%	138.46%	Yes	EE seems low, $85-$90 would be reasonable, quantity verified.
6280120	1.00	MOBILIZATION	622,216.81	895,287.86	775,849.11	n/a	n/a	143.89%	Yes	

Additional Comments:

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

June 3, 2013

TO: **Department of Transportation Board of Directors**
FROM: **Rudy Malfabon, Director**
SUBJECT: **June 10, 2013 Transportation Board of Directors Meeting**
Item # 6: **Approval of Contracts Over $5,000,000 – For Possible Action**

Summary:

The purpose of this item is to present to the Board a list of construction contracts over $5,000,000 for discussion and approval.

Background:

The Department contracts for services relating to the construction, operation and maintenance of the State's multi-modal transportation system. Contracts listed in this item are all low-bid per statute.

The attached construction contracts constitute all contracts over $5,000,000 for which the bids were opened and the analysis completed by the Bid Review and Analysis Team and Contract Compliance section of the Department from April 23, 2013 to May 20, 2013.

Analysis:

These contracts have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

List of Attachments:

A) State of Nevada Department of Transportation Contracts Over $5,000,000, April 23, 2013 to May 20, 2013.

Recommendation for Board Action:

Approval of all contracts listed on Attachment A.

Prepared by: The Administrative Services Division

Attachment A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

CONTRACTS OVER $5,000,000

April 23, 2013 to May 20, 2013

1. May 2, 2013 at 2:30 p.m. the following bids were opened and read related to Department of Transportation Contract No. 3534, Project No. SI-093-4(018). The project is to construct shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities, on US 93 Lages Junction to Currie, in Elko and White Pine Counties.

Granite Construction Company	$9,886,886.00
Road and Highway Builders.	$9,888,888.00
A & K Earth Movers	$10,739,999.99
Fisher Sand & Gravel Co.	$10,939,000.00
W.W. Clyde & Co.	$11,198,976.29
Staker Parson Companies	$15,451,183.08

The Director recommends awarding the contract to Granite Construction Company in the amount of $9,886,886.00.

Engineer's Estimate: $11,008,052.32

Line Item 1

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7070
Fax: (775) 888-7101

MEMORANDUM

Administrative Services

May 20, 2013

To: John Terry, Assistant Director - Engineering
Richard Nelson, Assistant Director - Operations
Rudy Malfabon, Director

From: Christi Thompson, Admin. Services Officer

Subject: Concurrence in Award for Contract No. 3534, Project No. SI-093-4(018), US 93 Lages Junction to Currie., Elko and White Pine Counties, described as Constructing shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities., Engineer's Estimate $11,008,052.32.

This memo is to confirm concurrence in award of the subject contract.

Bid proposals were opened on May 2, 2013. Granite Construction Company is the apparent low bidder at $9,886,886.00 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Road and Highway Builders LLC with a bid of $9,888,888.00.

The project is Federally funded, required 10% DBE participation and is not subject to State Bidder Preference provisions.

The subcontractor listing documentation and DBE information submitted by the two lowest bidders have been reviewed and certified by the Contract Compliance Officer. The bid is within the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Chairman has provided their concurrence to award, and their report is attached. A bid protest was filed by Road and Highway Builders LLC but was found to be without merit and was rejected.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Please return the approved copy to this office. Upon receipt a packet will be prepared to obtain Transportation Board approval of the award at the next available meeting.

Concurrence in award:

John Terry, Assistant Director

Richard Nelson, Assistant Director

Rudy Malfabon, Director

Enclosures:
Unofficial Bid Results Report
Contract Compliance Memo
BRAT Summary Report
Bid Protest letters

Nevada Department of Transportation

Unofficial Bid Results

May 02, 2013

Contract Number: 3534
Designer: JOHN LOVELESS
Senior Designer: KEVIN MAXWELL
Estimate Range: R29 $9,550,000.01 to $11,500,000
Project Number: SI-093-4(018)

Bid Opening Date and Time: 5/2/2013 2:30 pm
Liquidated Damages: $6,100
Working Days: 150
District: DISTRICT 3

County: ELKO; WHITE PINE
Location: US 93 LAGES JUNCTION TO CURRIE.

Description: Constructing shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities.

Apparent Low Bidder Granite Construction Company $9,886,886.00

Apparent 2nd Road and Highway Builders LLC $9,888,888.00

Apparent 3rd A & K Earth Movers, Inc. $10,739,999.99

	Bidders:	Actual Bid Amount
1	Granite Construction Company P.O. Box 50085 Watsonville, CA 95077-5085 (775) 358-8792	$9,886,886.00
2	Road and Highway Builders LLC P.O. Box 70846 Reno, NV 89570- (775) 852-7283	$9,888,888.00
3	A & K Earth Movers, Inc. PO Box 1059 Fallon, NV 89407-1059 (775) 423-6085	$10,739,999.99
4	Fisher Sand & Gravel Co. 1302 West Drivers Way Tempe, AZ 85284- (480) 730-1033	$10,939,000.00

Nevada Department of Transportation

Unofficial Bid Results

May 02, 2013

Contract Number: 3534
Designer: JOHN LOVELESS
Senior Designer: KEVIN MAXWELL
Estimate Range: R29 $9,550,000.01 to $11,500,000
Project Number: SI-093-4(018)

Bid Opening Date and Time: 5/2/2013 2:30 pm
Liquidated Damages: $6,100
Working Days: 150
District: DISTRICT 3

County: ELKO; WHITE PINE
Location: US 93 LAGES JUNCTION TO CURRIE.

Description: Constructing shoulders, and a set of passing lanes, flattening slopes, and extending drainage facilities.

Apparent Low Bidder	Granite Construction Company	$9,886,886.00
Apparent 2nd	Road and Highway Builders LLC	$9,888,888.00
Apparent 3rd	A & K Earth Movers, Inc.	$10,739,999.99

	Bidders:	Actual Bid Amount
5	W.W. Clyde & Co. P.O. Box 350 Springville, UT 84663- (801) 802-6800	$11,198,976.29
6	Staker Parson Companies P.O. Box 3429 Ogden, UT 84409-1429 (801) 409-2431	$15,451,183.08

1263 South Stewart Street
Carson City, Nevada 89712
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Fax: (775) 888-7235

MEMORANDUM

CIVIL RIGHTS AND CONTRACT COMPLIANCE SECTION

May 9, 2013

To: Christi Thompson, Administrative Services Officer

From: Dana A. Olivera, Contract Compliance

Subject: NDOT DBE & Bidder Subcontractor Information – Contract No. 3534

On US 93 Lages Junction to Currie, Elko and White Pine Counties.

CONSTRUCTING SHOULDERS, AND A SET OF PASSING LANES, FLATTENING SLOPES, AND EXTENDING DRAINAGE FACILITIES.

The subcontractors listed by the apparent low bidder, Granite Construction Company, and the apparent second low bidder, Road and Highway Builders, LLC, are currently licensed by the Nevada State Board of Contractors.

The DBE goal of 10% has been met with a 10.25% DBE commitment by the apparent low bidder and a 10.14% commitment by the apparent second low bidder to Nevada certified DBE firms. Specific information regarding the DBE goal is available in the Contract compliance Division.

DAO:pt

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7490
Fax: (775) 888-7401

Memorandum

May 14, 2013

TO: **Christi Thompson, Administrative Services Officer**

FROM: **Paul Frost, Chief Roadway Design Engineer**

SUBJECT: **BRAT Summary Report for Contract #3534**

The Bid Review and Analysis Team met on 5/8/12 to discuss the Bid Tabulation for the above referenced contract. The following BRAT team members were in attendance:

Shawn Howerton, Construction

Paul Frost, Chief Roadway Design Engineer

Jeff Shapiro, Chief Construction Engineer

Jenni Eyerly, Administrative Services

Teresa Schlaffer, Administrative Services

Scott Hein, Principal Roadway Design Engineer

Casey Connor, Assistant Chief Roadway Design Engineer

Don Christiansen, Resident Engineer

Kevin Maxwell, Senior Roadway Design Engineer

The apparent low bidder and number 2 low bidder's proposals are very close to one another, only separated by 2,002 dollars, which is a 0.02% difference. Consequently, the Price Sensitivity Report (attached), as prepared by the Administrative Services Division showed the majority of bid items are very sensitive to the quantity estimates, i.e., very small quantity changes could affect the bid order.

Several significant bid items are mathematically unbalanced. The majority of the plan quantities were verified and no errors were found (please see attached quantity item verification and discussion). Due to the sensitivity of the engineer's quantity estimates, there was lengthy discussion regarding the information and methodology used to develop the contract estimate. The BRAT believes the methodology and assumptions were reasonable, and the contract estimate is appropriate. The proposal bid prices were evaluated and determined to be reasonable.

The apparent low bid is 90 percent of the engineers estimate. The BRAT recommends proceeding with awarding this contract.

BRAT Chairman Concur to Award

Paul Trost

Date 5/14/13

cc: attendees
Pierre Gezelin, Legal
Attach.

Price Sensitivity Report

May 2, 2013

Contract No.: 3534
Project No.: SI-093-4(018)
Project ID/EA No.: 60571
County: Elko and White Pine
Range: R29 $9,550,000.01 to $11,500,000
Working Days: 200

Engineer's Estimate	Granite Construction	Road and Highway Builders	Diff. Between Low & 2nd	Diff. Between EE & Low	Low Bid % of EE
$11,008,052.32	$9,886,886.00	$9,888,888.00	$2,002.00	-$1,121,166.32	89.82%

Item No.	Qty	Description	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2010100	1.00	CLEARING AND GRUBBING	44,000.00	150,000.00	10,000.00	n/a	n/a	340.91%	Yes	EE was low compared to bids
2020990	9,200.00	REMOVAL OF BITUMINOUS SURFACE	4.00	9.00	4.00	400.40	4.35%	225.00%	Yes	EE is reasonable, quantity verified
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2030230	285,410.00	BORROW EMBANKMENT	6.00	0.01	8.00	-250.56	-0.09%	0.17%	Yes	EE is reasonable, quantity verified
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2110190	119.00	SEEDING (TYPE A)	1,000.00	3,000.00	1,000.00	1.00	0.84%	300.00%	Yes	EE is reasonable, $1-2K, quantity verified
2110260	22.00	HYDRO-SEEDING	3,500.00	4,300.00	2,500.00	1.11	5.06%	122.86%	No	EE is reasonable, $3-4K, quantity verified.
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4060110	159.00	LIQUID ASPHALT, TYPE MC-70NV	650.00	700.00	0.01	2.86	1.80%	107.69%	No	EE is reasonable, quantity verified.
4080240	77.00	EMULSIFIED ASPHALT, TYPE LMCRS-2H	700.00	715.00	300.00	4.82	6.27%	102.14%	No	EE is reasonable, quantity verified.
6250490	1.00	RENT TRAFFIC CONTROL DEVICES	100,000.00	500,000.00	500,000.00	n/a	n/a	500.00%	Yes	
6270110	1.00	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	70,000.00	80,000.00	10,000.00	n/a	n/a	114.29%	No	EE reasonable,$70-80K
6270190	596.88	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	65.00	90.00	50.00	50.05	8.39%	138.46%	Yes	EE seems low, $85-$90 would be reasonable, quantity verified.
6280120	1.00	MOBILIZATION	622,216.81	895,287.86	775,849.11	n/a	n/a	143.89%	Yes	

Additional Comments:

1263 South Stewart Street
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Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

June 3, 2013

TO: **Department of Transportation Board of Directors**

FROM: **Rudy Malfabon, Director**

SUBJECT: **June 10, 2013 Transportation Board of Directors Meeting**

Item # 7: **Approval of Agreements Over $300,000 - For Possible Action**

Summary:

The purpose of this item is to provide the Board a list of agreements over $300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over $300,000, during the period from April 23, 2013 to May 20, 2013.

Background:

The Department contracts for services relating to the development, construction, operation and maintenance of the State's multi-modal transportation system. The attached agreements constitute all new agreements and amendments which take the total agreement above $300,000 during the period from April 23, 2013 to May 20, 2013.

Analysis:

These agreements have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures. They represent the necessary support services needed to deliver the State of Nevada's multi-modal transportation system.

List of Attachments:

State of Nevada Department of Transportation Agreements over $300,000, April 23, 2013 to May 20, 2013.

Recommendation for Board Action:

Approval of all agreements listed on Attachment A.

Prepared by: The Administrative Services Division

Attachment A

Attachment A

State of Nevada Department of Transportation
Agreements for Approval
April 23, 2013 to May 20, 2013

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Note
1	45612	00	SCHINDLER ELEVATOR CORP.	TROPICANA PED BRIDGE PREV MAINTENANCE	N	1,167,328.00	-	1,167,328.00	-	6/10/13	5/31/15	-	Service Provider	05-13-13: PERFORM PREVENTATIVE MAINTENANCE ON THE TROPICANA PEDESTRIAN BRIDGES, CLARK COUNTY. NV B/L#: NV1979002347

Line Item 1

RECEIVED
AUG 29 2012
FINANCIAL MANAGEMENT

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

August 23, 2012

TO: 1. ~~Phyllis Ness~~, Budget Section Felicia Denney
2. Elaine Martin, Project Accounting
3. Susan Martinovich, P.E., Director

FROM: for Mary Martini, District 1 Engineer MSR

SUBJECT: REQUEST TO SOLICIT FULL MAINTENANCE SERVICE AGREEMENT FOR THE TROPICANA PEDESTRIAN OVERPASS BRIDGE TRANSIT UNITS AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP)

Due to the Department's continuing management of the Tropicana Pedestrian Bridge Overpass facilities, Division I would like to contract out the above referenced services.

The scope of services will be to provide full service maintenance in connection with the existing transit units of the pedestrian overpass bridge facilities.

The estimated total cost for twenty-four (24) month service is over $1,300,000.00, 100% State Funds for Fiscal Year 2013-2015. How much for FY13, FY14?
FY2013 - $275,000 FY2014 650,000 FY2015 375,000
Approval of this memo by the Budget Section of Financial Management Division, indicates funding authority is available for services for Budget Category 04, Object 7063, Organization C160. B198
The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

Approval of this memo by the Directors Office authorizes the request to solicit services.

Approved: _____
Director

Approved: Felicia Denney
Budget Section

COMMENTS: Wasn't NDOT given instructions to get rid of these? -

*** NOTE AMENDMENTS FOR TIME ONLY DO NOT REQUIRE A FORM2A**

NDOT
Form2a
070-041
Rev. 11/11

123 E Washington Ave
Las Vegas, Nevada 89101
Phone: 702.385.6500
Fax: 702.385.6511

MEMORANDUM

District 1

May 7, 2013

To: **Tracy Larkin-Thomason, P. E., Deputy Director**

From: **Pauline England, Administrative Services Officer**

Subject: **Negotiation Summary for Preventative Maintenance Services for Tropicana Pedestrian Bridges at Tropicana Ave. and Las Vegas Blvd.**

A negotiation meeting was held on February 12, 2013 with Schindler Elevator Corporation in Las Vegas at the District I yard, in Trailer Q3. The following people were in attendance: Val Garfield and Grant Sherman, representing Schindler Elevator Corp., and Jennifer Manubay, Lynn Shomers, Melissa Jantz, and Pauline England, representing NDOT.

The Scope of Services was reviewed during the meeting, and minor changes were made. The proposed price of $44,472.00 per month remained the same after negotiations. The total amount of the agreement is $1,167,328.00 for a 24 month period, which includes $100,000.00 for extra work.

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

June 3, 2013

TO: **Department of Transportation Board of Directors**

FROM: **Rudy Malfabon, Director**

SUBJECT: **June 10, 2013 Transportation Board of Directors Meeting**

Item # 8: **Contracts, Agreements, and Settlements – Informational Item Only**

Summary:

The purpose of this item is to inform the Board of the following:

- Construction contracts under $5,000,000 awarded April 23, 2013 to May 20, 2013
- Agreements under $300,000 executed April 23, 2013 to May 20, 2013
- Settlements entered into by the Department which were presented for approval to the Board of Examiners April 23, 2013 to May 20, 2013

Any emergency agreements authorized by statute will be presented here as an informational item.

Background:

Pursuant to NRS 408.131(5), the Transportation Board has authority to "[e]xecute or approve all instruments and documents in the name of the State or Department necessary to carry out the provisions of the chapter". Additionally, the Director may execute all contracts necessary to carry out the provisions of Chapter 408 of NRS with the approval of the board, except those construction contracts that must be executed by the chairman of the board. Other contracts or agreements not related to the construction, reconstruction, improvement and maintenance of highways must be presented to and approved by the Board of Examiners. This item is intended to inform the Board of various matters relating to the Department of Transportation but which do not require any formal action by the Board.

The Department contracts for services relating to the construction, operation and maintenance of the State's multi-modal transportation system. Contracts listed in this item are all low-bid per statute and executed by the Governor in his capacity as Board Chairman. The projects are part of the STIP document approved by the Board. In addition, the Department negotiates settlements with contractors, property owners, and other parties to resolve disputes. These proposed settlements are presented to the Board of Examiners, with the support and advisement of the Attorney General's Office, for approval. Other matters included in this item would be any emergency agreements entered into by the Department during the reporting period.

The attached construction contracts, agreements and settlements constitute all that were awarded for construction from April 23, 2013 to May 20, 2013 and agreements executed by the Department from April 23, 2013 to May 20, 2013. There were no settlements during the reporting period.

Analysis:

These contracts have been executed following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

List of Attachments:

A) State of Nevada Department of Transportation Contracts Awarded - Under $5,000,000, April 23, 2013 to May 20, 2013

B) State of Nevada Department of Transportation Executed Agreements – Under $300,000, April 23, 2013 to May 20, 2013

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

CONTRACTS AWARDED - UNDER $5,000,000

April 23, 2013 to May 20, 2013

1. April 25, 2013 at 1:30 p.m. the following bid was opened and read related to Department of Transportation Contract No. 802-13, Project No. SPR13 Package C. The project is to install 4-lane AVC detector loops with special M1 cabinet in the median on US 95 at MP 88-97, in Clark County.

   Fast-Trac Electric $44,964.13
   MC4 Construction LLC $45,254.00

   The Director awarded the contract on May 9, 2013, to Fast-Trac Electric in the amount of $44,964.13. Upon receipt of an approval bond from the contractor, the State will enter into contract with the firm.

   Engineer's Estimate: $35,443.80

Attachment B

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Under $300,000
April 23, 2013 to May 20, 2013

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Notes
1	15113	00	00	WMCV PHASE 2 LLC	ACQUIRE I-015-CL-042.275 NEON	Y	7,700.00	-	7,700.00	-	5/2/2013	12/31/2013	-	Acquisition	05-06-13: LAND ACQUISITION OF LAND FOR I-015-CL-042.275PE FOR PROJECT NEON, CLARK COUNTY. NV B/L#: EXEMPT
2	15313	00	00	PETER CHE NAN CHEN	ACQ I-015-CL-041.523 FOR NEON	Y	180,000.00	-	180,000.00	-	5/7/2013	12/31/2013	-	Acquisition	05-07-13: LAND ACQUISITION OF LAND & IMPROVEMENTS FOR I-015-CL-041.523 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: EXEMPT
3	14313	00	00	NV ENERGY	BOULDER CITY BYPASS	Y	170,983.24	-	170,983.24	-	4/25/2013	4/25/2020	-	Facility	04-25-13: TO ESTABLISH TERMS AND COST FOR PRELIMINARY ENGINEERING COST FOR BOULDER CITY BYPASS, CLARK COUNTY. NV B/L#: EXEMPT
4	14413	00	00	NV ENERGY	BOULDER CITY BYPASS	Y	1,753,210.34	-	1,753,210.34	-	4/25/2013	4/25/2020	-	Facility	04-25-13: TO AUTHORIZE AND PAY CONSTRUCTION COSTS FOR ADJUSTMENTS TO THEIR UTILITY FACILITIES AND RELOCATE EXISTING OVERHEAD LINE FOR BOULDER CITY BYPASS, CLARK COUNTY. NV B/L#: EXEMPT
5	16213	00	00	CITY OF LAS VEGAS PUBLIC WORKS	SAFE ROUTES TO SCHOOL	Y	52,476.00	-	52,476.00	-	5/16/2013	10/1/2014	-	Grantee	05-16-13: SAFE ROUTES TO SCHOOL PROGRAM FUNDING, NON-INFRASTRUCTURE, FOR CROSSING GUARD EQUIPMENT, HELMETS, INCENTIVE ITEMS, MEDIA OUTREACH CAMPAIGN. CLARK COUNTY. NV B/L#: EXEMPT
6	44112	00	01	TAHOE TRANSPORTATION DISTRICT	TAHOE TRANS DIST 5311	Y	2,723,538.00	264,868.00	2,988,406.00	1,050,939.00	10/1/2012	9/30/2013	5/1/2013	Grantee	AMD 1 05-01-13: INCREASE AUTHORITY $264,868.00 FROM $2,723,538.00 TO $2,988,406.00 REQUESTED IN ORDER TO COMPLETE INSTALLATION OF ELECTRONIC FARE BOXES ON FLEET 10-01-12: TAHOE TRANSPORTATION DISTRICT - FFY 2013 5311 FUNDS. GRANT NV-18-X032. ENHANCE ACCESS OF PEOPLE IN SMALL URBAN AND RURAL AREAS. CARSON CITY, WASHOE AND DOUGLAS COUNTIES. NV B/L#: EXEMPT
7	13813	00	00	DONALD BRICKEY	OROVADA MS HOUSE #4	N		-		3,860.00	4/23/2013	3/29/2017	-	Lease	4-23-13: LEASE OF A MAINTENANCE STATION HOUSE (OROVADA #4) TO NDOT EMPLOYEE TO LOCATE STAFF IN REMOTE LOCATION IN HUMBOLDT COUNTY. NV B/L#: EXEMPT
8	13913	00	00	GARY BARRUS	NORTHFORK MS #271	N		-		3,000.00	4/23/2013	4/30/2017	-	Lease	04-23-13: LEASE OF A MAINTENANCE STATION HOUSE (NORTHFORK #271) TO NDOT EMPLOYEE TO LOCATE STAFF IN REMOTE LOCATION IN ELKO COUNTY. NV B/L#: EXEMPT

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Notes
9	14513	00	00	CAMPO-RTCSN-RTCWC-TRPA	CONSOLIDATED PLANNING GRANT	Y		-		-	10/1/2012	9/30/2016	-	MOU	10-01-12: THIS MEMORANDUM OF UNDERSTANDING (MOU) IS ESTABLISHED FOR THE PURPOSE OF PROVIDING A FRAMEWORK FOR IMPLEMENTATION OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION'S CONSOLIDATED PLANNING GRANT (CPG) PROGRAM REGARDING THE FEDERALLY FUNDED METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING PROGRAMS WITHIN THE STATE OF NEVADA. CARSON CITY, WASHOE, CLARK AND DOUGLAS COUNTIES. NV B/L#: EXEMPT
10	15413	00	00	ROGER W/BARBARA M JOHNSON	TEMP EASEMENT SE MCCARRAN BLVD	N	2,300.00	-	2,300.00	-	5/8/2013	4/30/2016	-	ROW Access	05-08-13: TEMPORARY EASMENT FOR THE CONSTRUCTION RELATED TO SOUTHEAST MCCARRAN BOULEVARD, PHASE II PARCEL# S-650-WA-065, WASHOE COUNTY. NV B/L#: EXEMPT
11	15513	00	00	TA SINGRA & SINGRATANAKUL	TEMP EASEMENT SE MCCARRAN BLVD	N	2,400.00	-	2,400.00	-	5/8/2013	4/30/2016	-	ROW Access	05-08-13: TEMPORARY EASMENT FOR THE CONSTRUCTION RELATED TO SOUTHEAST MCCARRAN BOULEVARD, PARCEL# S-650-WA-021.332TE, WASHOE COUNTY. NV B/L#: EXEMPT
12	15613	00	00	CHERYL L ECKERT	TEMP ESMT SE MCCARRAN BLVD	N	2,700.00	-	2,700.00	-	5/8/2013	4/30/2016	-	ROW Access	05-08-13: TEMPORARY EASMENT FOR THE CONSTRUCTION RELATED TO SOUTHEAST MCCARRAN BOULEVARD, PARCEL# S-650-WA-021.394TE, WASHOE COUNTY. NV B/L#: EXEMPT
13	10509	05	01	LUMOS AND ASSOCIATES	INSPECT VEHICLE BAY EXTENSIONS	N	62,915.00	10,000.00	72,915.00	-	7/20/2012	6/30/2013	5/13/2013	Service Provider	AMD 1 05-13-13: INCREASE AUTHORITY $10,000.00 FROM $62,915.00 TO $72,915.00 DUE TO UNFORESEEN BUT NECESSARY INSPECTION SERVICES ON CONSTRUCTION JOB ELEMENTS. 04-29-09: BUILDING INSPECTIONS FOR THE GOLDFIELD AND BIG SMOKEY MAINTENANCE STATIONS VEHICLE STORAGE BAY EXTENSIONS. ESMERALDA AND NYE COUNTIES. NV B/L#: NV19791006982
14	11313	00	00	AERO AIR, LLC.	HOT SECTION INSPECTION	N	80,000.00	-	80,000.00	-	4/23/2013	7/30/2013	-	Service Provider	04-23-13: HOT SECTION INSPECTION AND SCHEDULED MAINTENANCE AND REPAIRS OF THE TWIN COMMANDER AC690C AIRCRAFTS LEFT AND RIGHT TPE331-10T-511K ENGINES. CARSON CITY. NV B/L#:NV20131128086
15	12413	00	00	PAR ELECTRICAL CONTRACTORS	SPEED LIMIT SIGN INSTALLATION	N	232,032.00	-	232,032.00	-	5/9/2013	12/31/2013	-	Service Provider	05-09-13: REMOVAL AND REPLACEMENT OF SEVEN EXISTING SPEED LIMIT SIGNS WITH NEW VARIABLE SPEED LIMIT SIGNS ON US395A FROM LAKE VIEW INTERCHANGE TO BOWERS MANSION INTERCHANGE, IS NECESSARY FOR SAFETY CONCERNS DURING WIND EVENT TRAFFIC REROUTING. WASHOE COUNTY. NV B/L#: NV19931031312
16	13513	00	00	G & R PEST CONTROL	PEST CONTROL AT STATE PROPERTY	N	1,135.00	-	1,135.00	-	1/23/2013	4/30/2013	-	Service Provider	01-23-13: PEST CONTROL AT A STATE OWNED PROPERTY, WASHOE COUNTY. NV B/L#: NV20111179419
17	13613	00	00	ADVANCE INSTALLATIONS	INSULATION FOR ASBESTOS	N	31,190.00	-	31,190.00	-	4/23/2013	12/31/2013	-	Service Provider	4-23-13: QA-008-13 REPAIR OF ASBESTOS THERMAL SYSTEM IN CARSON CITY. NV B/L#: 19781008206

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Notes
18	13713	00	00	DESERT DISPOSAL	TRASH REMOVAL WINNEMUCCA	N	43,952.00	-	43,952.00	-	4/23/2013	1/31/2016	-	Service Provider	4-23-13: Q3-005-13 TRASH REMOVAL FOR MAINTENANCE STATIONS AND REST AREAS IN LANDER AND HUMBOLDT COUNTIES. NV B/L#: 20111124357
19	14613	00	00	MANHARD CONSULTING LTD	CIVIL ENG FOR CONDEMN CASE	N	100,000.00	-	100,000.00	-	1/11/2013	1/31/2015	-	Service Provider	4-30-13: CIVIL ENGINEERING AND LAND DEVELOPMENT SERVICES FOR A CONDEMNATION ACTION, CLARK COUNTY. NV B/L#: NV20031370660
20	14713	00	00	CENTURYLINK	CIENA SONET DATA TRANS IN LV	N	12,594.86	-	12,594.86	-	5/1/2013	6/30/2016	-	Service Provider	05-01-13: PROVIDE SUPPORT AND MAINTENANCE ON THE DEPARTMENT'S CIENA SONET DATA TRANSPORT EQUIPMENT IN LAS VEGAS, CLARK COUNTY. NV B/L#: NV20061532856
21	14813	00	00	BUILDING CONTROL SERVICES	HVAC DDC SYSTEMS	N	59,558.00	-	59,558.00	-	5/10/2013	8/31/2013	-	Service Provider	05-10-13: TO STANDARDIZE EXISTING HVAC DDC SYSTEMS AND UPGRADE ANTIQUATED PNEUMATIC CONTROLS IN HEADQUARTERS, SAFETY MODULAR, AND RECORDS BUILDINGS. CARSON CITY. NV B/L#: NV20021383335
22	15013	00	00	FAAD JANITORIAL	DIST II OFFICES	N	59,517.12	-	59,517.12	-	5/1/2013	6/30/2015	-	Service Provider	05-01-13: Q2-005-13 TO PROVIDE JANITORIAL SERVICES AT THE DISTRICT II OFFICE IN WASHOE COUNTY. NV B/L#: NV20041538232
23	15213	00	00	JAMES L PLINE PE	EWASKO VS NDOT CV11-02130	N	8,000.00	-	8,000.00	-	5/1/2013	1/1/2015	-	Service Provider	05-07-13: CONSULTANT AND ENGINEERING SERVICES AND POSSIBLE EXPERT WITNESS FOR EWASKO VS NDOT CASE NO. CV11-02130, CARSON CITY AND WASHOE COUNTY. NV B/L#: EXEMPT
24	15813	00	00	CASTLE PROPERTY COMPANY	REAL ESTATE DEV ANALYSIS	Y	25,000.00	-	25,000.00	-	1/10/2013	1/10/2015	-	Service Provider	01-10-13: REAL ESTATE DEVELOPMENT ANALYSIS, CLARK COUNTY. NV B/L#: NV19871039578
25	15913	00	00	LYN C. NORBERG	EVALUATE SURPLUS PROPERTY	Y	12,000.00	-	12,000.00	-	4/4/2013	4/30/2014	-	Service Provider	04-04-13: DETERMINE VALUE OF SURPLUS PROPERTY, WASHOE COUNTY. NV B/L#: NV20101027385
26	16013	00	00	WATT, TIEDER, HOFFAR & FITZGER	PACIFIC COAST STEEL VS NDOT	N	275,000.00	-	275,000.00	-	4/30/2013	3/31/2017	-	Service Provider	04-30-13: LEGAL SUPPORT RE PACIFIC COAST STEEL VS NDOT 2ND JD 02093 RE I-580 AND GALENA BRIDGE, WASHOE COUNTY. NV B/L#: NV20071594716
27	16413	00	00	FAAD JANITORIAL	WINNEMUCCA MS HOUSE	N	11,280.00	-	11,280.00	-	5/13/2013	2/28/2016	-	Service Provider	05-13-13: Q3-006-13 CLEANING OF MAINTENANCE STATION HOUSES IN THE WINNEMUCCA SUB-DISTRICT, HUMBOLDT COUNTY. NV B/L# 20041538232
28	18610	00	01	GRUBER POWER	UPS MAINTENANCE	N	15,000.00	-	15,000.00	-	7/13/2010	6/30/2014	5/13/2013	Service Provider	AMD 1 05-13-13: EXTEND TERMINATION DATE FROM 06-30-13 TO 6-30-14 TO ALLOW CONTINUED UPS MAINTENANCE SERVICES 07-13-10: UPS MAINTENANCE, CARSON CITY. NV B/L#: NV20001457095
29	22012	00	01	DOMBRIAL	JANITORIAL SO. NV VISITOR CTR	N	68,428.00	74,735.20	143,163.20	-	6/1/2012	5/31/2014	5/20/2013	Service Provider	AMD 1 05-20-13: EXTEND TERMINATION DATE FROM 05-31-13 TO 5-31-14 TO EXTEND THE SERVICE TIME PERIOD. INCREASE AUTHORITY BY $74,735.20 FROM $68,428.00 TO $143,163.20. 06-01-12: Q1-031-12 FOR JANITORIAL SERVICES AT THE SOUTHERN NEVADA VISITORS CENTER IN CLARK COUNTY. NV/BL #NV19991275505

Line No	Agreement No	Task No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Notes
30	25908	00	02	JOHNSON CONTROLS	HVAC SERVICES LV MATERIALS LAB	N	96,276.00	26,683.00	149,642.00	-	9/9/2008	6/30/2014	5/13/2013	Service Provider	AMD 2 05-13-13: INCREASE AUTHORITY $26,683.00 FROM $122,959.00 TO $149,642.00 AND EXTEND THE TERMINATION DATE FROM 06-30-13 TO 06-30-14 TO CONTINUE HVAC MAINTENANCE SERVICES FOR THE LAS VEGAS MATERIALS TESTING FACILITY. AMD 1 05-18-12: INCREASE AUTHORITY $26,683.00 FROM $96,276.00 TO $122,959.00 AND EXTEND THE TERMINATION DATE FROM 06-30-12 TO 06-30-13 TO CONTINUE HVAC MAINTENANCE SERVICES FOR THE LAS VEGAS MATERIALS TESTING FACILITY. 09-09-08: PROVIDE HVAC MAINTENANCE SERVICES FOR THE LAS VEGAS MATERIALS TESTING FACILITY, BLDG. D AT THE DISTRICT I COMPLEX. CLARK COUNTY. NV B/L#: NV19571000769
31	30712	00	00	KIMLEY-HORN AND ASSOCIATES	DEVELOP BICYCLE PLANS	N	214,957.00	-	214,957.00	-	4/30/2013	12/31/2014	-	Service Provider	04-30-13: DEVELOPMENT OF 14 REGIONAL BICYCLE PLANS FOR COUNTIES OUTSIDE OF MPO AREAS. STATEWIDE. NV B/L#: NV1991101545
32	33712	00	00	STANTEC CONSULTING SERVICES	LANDSCAPE DESIGN FOR I-580	N	294,882.00	-	294,882.00	-	4/26/2013	6/30/2015	-	Service Provider	04-26-13: LANDSCAPE ARCHITECTURE DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR THE I-580 INTERCHANGES FROM SOUTH VIRGINIA TO NEIL ROAD IN RENO. WASHOE COUNTY. NV B/L#: NV20101021081
33	38311	00	01	HDR ENGINEERING, INC	DESIGN SERVICES FOR OVERPASS	Y	848,791.00	-	848,791.00	-	11/14/2011	6/30/2015	4/23/2013	Service Provider	AMD 1 04-23-13: EXTEND TERMINATION DATE FROM 06-30-13 TO 06-30-15 DUE TO REVISIONS TO THE PROJECT SCHEDULE. 11-14-11: PREPARATION OF PLANS AND ESTIMATES FOR CONSTRUCTION OF THE PROPOSED RAILROAD OVERPASS STRUCTURE G-2872 FOR TRAFFIC IMPROVEMENTS TO US93/95 NEAR THE CITIES OF HENDERSON AND BOULDER CITY IN CLARK COUNTY. NV B/L#: NV19851010291
34	41411	00	01	JACOBS ENGINEERING GROUP	UPDATE HOV/METERING MANUAL	N	275,000.00	-	275,000.00	-	2/28/2012	12/31/2013	5/1/2013	Service Provider	AMD 1 05-01-13: EXTEND TERMINATION DATE FROM 06-30-13 TO 12-31-13 TO ALLOW FOR COMPLETION OF MANUAL. DELAY CAUSED BY UNFORESEEN LEGAL ISSUE WITH TTI RESEARCH TEAM CONTRACT. 02-28-12: RESEARCH AND DEVELOPMENT IN UPDATING NDOT 2006 HOV/MANAGED LANES AND RAMP METERING MANUAL. STATEWIDE. NV B/L#: NV20081035082
35	46112	00	00	JACOBS ENGINEERING GROUP	AIRPORT PAVEMENT COND SURVEYS	Y	367,558.00	-	367,558.00	-	5/20/2013	5/1/2015	-	Service Provider	05-20-13: AIRPORT PAVEMENT CONDITION SURVEYS, STATEWIDE. NV B/L# NV20081035082. PRESENTED TO BOARD OF EXAMINERS

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7313

MEMORANDUM

June 3, 2013

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: June 10, 2013 Transportation Board of Directors Meeting

Item # 9A: **Action Item: Condemnation Resolution No. 438
I-15 Freeway, from Desert Inn Road to the US-95/I-515 Interchange; Project NEON; Western Avenue at Wall Street; in the City of Las Vegas; Clark County.
1 Owner, 1 Parcel – For possible action**

Summary:

The department is acquiring property and property rights for the widening and reconstruction of the I-15 Freeway, from Desert Inn Road to the US-95/I-515 Interchange, in the City of Las Vegas, Clark County. These properties are for Phase 1 of project NEON. The department is seeking the Board's approval of condemnation action for the unresolved acquisitions as described below.

Background:

Negotiations to acquire properties for this phase of the project began in July 2011. To date, the necessary right-of-way has been acquired from 18 of the 48 property owners involved and the following negotiations are among those not resolved:

Smith Family Trust - The negotiation is unresolved for the acquisition from the Smith Family Trust. It is necessary to totally acquire the 14,862 square foot (0.34 acre) Industrial District-zoned parcel in fee simple. The parcel is improved with a 3,840 square foot office/shop building, a 1,200 square foot shop building and asphalt-paved parking lots. **The parcel in question, which is located at the southwest corner of Western Avenue and Wall Street, in the City of Las Vegas, is highlighted in blue on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's total offer of $570,000.00 for the 0.34 acre holding was presented on January 7, 2013. The offer consists of $300,000.00 for the fee simple land (at $20.19 per square foot) and $270,000.00 for the buildings and miscellaneous on-site improvements. The property owner advised the State's negotiator that she had retained legal counsel and all negotiations should be directed to her attorney. Negotiations are now at an impasse. The department is continuing to work towards settlement, but is requesting this condemnation resolution to meet construction deadlines.

Analysis:

A condemnation resolution is requested so that the Department can certify the right-of-way to the Federal Highway Administration to meet the project schedule. Prior to construction all environmental testing, demolition and utility relocations must be accomplished. Pursuant to Chapter 241 of the Nevada Revised Statutes, the required notices regarding this open meeting have been served.

Recommendation for Board Action:

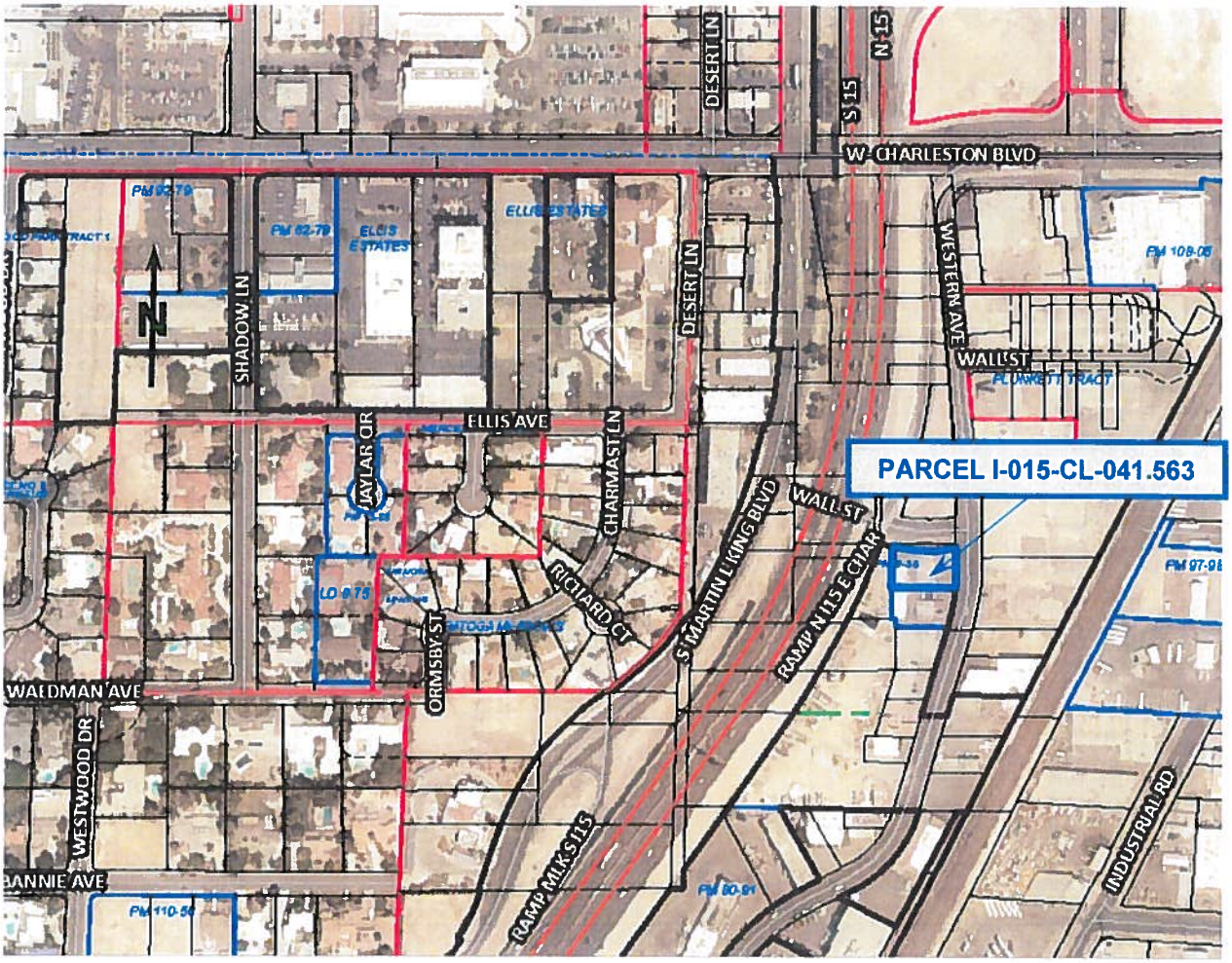
Board approval of this resolution of condemnation is respectfully requested.

List of Attachments:

1. Location maps
2. Condemnation Resolution No. 438 with Right-of-Way plans
3. Section 408.503 of the Nevada Revised Statutes
4. Section 241.034 of the Nevada Revised Statutes

Prepared by:
Paul Saucedo, Chief R/W Agent

LOCATION MAP



Resolution No. 438

DESCRIPTION: I-15 Freeway, from Desert Inn Road to the US-95/I-515 Interchange; Project Neon; City of Las Vegas, Clark County, NV.

ATTACHMENT 1

Fed. Rd. Reg. No.	State	Project No.	R.A. No.	County	Sheet No.
9	Nevada	NH-STP-015-1(147)	73652	CLARK	1

INDEX OF SHEETS

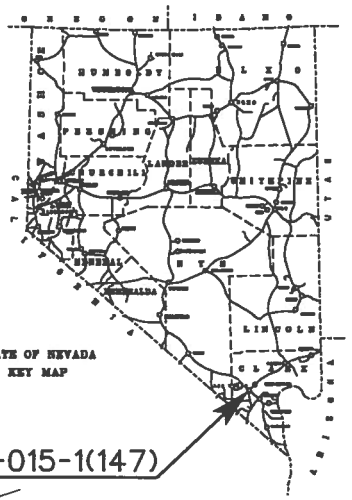
STATE OF NEVADA

DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PROJECT

R. 61 E.

M.D.M.



PROJECT: STP-015-1(147)

BEGIN ACQUISITION
"Le" 763+48.06 P.O.T.

END ACQUISITION
"Le" 847+55.50 P.O.C.

FND 2" BRASS CAP IN WELL PLS 5094

FND PUNCH IN MANHOLE RIM WITH REFERENCE MONUMENTS

FND PK NAIL

FND 2" BRASS CAP IN WELL PLS 8866

FND 2" BRASS CAP IN WELL PLS 7835

FND BENT REBAR NO CAP

TO IR-215

OKEY BLVD.

CHARLESTON BLVD.

DESERT LN.

MARTIN LUTHER KING BLVD.

IR-15 "Le" ℄

SAHARA AVE

UNION PACIFIC RAILROAD

INDUSTRIAL RD

WYOMING AVE.

BONNEVILLE AVE.

GRAND CENTRAL PKWY.

TO US-95/ IR-515

CITY OF LAS VEGAS

T. 20 S.

T. 21 S.

0 1/8 1/4 1/2

STATUTE MILES

TRACED:

CHECKED:

Date of last revision: _____

STATE OF NEVADA
Dept. of Transportation R/W Division

Date: NOVEMBER 20, 2012

IR-15 FROM DESERT INN TO US-95
PROJECT NEON PHASE 1

Sheet 1 of 28 Sheets

RESOLUTION OF THE BOARD OF DIRECTORS OF THE DEPARTMENT OF TRANSPORTATION AUTHORIZING ACQUISITION BY CONDEMNATION OF PROPERTY FOR THE WIDENING AND RECONSTRUCTION OF THE I-15 FREEWAY, FROM DESERT INN ROAD NORTH TO THE U.S. 95/I-515 INTERCHANGE, IN THE CITY OF LAS VEGAS, CLARK COUNTY, NEVADA.

CONDEMNATION RESOLUTION NO. 438

WHEREAS, the Department of Transportation of the State of Nevada (hereinafter the "Department") is empowered by chapter 408 of the Nevada Revised Statutes to acquire real property, interests therein, and improvements located thereon for the construction and maintenance of highways; and

WHEREAS, the Department has determined that the public interest and necessity require the acquisition, reconstruction, and completion by the State of Nevada, acting by and through the Department, of a public improvement, namely the widening and reconstruction of the I-15 Freeway, from Desert Inn Road north to the U.S. 95/I-515 Interchange, in the City of Las Vegas, Clark County, State of Nevada and that the real property hereinafter described is necessary for said public improvement; and

WHEREAS, the right-of-way plans are attached hereto and incorporated herein depicting the parcel described herein; and

WHEREAS, the Department plans to obligate federal-aid funds for this project, and let a construction contract for said project, and the real property hereinafter described will be needed for said freeway project; and

WHEREAS, pursuant to section 408.503 of the Nevada Revised Statutes, the Department shall not commence any legal action in eminent domain until the Board of Directors of the Department adopts a resolution declaring that the public

interest and necessity require the highway improvement and that the property described is necessary for such improvement.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Department, pursuant to section 408.503 of the Nevada Revised Statutes:

That the public interest and necessity require the acquisition, construction, reconstruction, improvement, maintenance or completion by the State of Nevada, acting through the Department, of a public improvement, namely a freeway; and that the real property hereinafter described is necessary for said public improvement; and

That the proposed construction of said public highway improvement on and along an alignment heretofore approved is planned and located in a manner which will be the most compatible with the greatest public good and the least private injury.

BE IT FURTHER RESOLVED THAT the Department be and is hereby authorized and directed:

To acquire in the name of and in behalf of the State of Nevada, in fee simple absolute, the following described real property and interests therein by the exercise of the power of eminent domain in accordance with the provisions of chapters 37 and 408 of the Nevada Revised Statutes;

To commence and prosecute, if necessary, in the name of the State of Nevada, condemnation proceedings in the proper court to condemn said real property and interests therein; and

To make application to said court for an order permitting the Department

to take possession and use of said real property as may be necessary for construction of said public highway improvement, and to pledge the public faith and credit of the State of Nevada as security for such entry or, should the Department deem such advisable, to deposit with the Clerk of such court, in lieu of such pledge, a sum equal to the value of the premises sought to be condemned as appraised by the Department, and to acquire the following real property:

PARCEL I-015-CL-041.563 owned by SMITH FAMILY TRUST, dated August 12, 1998, JULIANA B. SMITH, Trustee, to be acquired in fee simple.

Said real property situate, lying and being in the City of Las Vegas, County of Clark, State of Nevada, and more particularly described as being a portion of the N 1/2 of the NE 1/4 of Section 4, T. 21 S., R. 61 E., M.D.M.:

It is the intent of this description to describe and it does describe all that real property described in PARCEL 1 within that certain GRANT, BARGAIN, SALE DEED, filed for record as Book 980814, Instrument No. 02548, on August 14, 1998, Official Records, Clark County, Nevada.

Said parcel is more fully described by metes and bounds as follows, to wit:

COMMENCING at the northeast corner of said Section 4, said point being a found 5/8" Rebar with no cap, shown and delineated as an "AL CAP PLS 5094" on that certain RECORD OF SURVEY FOR THE CITY OF LAS VEGAS, filed for record as Book No. 20031231, Instrument No. 01220, on December 31, 2003, File 135, Page 08 of Surveys, Official Records, Clark County, Nevada;

thence S. 55°46'14" W. a distance of 1,879.54 feet to the POINT OF BEGINNING; said point of beginning described as being 206.91 feet right of and measured radially from Highway Engineer's Station "Le" 790+86.51 P.O.C.; thence N. 0°53'03" E. a distance of 75.88 feet; thence N. 16°10'43" E. a distance of 22.86 feet to the southerly right-of-way line of Wall Street; thence along said southerly right-of-way line the following three (3) courses and distances:

1) from a tangent which bears S. 73°17'54" E., curving to the left, with a radius of 240.00 feet, through an angle of 20°56'56", an arc distance of 87.75 feet;
2) N. 85°45'10" E. - 48.00 feet;
3) from a tangent which bears the last described course, curving to the right, with a radius of 20.00 feet, through an angle of 91°36'48", an arc distance of 31.98 feet to a point on the westerly right-of-way line of Western Avenue;

thence S. 2°38'02" E. a distance of 5.21 feet; thence from a tangent which bears the last described course, curving to the right, with a radius of 470.00 feet, through an angle of 8°34'25", an arc distance of 70.33 feet; thence N. 89°05'51" W., departing said westerly right-of-way line, a distance of 161.84 feet to the point of beginning;

said parcel contains an area of 14,862 square feet (0.34 of an acre).

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, East Zone, as determined by the State of Nevada, Department of Transportation.

BE IT FURTHER RESOLVED that the Director, Deputy Director, and Chief Counsel of the Department have the power to enter into any stipulations or file any necessary pleadings in any condemnation proceeding and to bind the Department of Transportation in the completion of this project.

Adopted this _____ day of June, 2013.

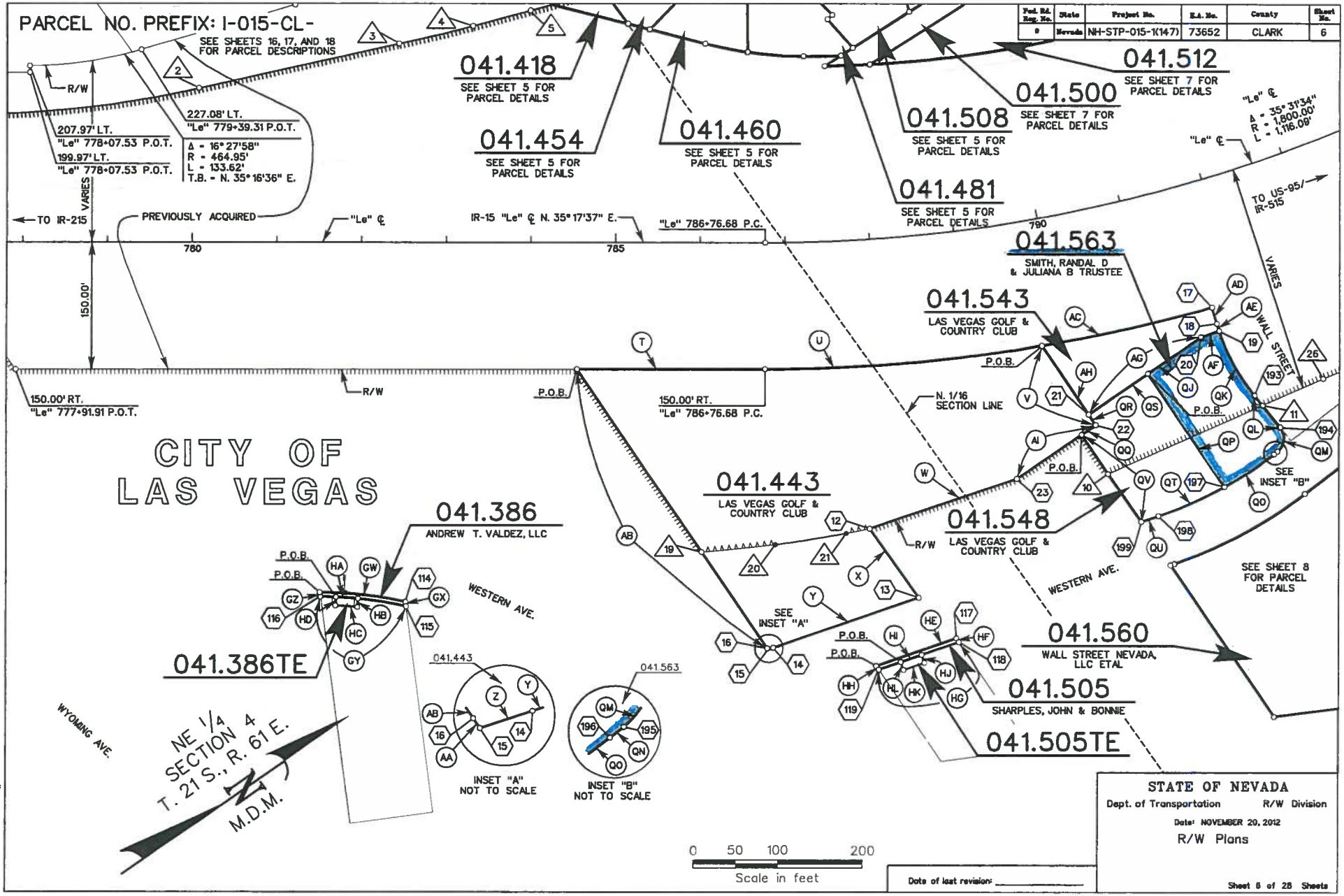
ON BEHALF OF
STATE OF NEVADA
DEPARTMENT OF
TRANSPORTATION
BOARD OF DIRECTORS

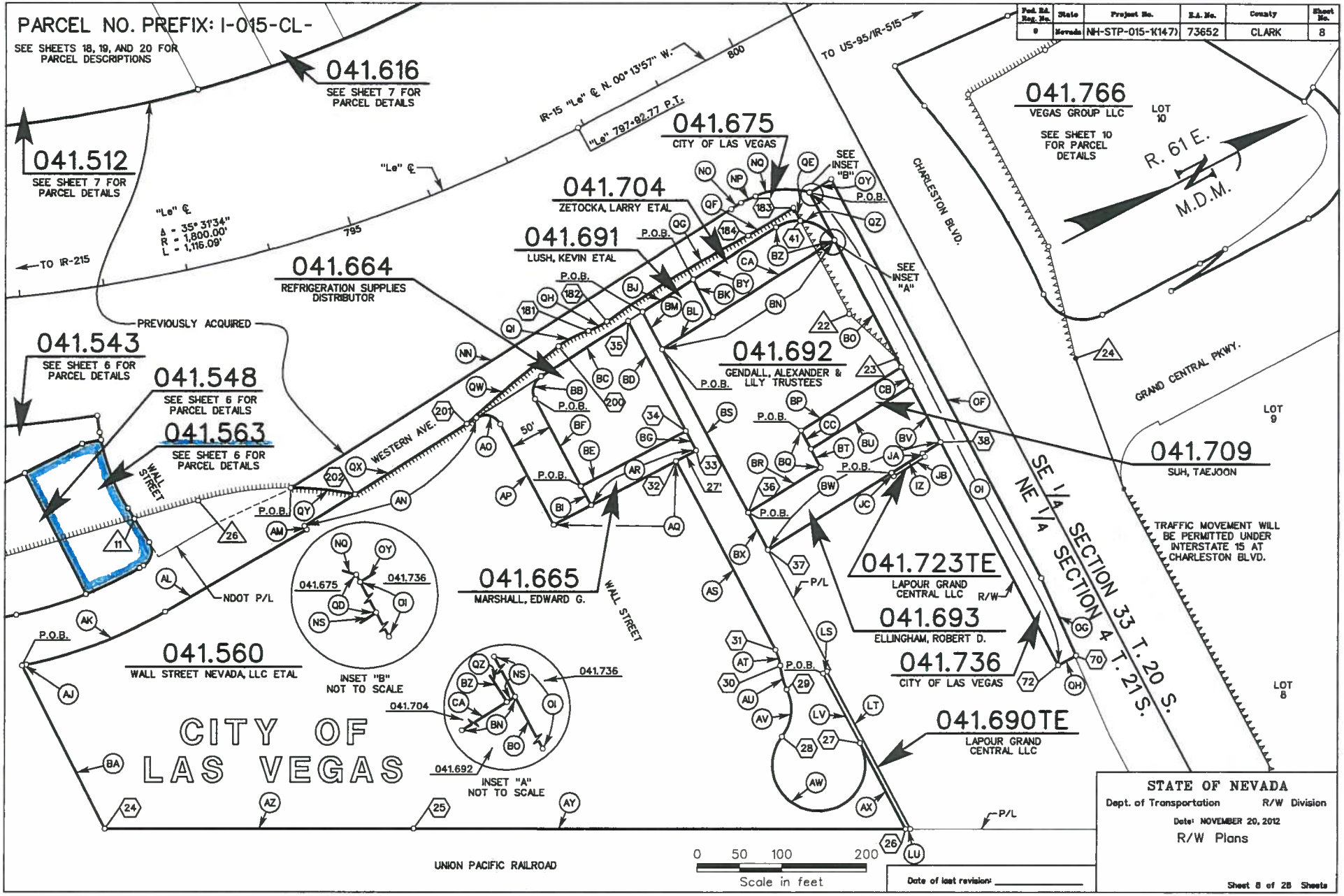
_____
Secretary to the Board
William H. Hoffman

_____
Chairman – Brian Sandoval
Governor

APPROVED AS TO LEGALITY
AND FORM

_____
Dennis Gallagher, Chief Counsel
Department of Transportation


PARCEL NO. PREFIX: I-015-CL-
SEE SHEETS 16, 17, AND 18 FOR PARCEL DESCRIPTIONS
Fed. Rd. Reg. No. | State | Project No. | F.A. No. | County | Sheet No.
9 | Nevada | NH-STP-015-1(147) | 73652 | CLARK | 6
041.418
SEE SHEET 5 FOR PARCEL DETAILS
041.454
SEE SHEET 5 FOR PARCEL DETAILS
041.460
SEE SHEET 5 FOR PARCEL DETAILS
041.508
SEE SHEET 5 FOR PARCEL DETAILS
041.481
SEE SHEET 5 FOR PARCEL DETAILS
041.500
SEE SHEET 7 FOR PARCEL DETAILS
041.512
SEE SHEET 7 FOR PARCEL DETAILS
"Le" ℄ Δ = 35°31'34" R = 1,800.00' L = 1,116.09'
R/W
207.97' LT. "Le" 778+07.53 P.O.T.
199.97' LT. "Le" 778+07.53 P.O.T.
227.08' LT. "Le" 779+39.31 P.O.T.
Δ = 16°27'58" R = 464.95' L = 133.62' T.B. - N. 35°16'36" E.
VARIES
TO IR-215
PREVIOUSLY ACQUIRED
"Le" ℄
IR-15 "Le" ℄ N. 35°17'37" E.
"Le" 786+76.68 P.C.
780
785
790
TO US-95/ IR-515
VARIES
041.563
SMITH, RANDAL D & JULIANA B TRUSTEE
041.543
LAS VEGAS GOLF & COUNTRY CLUB
150.00'
150.00' RT. "Le" 777+91.91 P.O.T.
P.O.B.
150.00' RT. "Le" 786+76.68 P.C.
N. 1/16 SECTION LINE
WALL STREET
CITY OF LAS VEGAS
041.443
LAS VEGAS GOLF & COUNTRY CLUB
041.548
LAS VEGAS GOLF & COUNTRY CLUB
SEE INSET "B"
SEE INSET "A"
WESTERN AVE.
SEE SHEET 8 FOR PARCEL DETAILS
041.386
ANDREW T. VALDEZ, LLC
041.386TE
041.560
WALL STREET NEVADA, LLC ETAL
041.505
SHARPLES, JOHN & BONNIE
041.505TE
WYOMING AVE.
NE 1/4 SECTION 4 T. 21 S., R. 61 E. M.D.M.
INSET "A" NOT TO SCALE
INSET "B" NOT TO SCALE
0 50 100 200
Scale in feet
TRACED:
CHECKED:
STATE OF NEVADA
Dept. of Transportation R/W Division
Date: NOVEMBER 20, 2012
R/W Plans
Date of last revision:
Sheet 6 of 28 Sheets


PARCEL NO. PREFIX: I-015-CL-
SEE SHEETS 18, 19, AND 20 FOR PARCEL DESCRIPTIONS
041.616
SEE SHEET 7 FOR PARCEL DETAILS
041.512
SEE SHEET 7 FOR PARCEL DETAILS
041.543
SEE SHEET 6 FOR PARCEL DETAILS
041.548
SEE SHEET 6 FOR PARCEL DETAILS
041.563
SEE SHEET 6 FOR PARCEL DETAILS
041.664
REFRIGERATION SUPPLIES DISTRIBUTOR
041.675
CITY OF LAS VEGAS
041.704
ZETOCKA, LARRY ETAL
041.691
LUSH, KEVIN ETAL
041.692
GENDALL, ALEXANDER & LILY TRUSTEES
041.665
MARSHALL, EDWARD G.
041.560
WALL STREET NEVADA, LLC ETAL
041.723TE
LAPOUR GRAND CENTRAL LLC
041.693
ELLINGHAM, ROBERT D.
041.736
CITY OF LAS VEGAS
041.690TE
LAPOUR GRAND CENTRAL LLC
041.766
VEGAS GROUP LLC
LOT 10
041.709
SUH, TAEJOON
LOT 9
LOT 8
SEE INSET "A"
SEE INSET "B"
INSET "A" NOT TO SCALE
INSET "B" NOT TO SCALE
"Le" ℄
Δ = 35° 31'34"
R = 1,800.00'
L = 1,116.09'
IR-15 "Le" ℄ N. 00°13'57" W.
"Le" 797+82.77 P.I.
TO IR-215
TO US-95/IR-515
PREVIOUSLY ACQUIRED
WESTERN AVE.
WALL STREET
CHARLESTON BLVD.
GRAND CENTRAL PKWY.
NDOT P/L
P/L
UNION PACIFIC RAILROAD
TRAFFIC MOVEMENT WILL BE PERMITTED UNDER INTERSTATE 15 AT CHARLESTON BLVD.
SE 1/4 NE 1/4 SECTION 33 T. 20 S. SECTION 4 T. 21 S.
R. 61 E.
M.D.M.
P.O.B.
R/W
0 50 100 200
Scale in feet
Fed. Rd. Proj. No. | State | Project No. | R.A. No. | County | Sheet No.
0 | Nevada | NH-STP-015-K147) | 73652 | CLARK | 8
STATE OF NEVADA
Dept. of Transportation R/W Division
Date: NOVEMBER 20, 2012
R/W Plans
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PARCEL NO. PREFIX: I-015-CL-

Fed. Rd. Proj. No.	State	Project No.	R.A. No.	County	Sheet No.
0	Nevada	NH-STP-015-K147)	73652	CLARK	18

041.512

P.O.B. = 205.43' LT. "Le" 788+15.92' P.O.C.
TIE: S. 61° 21'52" W. - 2,327.36' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

MI	N. 2° 18'52" E. - 449.61'
MJ	S. 89° 53'14" E. - 164.43'
MK	Δ = 19° 54'19" R = 1,402.00' L = 487.07' T.B. = S. 12° 10'47" W.

041.523

P.O.B. = 263.74' LT. "Le" 788+75.67 P.O.C.
TIE: S. 63° 16'01" W. - 2,314.73' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

GV	N. 68° 45'39" W. - 175.64'
GF	Δ = 10° 01'51" R = 325.50' L = 56.99' T.B. = N. 21° 14'21" E.
GG	S. 78° 47'35" E. - 154.19'
GH	S. 2° 13'43" W. - 40.15'
GI	S. 2° 13'51" W. - 48.23'

041.541

P.O.B. = 301.40' LT. "Le" 789+70.52 P.O.C.
TIE: S. 65° 12'59" W. - 2,273.25' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

GG	N. 78° 47'35" W. - 154.19'
GJ	Δ = 8° 58'47" R = 325.50' L = 51.01' T.B. = N. 11° 12'30" E.
GK	N. 2° 13'43" E. - 8.02'
GL	N. 89° 45'33" E. - 148.45'
GM	S. 2° 13'43" W. - 89.29'

041.543

P.O.B. = 150.00' RT. "Le" 789+80.61 P.O.C.
TIE: S. 55° 23'52" W. - 2,008.47' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

AC	Δ = 6° 03'40" R = 1,950.00' L = 206.28' T.B. = N. 25° 37'10" E.
AD	S. 71° 07'11" E. - 19.93'
AE	Δ = 2° 10'43" R = 240.00' L = 9.13'
AF	S. 16° 10'43" W. - 22.86'
AG	S. 0° 53'03" W. - 160.72'
AH	N. 89° 06'37" W. - 97.91'

041.548

P.O.B. = 261.18 RT. "Le" 790+05.85 P.O.C.
TIE: S. 52° 57'49" W. - 1,930.00' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

QQ	N. 0° 56'24" E. - 20.17'
QR	N. 89° 06'37" W. - 15.00'
QS	N. 0° 53'03" E. - 84.84'
QP	S. 89° 05'51" E. - 161.84'
QT	Δ = 10° 28'16" R = 470.00' L = 85.90' T.B. = S. 5° 56'23" W.
QU	S. 16° 24'39" W. - 21.33'
QV	N. 89° 07'18" W. - 125.83'

041.559

P.O.B. = 335.03' LT. "Le" 790+71.02 P.O.C.
TIE: S. 67° 15'24" W. - 2,234.11' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

GL	S. 89° 45'33" W. - 148.45'
GN	N. 2° 13'43" E. - 73.15'
GO	N. 89° 48'55" E. - 148.44'
GP	S. 2° 13'43" W. - 73.00'

041.560

P.O.B. = 434.42' RT. "Le" 790+67.28 P.O.C.
TIE: S. 49° 15'00" W. - 1,785.42' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

AJ	N. 16° 24'39" E. - 4.74'
AK	Δ = 19° 02'41" R = 530.00' L = 176.17'
AL	N. 2° 38'02" W. - 193.27'
AM	S. 85° 17'03" W. - 5.02'
AN	N. 4° 42'57" W. - 239.81'
AO	Δ = 94° 33'52" R = 20.00' L = 33.01'
AP	N. 89° 50'55" E. - 135.62'
AQ	N. 0° 09'05" W. - 163.00'
AS	N. 89° 50'55" E. - 253.43'
AT	Δ = 21° 00'28" R = 53.00' L = 19.43'
AU	Δ = 16° 48'46" R = 100.00' L = 29.34' T.B. = S. 69° 08'37" E.
AV	Δ = 64° 16'16" R = 53.00' L = 59.45' T.B. = S. 88° 58'59" E.
AW	Δ = 245° 26'22" R = 55.00' L = 235.60' T.B. = S. 24° 42'43" E.
AX	N. 89° 50'55" E. - 116.13'
AY	S. 27° 47'26" W. - 581.51'
AZ	S. 27° 39'52" W. - 364.31'
BA	N. 89° 05'35" W. - 217.74'

041.563

P.O.B. = 206.91' RT. "Le" 790+86.51 P.O.C.
TIE: S. 55° 46'14" W. - 1,879.54' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

QJ	N. 0° 53'03" E. - 75.88'
AF	N. 16° 10'43" E. - 22.86'
QK	Δ = 20° 56'56" R = 240.00' L = 87.75' T.B. = S. 73° 17'54" E.
QL	N. 85° 45'10" E. - 48.00'
QM	Δ = 91° 36'48" R = 20.00' L = 31.98'
QN	S. 2° 38'02" E. - 5.21'
QO	Δ = 8° 34'25" R = 470.00' L = 70.33'
QP	N. 89° 05'51" W. - 161.84'

041.570

P.O.B. = 427.67' LT. "Le" 791+23.19 P.O.C.
TIE: S. 69° 38'08" W. - 2,273.07' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

GQ	S. 89° 48'55" W. - 75.00'
NE	N. 2° 13'43" E. - 82.62'
NF	Δ = 87° 35'12" R = 15.00' L = 22.93'
NG	N. 89° 48'55" E. - 60.62'
GR	S. 2° 13'43" W. - 97.00'

041.576

P.O.B. = 358.99' LT. "Le" 791+56.46 P.O.C.
TIE: S. 68° 58'38" W. - 2,204.28' FROM THE NE COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.

GQ	S. 89° 48'55" W. - 73.44'
GR	N. 2° 13'43" E. - 97.00'
GS	N. 89° 48'55" E. - 73.44'
GT	S. 2° 13'43" W. - 97.00'

TRACED:

CHECKED:

STATE OF NEVADA
Dept. of Transportation R/W Division
Date: NOVEMBER 20, 2012
R/W Plans

Date of last revision: _____

Sheet 18 of 28 Sheets

PARCEL NUMBER PREFIX: I-015-CL-

STATE OF NEVADA DEPT OF TRANSPORTATION

PROPERTY SCHEDULE

ALL AREAS ARE SHOWN IN SQUARE FEET, UNLESS OTHERWISE INDICATED

Fed. Aid Proj. No.	State	Project No.	E.A. No.	County	Sheet No.
0	Nevada	NH-STP-015-1(147)	73652	CLARK	26

PARCEL NO.	GRANTOR	GROSS AREA	PREV. ACQU.	NET AREA	R/W AREA	ACQUISITION RECORDING DATA BK.	PG.	TYPE	DATE	SURPLUS LAND DATA AREA	DATE	REM. RT.	REM. LT.	REMARKS
041.543	LAS VEGAS GOLF & COUNTRY CLUB	11,074		11,074	11,074									TOTAL ACQUISITION
041.548	LAS VEGAS GOLF & COUNTRY CLUB	15,779		15,779	15,779									TOTAL ACQUISITION
041.559	EILER, ERIK G	10,838		10,838	10,838									TOTAL ACQUISITION
041.560	WALL STREET NEVADA, LLC ETAL	7.04 AC		7.04 AC	7.04 AC									TOTAL ACQUISITION
041.563	SMITH, RANDAL D & JULIANA B TRUSTEE	14,862		14,862	14,862									TOTAL ACQUISITION
041.570	KIMREY, DEBORAH ANN	7,225		7,225	7,225									TOTAL ACQUISITION
041.576	THE KEY FOUNDATION	7,117		7,117	7,117									TOTAL ACQUISITION
041.618	HIGHLAND PARTNERSHIP 1980 ET AL	82,721		82,721	82,721									TOTAL ACQUISITION
041.664	REFRIGERATION SUPPLIES DISTRIBUTOR	19,626		19,626	19,626									TOTAL ACQUISITION
041.665	MARSHALL, EDWARD G.	3,664		3,664	3,664									TOTAL ACQUISITION
041.675	CITY OF LAS VEGAS	25,755		25,755	25,755									
041.690TE	LAPOUR GRAND CENTRAL, LLC	1,056		1,056										ROADWAY CONSTRUCTION
041.691	LUSH, KEVIN ETAL	3,527		3,527	3,527									TOTAL ACQUISITION
041.692	GENDALL, ALEXANDER & LILY TRUSTEES	45,641		45,641	45,641									TOTAL ACQUISITION
041.693	ELLINGHAM, ROBERT D.	15,489		15,489	15,489									TOTAL ACQUISITION
041.704	ZETOCKA, LARRY ETAL	7,834		7,834	7,834									TOTAL ACQUISITION
041.708	TOWNE, ROLLAND D. & BETTY M. TRUSTEES	25,813		25,813	25,813									TOTAL ACQUISITION
041.709	SUH, TAEJOON	3,484		3,484	3,484									TOTAL ACQUISITION
041.723TE	LAPOUR GRAND CENTRAL, LLC	216		216										ROADWAY CONSTRUCTION
041.736	CITY OF LAS VEGAS	18,701		18,701	18,701									TOTAL ACQUISITION
041.752	UNION PACIFIC RAILROAD COMPANY	4.86 AC	40,000	4.86 AC	4.86 AC									TOTAL ACQUISITION
041.766	VEGAS GROUP, LLC	2.85 AC	7,114	2.85 AC	2.85 AC									TOTAL ACQUISITION
041.676	SIMON/CHELSEA LAS VEGAS DEV. LLC	17,628	2,652	17,628	17,628							32.31 AC		TO BE DEEDED TO CITY OF LAS VEGAS

TRACED:

CHECKED:

Date of last revision: _____

STATE OF NEVADA
Dept. of Transportation R/W Division
Date: NOVEMBER 20, 2012
PROPERTY SCHEDULE

NRS 408.503 Eminent domain: Resolution by Board; precedence over other legal actions.

1. The Department shall not commence any legal action in eminent domain until the Board adopts a resolution declaring that the public interest and necessity require the acquisition, construction, reconstruction, improvement or completion by the State, acting through the Department, of the highway improvement for which the real property, interests therein or improvements thereon are required, and that the real property, interests therein or improvements thereon described in the resolution are necessary for such improvement.

2. The resolution of the Board is conclusive evidence:

(a) Of the public necessity of such proposed public improvement.

(b) That such real property, interests therein or improvements thereon are necessary therefor.

(c) That such proposed public improvement is planned or located in a manner that will be most compatible with the greatest public good and the least private injury.

3. All legal actions in all courts brought under the provisions of this chapter to enforce the right of eminent domain take precedence over all other causes and actions not involving the public interest, to the end that all such actions, hearings and trials thereon must be quickly heard and determined.

(Added to NRS by 1957, 691; A 1960, 392; 1987, 1810; 1989, 1306)

ATTACHMENT 3

NRS 241.034 Meeting to consider administrative action against person or acquisition of real property by exercise of power of eminent domain: Written notice required; exception.

1. Except as otherwise provided in subsection 3:

(a) A public body shall not consider at a meeting whether to:

(1) Take administrative action against a person; or

(2) Acquire real property owned by a person by the exercise of the power of eminent domain,

➥ unless the public body has given written notice to that person of the time and place of the meeting.

(b) The written notice required pursuant to paragraph (a) must be:

(1) Delivered personally to that person at least 5 working days before the meeting; or

(2) Sent by certified mail to the last known address of that person at least 21 working days before the meeting.

➥ A public body must receive proof of service of the written notice provided to a person pursuant to this section before the public body may consider a matter set forth in paragraph (a) relating to that person at a meeting.

2. The written notice provided in this section is in addition to the notice of the meeting provided pursuant to NRS 241.020.

3. The written notice otherwise required pursuant to this section is not required if:

(a) The public body provided written notice to the person pursuant to NRS 241.033 before holding a meeting to consider his character, alleged misconduct, professional competence, or physical or mental health; and

(b) The written notice provided pursuant to NRS 241.033 included the informational statement described in paragraph (b) of subsection 2 of that section.

4. For the purposes of this section, real property shall be deemed to be owned only by the natural person or entity listed in the records of the county in which the real property is located to whom or which tax bills concerning the real property are sent.

(Added to NRS by 2001, 1835; A 2001 Special Session, 155; 2005, 2247)

ATTACHMENT 4

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

Right-of-Way Division

May 29, 2013

TO: **Department of Transportation Board of Directors**

FROM: **Rudy Malfabon, P.E., Director**

SUBJECT: **June 10, 2013 Transportation Board of Directors Meeting**

Item #10a: **Disposal of NDOT water rights along SR-578 (Washington Avenue) at Main Street in the City of Las Vegas, Clark County, NV. SUR 13-09 – For possible action**

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced water rights by Quitclaim Deed. The water rights to be disposed of are located along SR-578 (Washington Avenue) at Main Street in the City of Las Vegas, Clark County, NV.

Background:

The Department originally acquired a portion of a parcel on April 5, 1978, in fee, for the I-15 Freeway. The total property had associated water rights and when the Department acquired the property, the water rights were unintentionally acquired and as such the water rights were not valued in the appraisal of the property.

The requestor, Alley Water Supply, LLC has the deeded right for the majority of the water rights. Since those water rights were not excepted out of the deed when the Department acquired the property, there is a cloud on the title. The Nevada Division of Water Resources states that in order for Alley Water Supply, LLC to transfer the place of use of these water rights, the Department must quitclaim the water rights that were inadvertently acquired in order for Alley Water Supply, LLC to have clear title.

Analysis:

The Department is retaining ownership of the property and the quitclaim of the water rights will not affect the Department's use of the property. Since it was not the intention to acquire the water rights, the water rights were not valued or paid for as part of the acquisition of the property and the release of NDOT's interest in the water rights is being made in accordance with N.R.S. 408.533 without compensation to the Department.

TO: Department of Transportation Board of Directors
March 29, 2013

Recommendation for Board Action:

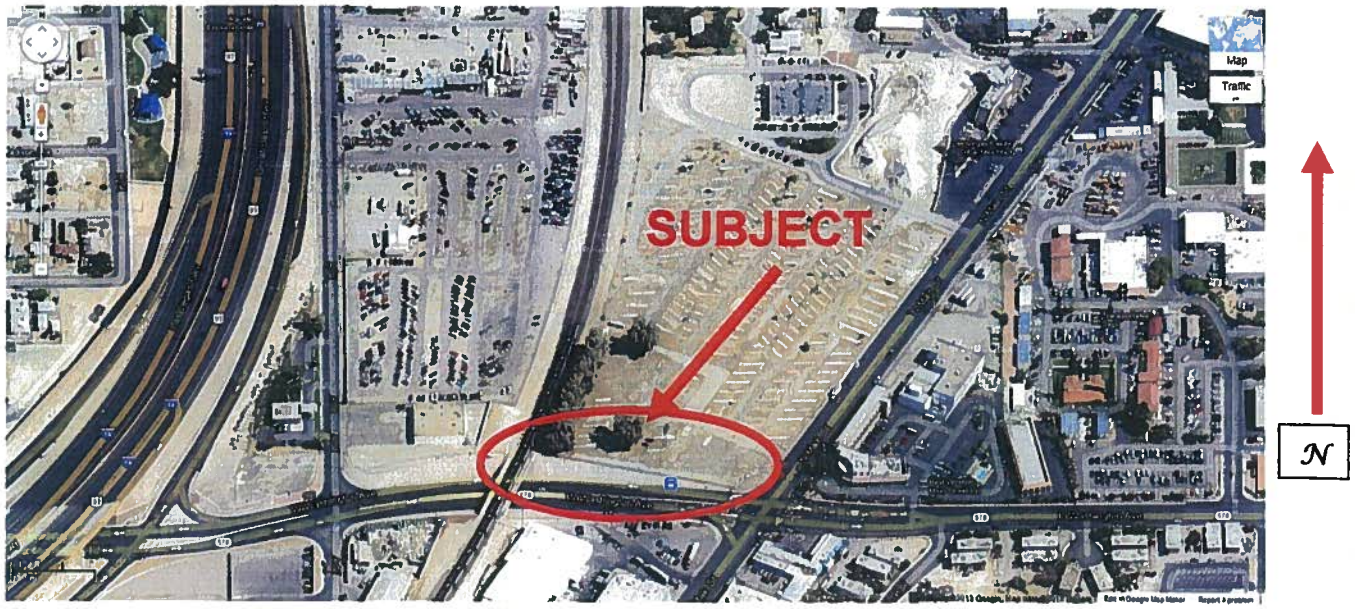
Approval of disposal of NDOT water rights along SR-578 (Washington Avenue) at Main Street in the City of Las Vegas, Clark County, NV.

List of Attachments:

1. Location Map
2. Right-of-Way Plan Sheet
3. Environmental Approval
4. N.R.S. 408.533

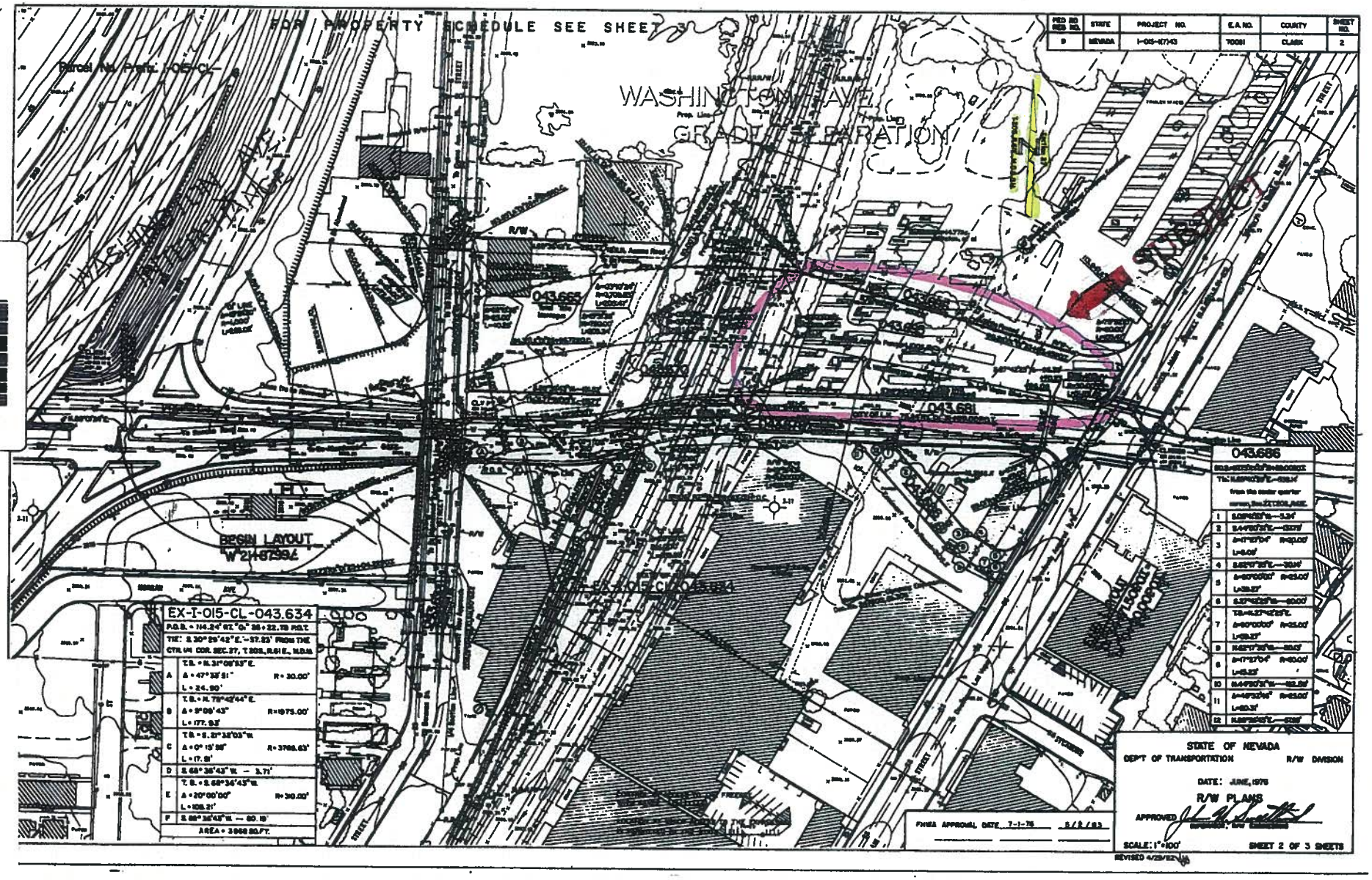
Prepared by: Paul A. Saucedo, Chief R/W Agent

LOCATION MAP



SUR 13-09
DESCRIPTION: Along SR-578 (Washington Avenue) at Main Street

ATTACHMENT 1



ATTACHMENT 2

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

May 22, 2013

To: Jessica Biggin, Staff Specialist, Right-of-Way

From: Steve M. Cooke, PE, Chief, Environmental Services SMC

Subject: Environmental Clearance for Transportation Board
Project: I-015-1(7)43
EA: 70091
Surplus No.: SUR 13-09
Disposal of NDOT water rights located along SR-578 (Washington Avenue) at Main Street, Las Vegas, Clark County, NV
Disposal by Quitclaim Deed

The Environmental Services Division understands FHWA authorization is not required and reviewed the requested action accordingly. It was found clear of any documented environmental concern for disposal.

Cc: R. Borrelli, Surplus Property Committee, Chair
H. Salazar, Surplus Property Committee, Vice-Chair
Project File

ATTACHMENT 3

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

(a) When the property was originally donated to the State, no charge may be made if it is returned to the original owner or to the holder of the reversionary right.

(b) When the property has been wholly or partially paid for by towns, cities or counties, disposal of the property and of money received therefor must be agreed upon by the governing bodies of the towns, cities and counties and the Department.

(c) When the title to the real property has been acquired in fee pursuant to NRS 408.487 and 408.489 and, in the opinion of the Board, a sale by means of a public auction or sealed bids is uneconomical or impractical because:

(1) There is no access to the property;

(2) The property has value or an increased value only to a single adjoining property owner; or

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

➥ the Board may enter into a direct sale of the property with such an owner or any other person for its fair market value.

(d) When the property has been acquired and the property or any portion of the property is no longer needed for highway purposes, the Department shall give notice of its intention to dispose of the property by publication in a newspaper of general circulation in the county where the property is situated. The notice must include the Department's appraisal of the fair market value of the property. Any person from whom the property was purchased or his heir or grantee may purchase the property at its fair market value by direct sale from the Department within 60 days after the notice is published. If more than one person qualified to purchase the property by direct sale pursuant to this paragraph so requests, the person with the superior claim, as determined by the Department in its sole discretion, is entitled to purchase the property by direct sale. If a person who is entitled to purchase the property by direct sale pursuant to this paragraph reasonably believes that the Department's appraisal of the property is greater than the fair market value of the property, the person may file an objection to the appraisal with the Department. The Department shall set forth the procedure for filing an objection and the process under which a final determination will be made of the fair market value of the property for which an objection is filed. The Department shall sell the property in the manner provided in subsection 2 if:

(1) No person requests to purchase the property by direct sale within 60 days after the notice is published pursuant to this paragraph; or

(2) A person who files an objection pursuant to this paragraph fails, within 10 business days after he receives a written notice of the final determination of the fair market value of the property, to notify the Department in writing that he wishes to purchase the property at the fair market value set forth in the notice.

(e) When the property is sought by another public agency for a reasonable public use, the Department may first offer the property to the public agency at its fair market value.

2. All property, interests or improvements not included within the provisions of subsection 1 must first be offered for sale by the Department singly or in combination at public auction or by sealed bids. If the highest bid received is 90 percent or more of the Department's appraisal of the fair market value of the property, the property may be sold to the highest bidder. The notice and the terms of the sale must be published in a newspaper of general circulation in the county where the property is situated. The auctions and openings of bids must be conducted by the Department. If the property cannot be sold for 90 percent or more of its fair market value, the Department may enter into a written listing agreement with a person licensed pursuant to chapter 645 of NRS to sell or lease the property for 90 percent or more of its fair market value.

3. It is conclusively presumed in favor of the Department and any purchaser for value that the Department acted within its lawful authority in acquiring and disposing of the property, and that the Director acted within his lawful authority in executing any conveyance vesting title in the purchaser. All such conveyances must be quitclaim in nature and the Department shall not warrant title, furnish title insurance or pay the tax on transfer of real property.

4. No person has a right of action against the Department or its employees for a violation of this section. This subsection does not prevent an action by the Attorney General on behalf of the State of Nevada or any aggrieved person.

5. All sums of money received by the Department for the sale of real and personal property must be deposited with the State Treasurer to be credited to the State Highway Fund, unless the Federal Highway Administration participated in acquisition of the property, in which case a pro rata share of the money obtained by disposal of the property must be paid to the Federal Highway Administration.

6. The Department may reserve and except easements, rights or interests from the conveyance of any real property disposed of in accordance with this section or exchanged pursuant to subsection 5 of NRS 408.489. The easements, rights or interests include, but are not limited to:

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)

ATTACHMENT 4

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MEMORANDUM

May 24, 2013

TO: **Department of Transportation Board of Directors**

FROM: **Rudy Malfabon, P.E., Director**

SUBJECT: **June 11, 2013 Transportation Board of Directors Meeting**

ITEM #11: **Approval of Amendments and Administrative Modifications to the FFY 2012-2015 Statewide Transportation Improvement Program (STIP) – For Possible Action.**

Summary:

At the October 10, 2011 State Transportation Board of Directors Meeting, the FY 2012 – 2015 Statewide Transportation Improvement Program (STIP) was approved as a part of the FY 2012-2021 Transportation Systems Projects (TSP). Amendments and Administrative Modifications are made throughout the year to the document in order to facilitate projects. NDOT staff works closely with the local Metropolitan Planning Organizations (MPO's) and local governments to facilitate these project changes. Attachment "A" lists Administrative Modifications and other state program projects. NDOT is requesting the State Transportation Board's approval of these changes as summarized in Attachment "A".

Background:

NDOT staff works continuously all year with federal and regional agencies, local governments, and planning boards to develop the *Transportation System Projects* notebook. The fiscal years 2012-2021 document contains the:

Statewide Transportation Improvement Program (STIP), FY 2012-2015
Annual Work Program (AWP), FY 2012
Short Range Element (SRE), FY 2013-2014
Long Range Element (LRE), FY 2015-2021

Attachment "A" details Amendments to projects which include any actions taken in Washoe, Clark, CAMPO, and TMPO Transportation Improvement Plans (TIP) and areas outside of the MPO boundaries since the last time the Board approved changes to the STIP on April 8, 2013.

Attachment "B" details Administrative Modifications to projects which include any actions taken in Washoe, Clark, CAMPO, and TMPO Transportation Improvement Plans (TIP) and areas outside of the MPO boundaries since the last time the Board approved changes to the STIP on April 8, 2013.

Analysis:

The attached listing of amendments and administrative modifications to projects are those completed since the April 8, 2013 Transportation Board approval of the *Transportation System Projects* notebook for fiscal years 2012-2021.

Recommendation for Board Action:

Approval of the Amendments/Administrative Modifications to the FY 2012 – 2015 Statewide Transportation Improvement Program (STIP).

List of Attachments:

A. List of Amendments

B. List of Administrative Modifications

Prepared by:

Coy Peacock, Transportation & Multimodal Planning Division

Attachment A

Project Amendments List (4/8/13 – 5/31/13)

RTC of Southern Nevada

Amendment CL #5 to the FY 2012 – 2015 STIP:

- adds project CL20130106, *Multi-State Operation and Management Program Study under I-15 Mobility Alliance*.

Washoe County RTC

Washoe Amendment #5 to the Fiscal Year 2012 – 2015:

- adds the following projects using STP Statewide funds:
  - NV20130017, *Pavement Rehabilitation Eastlake Blvd*, $3,000,000 in FY 2013
  - NV20130018, *Pavement Rehabilitation Ventana Pkwy*, $1,213,000 in FY 2014
  - NV20130019, *Pavement Rehabilitation Village Pkwy*, $542,000 in FY 2014
- This amendment also makes funding adjustments using local RTC funds for existing pavement preservation projects (NV20120150, *Avenida de Landa* and NV20120137, *Plumb Lane McCarran to Ferris*), as well as increasing funding for NV20130009 & NV20130010, *Southeast Connector Phases 1 & 2* using local RTC funds.

Submittal of their Regional Transportation Commission (RTC) of Washoe County FY 2013 – 2035 Regional Transportation Plan (RTP)

- NDOT forward the RTP to FHWA, FTA, and EPA and recommended approval

Washoe Amendment #6 to the FY 2012-2015 State Transportation Improvement Program (STIP)

- Adds a project for the Pyramid Highway@McCarran Boulevard intersection for right-of-way acquisition and relocation costs in FY13 at $6,842.000 in Surface Transportation Program (STP-Local) and $16,316,000 in Congestion Mitigation/Air Quality (CMAQ) for a total of $23,158,000 ($22 million federal/$1.158 million local)

- Adjusts the costs for the Pyramid Highway@McCarran Boulevard intersection project in both STP-Local and CMAQ currently in the RTIP to reflect the removal of $23,158,000 for the right-of-way and relocation costs described above

- Moves the following CMAQ projects from FY13 to FY14 and FY15 to accommodate the addition of the Pyramid 1IighwayMcCarran Boulevard intersection right-of-way and relocation project:
  - ACCESS Replacement Vehicles purchase three vehicles $420,000 moves to FY14
  - Traffic Management Program shifts all but $320,000 of the FY13 funding to FY14 ($1,959,000) and FY15 ($2,741,000); maintains the total cost for the project at $5,020,000
  - RTC RAPID Extension moves the project out one year to FY14 ($1,000,000) and FY15 ($1,000,000)

Carson Area MPO

CAMPO Amendment #4 to the FY 2012 – 2015 STIP:

- adds project NV20130012, *Capital Cost of Contracting for Public Transit – Carson City* using FTA Section 5310 Small Urban & Rural Public Transportation fund source;
- adds FTA Section 5316 funds to NV 20110012, *RTC Intercity Service: Reno to Carson City*;
- adds project NV20130015, *Capital Fuel Provision for Jump Around Carson (JAC) Operations* using FTA Section 5307 funds;
- and makes other minor modifications such as moving a project into a future funding year and adjustment of funding amounts.

Tahoe MPO

(NO AMENDMENTS MADE)

Statewide/Rural

Statewide Amendment #5 to the 2012-2015 STIP:
(NO AMENDMENTS MADE)

Attachment B

List of Administrative Modifications (4/8/13 – 5/24/13)

RTC of Southern Nevada

(NO ADMINISTRATIVE MODIFICATIONS MADE)

Washoe County RTC

(NO ADMINISTRATIVE MODIFICATIONS MADE)

Carson Area MPO

(NO ADMINISTRATIVE MODIFICATIONS MADE)

Tahoe MPO

Tahoe MPO #3 Administrative Modification to the Fiscal Year 2012 – 2015:

- modifies project WA20110276, *Nevada Stateline to Stateline Bikeway*, by adding $2,500,000 in Public Lands Highway funds for FY 13.

Statewide/Rural

(NO ADMINISTRATIVE MODIFICATIONS MADE)

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MEMORANDUM

May 30, 2012

TO: **Department of Transportation Board of Directors**

FROM: **Rudy Malfabon, Director**

SUBJECT: **June 10, 2013 Transportation Board of Directors Meeting**

ITEM #12: **Approval of Recommended Financing Option for Project NEON – *for possible action***

Summary:

This item is a follow up discussion from below Board Meetings:

- June 25, 2012
- November 6, 2012
- April 8, 2013

Since the April 8, 2013 Board Meeting, the project team has performed project delivery type analysis comparing several different delivery and financing options. In addition to the previous analysis performed, the project team has refined the cost estimates for the delivery of Phases 1 and 3, and has performed financial analysis comparing design-build (DB) delivery financing with bonds, design-build-finance (DBF) delivery using private financing, and design-build-finance-operate-maintain (DBFOM) delivery using private financing.

Background:

The information provided in the June 25, 2102 and the November 6, 2012 Board Meetings compared the traditional delivery of Phases 1 and 3 as planned as separate projects, DBFOM delivery of Phases 1 and 3 together, and traditional delivery of Phases 1 and 3 broken into smaller packages. As a result of that analysis, the Department recommended and the Board approved moving forward of the development of RFP to deliver Project NEON Phases 1 and 3 as a DBFOM contract.

Preliminary Analysis:

Additional Project Components – Phase 4:

As part of the in-depth financial analysis, the project team has reviewed the cost estimates for the project. Due to refinements of the design and the cost estimates, the costs initially analyzed were significantly reduced. This reduction in cost has allowed the State to consider additional opportunities to deliver significant safety and operational improvements.

The project team recommends including Phase 4 in the RFP based on its relatively low Right of Way costs, the safety and operational benefits, as well as reducing impacts on I-15 traffic that would be created by delivering Phase 4 at a later date. Including Phase 4 in the RFP will also

create more jobs sooner in addition to the higher secondary economic benefits to the State of Nevada.

Right of Way:

Right of Way (ROW) was initially analyzed as being the responsibility of the concessionaire both to acquire and to finance.

The project team recommends moving forward with the acquisition of ROW by NDOT, utilizing bonding to finance the necessary costs. This method will allow the project to begin as soon as possible and have the least impact to the overall delivery schedule. Bonding the acquisition of ROW is the most cost effective way for the State to fund the acquisition. Schedule impacts as well as financial analysis, in addition to eminent domain issues and industry feedback were also considered in this recommendation.

Schedule:

The schedule presented in the November and the April Board Meetings is an aggressive schedule. Based on initial industry feedback, the schedule may be adjusted to allow additional time for proposal development.

Delivery Options:

As part of the delivery options analysis, three main options were considered: design-build with financing through bonding, design-build-finance with private financing, and design-build-finance-operate-maintain with private financing. Costs and schedules were updated or developed for each of the above scenarios during the analysis.

Design-Build-Finance: Similar to design-build in many aspects, however, this method employs short-term private financing measures, which are typically repaid over a 6-8 year period. Initial analysis determined that the DBF delivery method does not meet the Department goal of maintaining an average capital construction program

Design-Build: This method is the same method that the Department has utilized to deliver many projects in the past. The Department would sell a series of bonds to finance the project.

Design-Build-Finance-Operate-Maintain: This method utilizes private long-term financing to deliver the project. As requirement of this financing option, the project is handed over to the Concessionaire for operations and maintenance while the Department makes availability payments over the longer term. The availability payment is determined based on project costs, performance of the Concessionaire, and the facility being available to the public for use.

Analysis:

Design-Build: This method is similar to the Design-Build projects delivered by the State in the past. As with other major projects, the Department would bond the costs of construction for this project. Advantages of this method include:

- A Lower Net Present Value
- Previous experience in the State of Nevada
- Nevada Contractor Experience
- Creating local jobs
- Expedited delivery

Design-Build-Finance-Operate-Maintain: A pure availability payment structure is not competitive with the low cost of public bond rates. Therefore, a combination of bonding, in the form of a construction completion payment, and private financing (with or without TIFIA) is proposed for the DBFOM alternative. The project team analyzed a DBFOM contract with a construction completion payment that would be paid by issuing public bonds in 2019. This method has many benefits to the State of Nevada including:

- Allowing a larger capital program for the State of Nevada to deliver through the next 5-6 years of economic recovery
    - Approximately $20M per year in additional projects may be delivered from 2015-2019
- Stays within the range of recent bond payments that have been proven to be affordable to the State of Nevada
- In addition to the existing bond repayment schedule, the new bond payments and the availability payments are still affordable
- In a competitive market, local jobs will be created by the teams that are assembled
- It is consistent with the response required by the reception of an unsolicited proposal
- Allows the State of Nevada to demonstrate the benefits of a Public Private Partnership

The Next Steps:

The project team will continue to develop the RFQ and RFP as previously presented and continue with the following stages of procurement:

- Stage 1 – RFP Development
- Stage 2 – Selection, Negotiation, and Contract Execution
- Stage 3 – Construction Contract Administration
- Stage 4 – Operations and Maintenance Administration (possibly)

At this time, the Department has chosen to contract with the legal, financial, and technical advisors for the work necessary to complete only Stage 1. If the Transportation Board approves the project to continue to move forward, the project team will have to amend the advisor agreements to include the scope and costs necessary to complete Stage 2. The project team will continue this approach with subsequent stages of the process.

List of Attachments:

Confidential Supplemental Packet to Board Members

Recommendation for Board Action:

The Department is seeking approval to proceed with the development of a RFP including Phases 1, 3, and 4 of Project NEON. The Department is also seeking preliminary approval to issue bonds to finance and proceed with the acquisition of Right of Way necessary for the delivery Phases 1, 3, and 4 of Project NEON.

The Department is seeking approval of the recommended delivery method for Phases 1, 3, and 4 of Project NEON.

Prepared by:

Cole Mortensen, Senior Project Manager

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MEMORANDUM

May 21, 2013

TO: **Department of Transportation Board of Directors**
FROM: **Rudy Malfabon, Director**
SUBJECT: **June 10, 2013 Transportation Board of Directors Meeting**
ITEM #13: **Briefing on the Connecting Nevada Plan – Informational item only**

Summary:
The purpose of the Connecting Nevada Plan (a 50 year look ahead and Nevada transportation needs) is to develop a framework that coordinates and integrates the results of various state, regional, and local planning efforts into a unified, cohesive vision for the state. The Connecting Nevada Plan will help guide decisions and investments in the future, assist in establishing policies and guidance for identification of transportation corridors, and recognize and encourage multi-modal opportunities.

Background:
Phase 1 was concluded in (September 2009) and was scoped to 2060. Phase 2 of Connecting Nevada began in earnest in May 2011. Over the course of the next 24 months, stakeholder and public meetings were held statewide. During the meetings common themes emerged including: Safety, Economic Development, Partnership Development, Improved Access(mobility) and Environmental Issues.

Analysis:
Without the contributions of the study partners (over 900 strong) this study would not have been as meaningful. A series of two working group meetings, eight Technical Advisory Committee, four Stakeholder Committees and one series of public meetings were held to share the need for a 50 year plan, collect input, to review and to discuss the plan. The final study is the summation of these efforts and has been completed it is included in your packets today..

List of Attachments:
A. Connecting Nevada Plan dated April 15, 2013

Recommendation for Board Action:
Informational item only.

Prepared by:
Tim Mueller, Planning Division

Attachment A

CONNECTING NEVADA PHASE II
Planning Our Transportation Future

NEVADA DOT

Connecting Nevada Plan

April 15, 2013

Acknowledgements

The Connecting Nevada project would not have been possible without the guidance and input of a number of stakeholders who demonstrate a commitment to making Nevada's transportation system the best it can be every day. For over a year and a half numerous individuals, organizations, and staff members have played the most important part in Connecting Nevada.

A special thank you to Charles Kajkowski, former City of Las Vegas Public Works Director. Mr. Kajkowski's vision for Nevada's transportation future helped inspire the effort that led to Connecting Nevada.

Connecting Nevada Partners

The Connecting Nevada Stakeholders that participated in this effort are listed below in alphabetical order.

Aggregate Industries
American Magline Group
AT&T
Bureau of Land Management
Bureau of Reclamation
Caesars Entertainment
California-Nevada Super Speed Train Commission
Carson Area Metropolitan Planning Organization
Carson City Chamber of Commerce
Churchill County
    Road Department
Churchill County Communications
City of Elko
City of Fallon
City of Fernley
City of Henderson
City of Las Vegas
City of Mesquite
City of North Las Vegas
City of Sparks
City of Winnemucca
Clark County
    Dept. of Air Quality and Envi. Management;
    Department of Aviation; Fire Department;
    Planning; Public Works;
    Regional Flood Control District;
    Water Reclamation District
Cox Communications
Desert Cab Co.
Desert Research Institute (DRI)
Douglas County
Douglas County Police Department
Econ. Development Authority of Western Nevada
Ely City Council
Ely Times
Environmental Protection Agency (EPA)
EP Minerals, LLC
Esmeralda County
Fallon Paiute-Shoshone Tribe
Federal Highway Administration
Focus Property Group
Friends of Nevada Wilderness
Greyhound Bus Lines
Henderson Chamber of Commerce
Henderson Police Department
Howard Hughes Corporation
Hub Group
Humboldt County
Las Vegas Arts District Neighborhood Association
Las Vegas Chamber of Commerce
Las Vegas Convention and Visitors Authority
Las Vegas Metropolitan Police Department
Las Vegas Monorail
Las Vegas Motor Speedway
Las Vegas Valley Water District (LVVWD)
Lincoln County
Lincoln County Fire Department
Marnell Companies
Mesquite Fire Department
Mineral County
Muscle Powered

MWH Global
NCSI
Nellis Air Force Base
Nevada Army National Guard
Nevada Association of Counties
Nevada Commission on Terrorism
Nevada Commission on Tourism
Nevada Conservation League
Nevada Department of Transportation (NDOT)
Nevada Department of Wildlife
Nevada Division of Forestry
Nevada Division of State Lands
Nevada Highway Patrol
Nevada Legislature
Nevada Manufacturers Association
Nevada Mining Association
Nevada Motor Transport Association
Nevada Petroleum Marketers Association
Nevada State Demographer
Nevada State Legislature
Nevada State Office of Energy
Nevada Subcontractors Association
Nevada Wilderness Project
North Las Vegas Police Department
Northern Nevada Counter Terrorism
Northern Nevada Railway
Northern Transport
NV Energy
NV Trucking Association
Nye County
Outside Las Vegas Foundation
Paiute Pipeline Company
Pershing County Police Department
Progressive Leadership Alliance of Nevada (PLAN)
Pyramid Lake Paiute Tribe
Railroad Foundation
Red Rock Audubon Society
Regional Transportation Commission (RTC) of Southern Nevada
RTC of Washoe County
REMSA
Reno Sparks Indian Colony
Reno/Sparks Chamber of Commerce
Reno-Tahoe Airport Authority
Renown Rehabilitation Hospital
Republic Services
Sierra Club and Sierra Club, Toiyabe Chapter
Southern Nevada Homebuilders Association
Southern Nevada Transit Coalition
Southern Nevada Water Authority (SNWA)
SouthWest Action Network (SWAN)
Southwest Gas Corporation
Spectrum Surveying and Engineering
Spring Creek Property Owners Association
Stantec Consulting Services Inc
State Historic Preservation Office
Storey County
Tahoe Fire Department
Tahoe Metropolitan Planning Organization
Tahoe Pyramid Bikeway
Tahoe Regional Planning Agency
Tahoe Transportation District
The Smith Center for the Performing Arts
Town of Gardnerville
Truckee Meadows Regional Planning Agency
Truckee Meadows Water Authority
Truckee River Flood Management Authority
Truckee-North Tahoe Transportation Mgmt. Assoc.
U.S. Bureau of Reclamation
U.S. Department of Veteran Affairs
U.S. Fish and Wildlife, Pacific Southwest Region
U.S. Green Building Council, Nevada Chapter
United States Postal Service (USPS)
UNLV Transportation Research Center
Urban Chamber of Commerce
Valley Electric Association, Inc.
Walker River Paiute Tribe
Washoe County
Washoe County Health District
White Pine County
White Pine Tourism and Recreation
Wynn Resorts

Connecting Nevada Consultants

HDR	Brent Cain	previously with HDR Engineering, Inc.
	Lolene Terry	HDR
	Michael LaBianca	HDR
	Michael Gorton	HDR
CA Group, Inc	James Caviola	CA Group, Inc.
	Jason Gray	previously with Strategic Solutions

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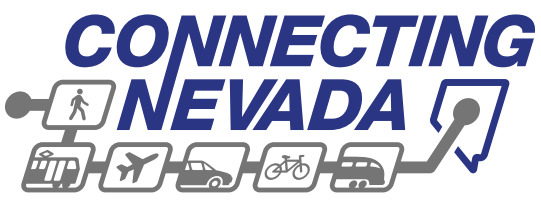

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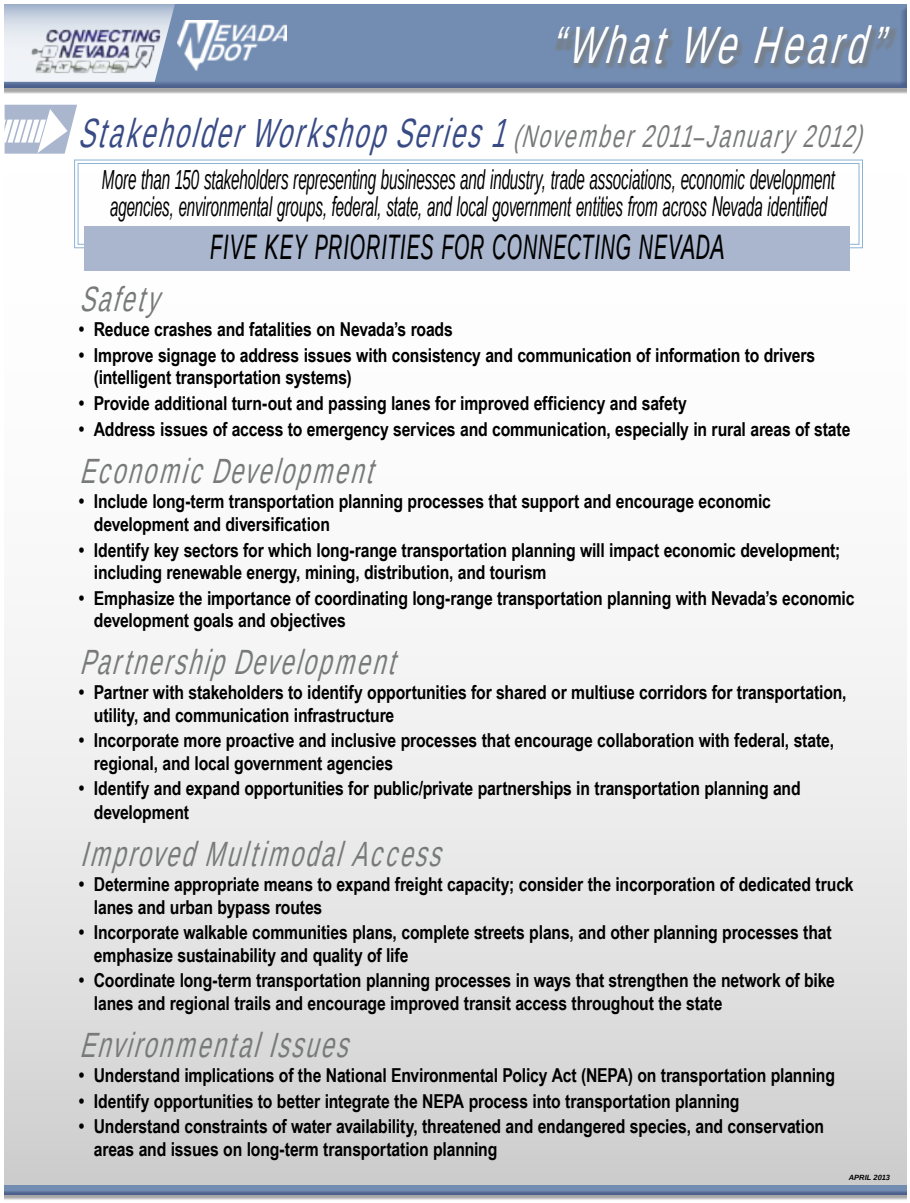
Executive Summary

The Connecting Nevada Plan is a 50-year look ahead, originating from a need to plan for Nevada's long-term transportation needs. The Plan defines transportation goals to make our economy more competitive, enhance our quality of life, and ensure that our environment provides quality places to live for future generations. The implementation portion describes some of the methods identified to realize these goals.

Between August 2011 and December 2012, the Nevada Department of Transportation (NDOT, the Department) and its partners worked to develop the Plan. The Plan is for all of Nevada, urban and rural—including local, regional, and state partners who make decisions about future transportation investments. A total of eight Technical Advisory Committee (TAC) meetings, five Steering Committee meetings, two rounds of stakeholder meetings, and numerous briefings at regularly scheduled meetings of transportation partners were conducted to gather guidance and input resulting in the Plan.

The resulting Plan was presented in January 2013 at public open house meetings in Las Vegas, Reno, and Elko. Connecting Nevada was developed not only as a plan, but as a process whereby stakeholders could engage with planners and others in developing a vision for the statewide transportation system for the next 50 years.

This Plan describes the outcome of this process, but the process is by no means over. The Plan lays out a program to continually revisit and refresh Connecting Nevada to ensure that it maintains a relevant collection of projects and transportation issues to discuss with stakeholders statewide to set the 50-year, long-term vision for transportation in the state.



Project Guidance

NDOT reached out to a broad spectrum of stakeholders in developing the plan. Through this dialogue, trends, issues, and opportunities shaping Nevada's transportation past, present, and future were identified. A core group of participants provided guidance and direction for this process. This group represents organizations responsible for planning and implementing Nevada's transportation system, NDOT, and the state's Metropolitan Planning Organizations (Regional Transportation Commission [RTC] of Southern Nevada; Regional Transportation Commission [RTC] of Washoe County; Carson Area Metropolitan Planning Organization [CAMPO]; and the Tahoe Metropolitan Planning Organization [TMPO]), as well as representatives of the three NDOT Districts.

Project Principles

Early in the Connecting Nevada process, principles and goals were established to help guide the process. The guiding principles identified through Connecting Nevada include:

The mission of the Connecting Nevada plan is ...

To provide a transportation system that delivers mobility solutions for residents and the traveling public of Nevada. Enhancing the system's safety, improving access throughout the state, promoting environmental stewardship, and strengthening partnerships with MPOs and local governments will position Nevada for effective transportation choices for future generations. Investments in transportation infrastructure, coordinated land uses, and diverse economic opportunities will connect Nevada's communities, residents, and commerce to ensure sustainable growth for Nevada's transportation system.

Health and Safety - Optimizing safety is one of NDOT's goals and will be included as a key component in future updates to Connecting Nevada. The transportation system should be planned, designed, and operated in a way that protects the health and safety of people and enhances the quality of life in communities.

Access - People are entitled to reasonable access to other people, places, goods, and services. Mobility, safety, and access all must be balanced.

Connected Land Use - Transportation investments should be supportive of and integrated with land use planning.

Environmental Responsibility - Transportation needs should be met without threatening public health, climate, biological diversity, or the integrity of essential ecological processes.

Partnership with Local Governments - We are committed to the principle of partnership with local governments. We appreciate the vital role of local government decision-making and delivery of transportation services that improve mobility in our cities, counties, and throughout the state. NDOT has processes in place that foster communication and collaboration with the MPOs. These processes help ensure that the transportation network in the MPO areas is fully functioning with the NDOT transportation network.

Support Economic Growth - Provide a seamless mix of multimodal transportation options to ensure Nevada's economic vitality and future growth opportunities to move people and goods throughout the state.

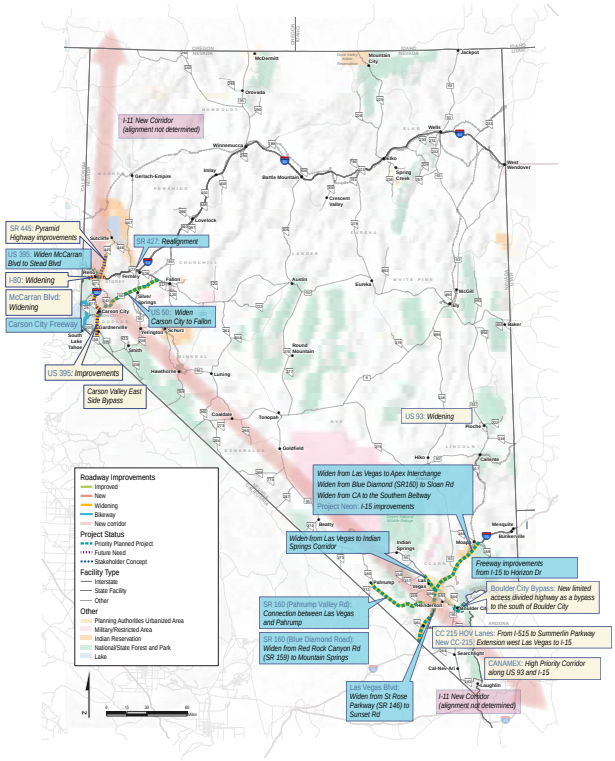
Give the Public a Place in the Process - Provide members of the public with complete information and with opportunities for full participation in the transportation decision-making process.

Future Roadway Element

The Connecting Nevada effort consulted two primary sources for the future roadway network—existing planning studies and projects identified through stakeholder outreach.

A number of projects and ideas were identified through the outreach conducted with stakeholders. These suggestions addressed interests and needs covering a broad spectrum of transportation issues from increased roadway capacity and new roadway facilities to increased capacity for multimodal infrastructure addressing the desire for expanded rail, truck, and airport facilities. Some ideas supported ongoing efforts for improvements (development of a north-to-south interstate highway linking Phoenix and Las Vegas), others introduced new concepts (passenger rail between Reno and Las Vegas) or needs supporting emerging technologies and systems (such as a network of alternative fueling and battery charging stations to facilitate expanded use and range of electric and hybrid vehicles). Many ideas linked the need for transportation system improvements that support the state's economic development and the desire for greater economic diversification.

This list (which may be found in Section 1, Table 1, starting on page 28) represents the projects identified through the Connecting Nevada process and is not intended to be comprehensive or to replace the development of the Regional Transportation Plan (RTP) and other MPO processes already in place; it is simply an initial platform from which to begin discussions on 50-year transportation needs.



The Roadway Improvements Map (above) and List of Projects (see Section 1) lists the projects identified through the Connecting Nevada process.

Multimodal Components

Rail projects identified through the Connecting Nevada project are consistent with those identified through the Nevada Rail Plan, and it is recommended that readers refer to that document for specific information on rail improvements. Because of the importance of freight to the State, Connecting Nevada focused considerable effort to understanding freight needs. It is recognized that private operators provide and fund passenger and freight rail services available in Nevada, and NDOT's role is one of supporting, coordinating, and enhancing services provided by these operators. Numerous projects identified through Connecting Nevada address the safety and enhancement of truck freight movements in Nevada.

Transit, bicycle, and pedestrian projects are also included in the Connecting Nevada Plan, although the role of NDOT is largely in supporting local initiatives to support these modes.

Population and Employment Projections

The current economic slowdown that started in 2008 resulted in the reversal of the unprecedented population growth that the state had experienced during the past two decades. The State Demographer anticipates a relatively flat growth rate until 2014.

Socioeconomic projections prepared for the Connecting Nevada study are based on the MPOs' models, State Demographer projections, and other data sources (refer to 'Data Compilation' in Section 2 for a listing of the specific sources used). These projections show Nevada's population and employment more than doubling by 2060 (refer to Table ES-1 below). Similar growth is expected in the surrounding western states. Most of the growth projected for Nevada will occur in existing urban areas.

Table ES-1. Nevada Population and Employment Projections

	2010	2020	CAGR	2030	CAGR	2060	CAGR
Population	2,664,397	3,226,632	1.9%	3,589,898	1.1%	5,675,183	1.5%
Employment	1,110,237	1,329,508	1.8%	1,552,774	1.6%	2,617,024	1.8%

CAGR - Compounded Annual Growth Rate

Population projections are forecasts that illustrate plausible courses of population change. The population projections developed for Connecting Nevada provided key inputs into the Nevada State Travel Demand Model and represent the best available information.

Nevada Statewide Travel Demand Model

The Nevada Statewide Travel Demand Model (NVTDM) is one of the primary tools developed to support the Connecting Nevada planning effort. The model can test new major corridors and identify deficiencies on state highways and interstate facilities outside the coverage area of the current urban transportation models.

Traffic Forecasts

Traffic forecasts reflect the regions population growth trend and that significant infrastructure is needed to accommodate future travel demand within the metropolitan areas. On most highways outside of the metropolitan areas of Northern and Southern Nevada, daily traffic is forecast to double by 2060. While adequate capacity remains on most of Nevada's rural highway network to accommodate this traffic growth, the forecasts show capacity deficiencies emerging on several regional corridors by 2060, including:

- I-80 – Reno to Fernley
- US 50 – Carson City to Silver Springs
- US 95 – Silver Springs to Fernley
- State Route (SR) 160 – Pahrump to Las Vegas
- I-15 – Los Angeles to Las Vegas
- US 95 to Boulder City
- US 93 – Kingman to Boulder City

The NVTDM forecasts show that portions of SR 789 near Winnemucca and SR 227 near Elko may also experience congestion by 2060.

NVTDM Recommendations and Limitations

The model should be used to monitor the effects of growth and test "what-if" scenarios based on alternative land use or transportation improvements outside of the MPO areas.

- Close coordination between NDOT and the MPOs is necessary to maintain the NVTDM socioeconomic data and transportation network for these regions. NDOT should also partner with MPOs where possible to help maintain a statewide travel survey database.
- To support intercity transit planning, NDOT should consider adding a mode choice step to the NVTDM.
- The model should be expanded to cover all of North America to improve estimation of long-distance commodity flows and personal travel by reducing the number of user inputs at the perimeter of the model area.
- A statewide travel survey should be conducted and used to estimate more universal statewide trip production, attraction, and distribution models.
- The long-distance truck forecasts should be updated when new FHWA Freight Analysis Framework forecasts data become available.
- Enhancements to NVTDM's short-distance truck model are needed to better simulate local truck activity statewide.
- More information on travel behavior is needed for rural areas, especially regarding long-distance travel. This information will improve the performance of the NVTDM.

Connecting Nevada Website

The Connecting Nevada website (www.connectingnevada.org) provides a portal for continuous access to important information on the project. NDOT will be maintaining the website and updating it periodically to keep it current with the ongoing Connecting Nevada effort.

Connecting Nevada Webmap

The Connecting Nevada webmap (refer to link on www.connectingnevada.org) brings together various data layers that were developed in support of the Connecting Nevada project, and allows easy access to the data that was assembled for the project.

Planning and Environmental Linkages

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.

On certain projects, NDOT's PEL questionnaire and checklist may be used as tools to guide proper documentation and selection of information gathered during the

planning process that will later be made available for input, review, and possible incorporation by reference during the NEPA project development process.

Connecting Nevada Implementation Plan

The Connecting Nevada Plan serves as the long-range transportation plan for NDOT in partnership with stakeholders across the state. The Plan looks at a 50-year time horizon. The Plan is not required by any federal or state regulation but instead is a policy decision by NDOT.

Connecting Nevada is meant to operate in coordination with the current statewide planning processes which follows federal guidelines (Federal Regulation 23CFR450, refer to Section 3 for additional information) and State statute (specifically N.R.S 408.203, again, refer to Section 3 for additional information) which provides guidance on the Department's reporting responsibilities to the Nevada State Legislature, and requires a short range, fiscally-constrained plan covering 4 to 5 years (State Transportation Improvement Plan or 'STIP'). The MPOs' transportation improvement plans (TIPs) must be consistent with the STIP. In addition, MPOs are required to prepare Long Range Plans that are fiscally constrained, and cover a period of 20 years.

Plan Structure

The Connecting Nevada Plan includes projects at various stages of development, some that have already been analyzed in detail and others that are new "ideas" and are in the beginning stages of development. The Plan is structured to be inclusive and not to limit the number of potential beneficial transportation improvements. The Plan is meant to enhance connections between communities and foster discussion among stakeholders.

Objective of the Implementation Process

NDOT desires to ensure that the Connecting Nevada Plan is dynamic and is updated on a regular basis. Over time it is envisioned that new projects suggested by stakeholders through the Plan outreach efforts and needs analysis will flow down into the State Long Range Plan (LRP). A project may also eventually flow down into the State Transportation Improvement Plan (STIP) and the MPOs' Transportation Improvement Plans (TIP). In addition, the Plan must foster and enhance communication among stakeholders to consider issues and concerns and respond to changes as necessary to meet the transportation needs of the state.

Connecting Nevada Update Process

The Connecting Nevada Update Process includes three parts :

1. **Project updates.** Each project in the Plan must be kept up to date and provide relevant information on where the project is in the implementation process.
2. **Stakeholder outreach.** The stakeholder outreach activities for requesting new plan input must be continued at an appropriate level to maintain good communication between agencies and stakeholders that are key to planning the transportation future in the State.

3. **Maintain planning tools.** The tools that were developed during the Connecting Nevada Initial Plan Phase must be updated periodically to determine any necessary changes or additional elements that should be considered to maintain their relevant data analysis capabilities. These tools include the Nevada Statewide Travel Demand Model and the Connecting Nevada website and webmap. (The Connecting Nevada Planning Tools are described in more detail in Section 2.)

Project Updates

Each project on the Connecting Nevada Project list will be assigned a project sponsor (either internal or external to NDOT). Information on the projects will be maintained in the Planning Portal database (the repository for planning information being developed by NDOT). An optional feature related to project information would be for the database to be web based. A follow-up activity for Connecting Nevada (currently underway) will be to make the Plan consistent with the department's overall GIS strategy of providing information via the web through the Planning Portal.

Stakeholder Outreach

Every 3 years NDOT will update the Connecting Nevada Plan. The timing and details of the update will be determined in cooperation with NDOT's existing Statewide Transportation Technical Advisory Committees (STTAC) committee and staff. A review committee, comprised of department staff and outside representatives (similar to Connecting Nevada's TAC and SC), may be formed to assist and provide guidance on the update process.

As part of the stakeholder outreach conducted as part of the update process, stakeholders would be requested to evaluate the overall effectiveness of the Connecting Nevada Plan based on criteria identified in the Connecting Nevada Plan.

Maintaining Planning Tools

Regular updates to the ConnectingNevada.org website will be done to ensure it is current. Whenever the MPOs travel demand models are updated, but at least every 3 years (consistent with the Plan update), the Travel Demand Model should be updated with compatible socioeconomic information, population, and traffic analysis zones to maintain a relevant and accurate model. This effort will need to reach out to the MPOs statewide, and also neighboring states, to incorporate their forecasts.

Planning and Environmental Linkages

Environmental regulations and environmental issues are continually being refined and updated. Therefore, the PEL document should be updated for any changes in regulations and processes for environmental work as time passes.

Webmap

It is recommended that every 3 years these maps be reviewed and updated to show current information.

Department Resource/Processes Assessment

Updating the Plan will require resources and manpower on an annual basis as well as larger efforts to complete the three-year and five-year updates. These resource needs have been identified in the Plan for use by NDOT in budgeting the efforts.

Recommendations

The Connecting Nevada goal of expanding the Department's planning horizon from 20 years to over 50 years is a worthwhile effort and should have specific resources dedicated to the effort. It is recommended to:

- Assign a specific NDOT Update Planning Manager for Connecting Nevada. It will require significant effort, and the Update Planning Manager needs to have the ability to dedicate the appropriate amount of time to manage the maintenance and update of the Connecting Nevada Plan.
- Complete yearly project updates and three-year Plan updates to maintain the Plan as a dynamic process and vision for the state transportation system in the future.
- Establish an Advisory Committee to review the annual Connecting Nevada project updates and the three-year overall plan update. The Advisory Committee could be composed of the same members as the current project Technical Advisory and Steering Committees.
- Convert the Connecting Nevada project database to a GIS database and include it in the Department's overall GIS database effort. Also, the webmap tools should be integrated into the Department's GIS system and be maintained by the GIS group at NDOT.
- Apply the Statewide Travel Demand Forecast model to assist in evaluating regionally significant projects during the Connecting Nevada annual project and 3-year plan update process.
- Review the Plan every 3 years to ensure that it is compliant with new federal regulations.
- Periodically update the ConnectingNevada.org website with project updates and information to keep current.
- Continue to identify public outreach opportunities (e.g., speaking engagements, op-ed pieces in media]
- Review other documents associated with project (e.g., Transit Propensity) to ensure continuing relevancy.
- Further classify projects as short-, medium-, or long-range in the Connecting Nevada Plan List of Projects. (Projects identified as such would still need to move through the appropriate NDOT process for advancement.)

A successful implementation of Connecting Nevada will result in an expanded process that creates a 50-year vision for the State's transportation infrastructure needs.

Red Rock Canyon Recreational Area

The Connecting Nevada Process

In Section 1: The Connecting Nevada Process and key trends, issues, and opportunities shaping Nevada's transportation past and future; Connecting Nevada project principles and goals; key outcomes; and the Plan for Improvements

Introduction

The Connecting Nevada Plan originated from a need to plan for Nevada's long-term transportation needs. There was a realization that while the long-range transportation plan provides guidance for capital investment and planning for the state's transportation network, this planning document provides an opportunity to develop a long-term vision for the state that will help guide decisions with far-reaching implications.

The Plan defines transportation goals to make our economy more competitive, enhance our quality of life, and ensure that our environment provides quality places to live for future generations. Its implementation portion describes some of the methods identified to realize these goals.

Between August 2011 and December 2012, the Nevada Department of Transportation (NDOT, the Department) and its partners worked to develop the Plan. The Plan is for all of Nevada, urban and rural—including local, regional, and state partners who make decisions about future transportation investments. A total of seven Technical Advisory Committee (TAC) meetings, four Steering Committee meetings, two rounds of stakeholder meetings, and numerous briefings at regularly scheduled meetings of transportation partners were conducted to gather guidance and input resulting in the Plan.

Connecting Nevada Phase I

The concept of Connecting Nevada originated from the Nevada Statewide Transportation Technical Advisory Committee (STTAC) as a means to identify and preserve priority right-of-way corridors for transportation. During the Connecting Nevada Phase I process, participating stakeholders recognized the opportunities associated with a coordinated planning structure and process across transportation disciplines and modes.

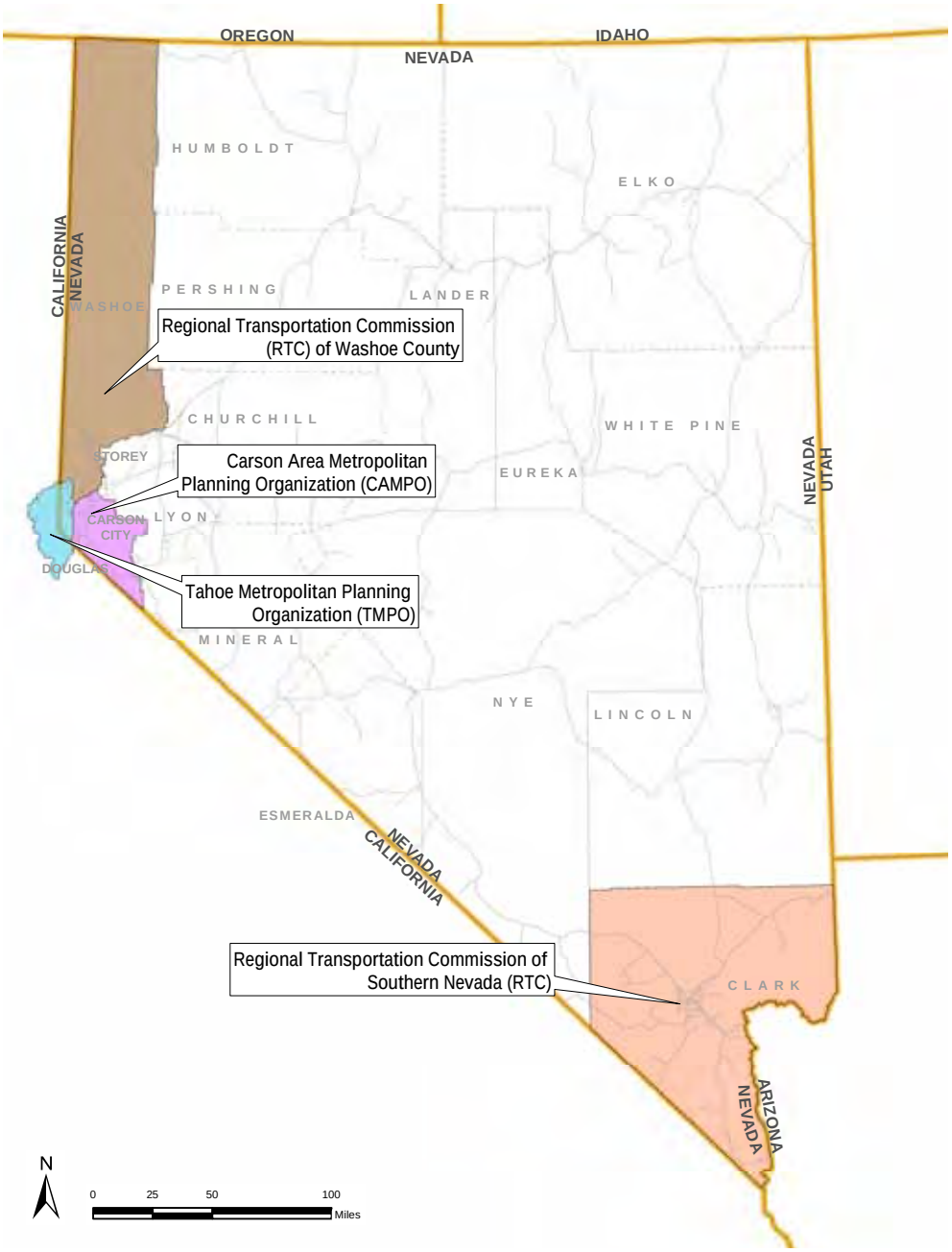
Connecting Nevada was developed not only a plan, but as a process whereby stakeholders (those interested in a range of topics related to and affected by the transportation network) could engage with planners and others in developing a vision for the statewide transportation system for the next 50 years. To support this process, a number of tools were developed, including a webmap featuring many products of Phase II of Connecting Nevada and a statewide travel demand model—the first of its kind in Nevada. Another tool the Connecting Nevada webmap can be accessed at www.connectingnevada.org.

This Plan describes the outcome of this process, but the process is by no means over. The Plan lays out a program to continually revisit and refresh Connecting Nevada to ensure that it continues to be a baseline that can be referred to whenever a project is being proposed or a transportation issue is being raised.

Planning Partners and Participants

Numerous participants were instrumental in the Connecting Nevada process. NDOT reached out to a broad spectrum of stakeholders in developing the plan. Through this dialogue, trends, issues, and opportunities shaping Nevada's transportation past, present, and future were identified. A core group of participants provided guidance and direction for this process. This group represents organizations responsible for planning and implementing Nevada's transportation system, NDOT, and the state's Metropolitan Planning Organizations (MPOs), shown in Figure 1. These entities were represented by the TAC.

Figure 1. Nevada's Metropolitan Planning Organizations



Technical Advisory Committee (TAC)

The TAC consisted of NDOT staff, including District Engineers; representatives of the four designated MPOs; at least one non-NDOT representative from each of the three NDOT Districts; and others as designated by the Department. The MPOs, each responsible for long-range planning in their own regions, are described below. (A complete listing of TAC members is included in Appendix A).

Metropolitan Planning Organizations (MPOs)

There are four designated MPOs in Nevada: the Regional Transportation Commission (RTC) of Southern Nevada; the Regional Transportation Commission (RTC) of Washoe County; the Carson Area Metropolitan Planning Organization (CAMPO); and the Tahoe Metropolitan Planning Organization (TMPO). These four MPOs are the primary stewards for transportation planning within their boundaries, including member cities and surrounding unincorporated areas. The MPOs coordinate planning activities between multiple local agencies and NDOT within their urbanized areas. NDOT coordinates with the MPOs and represents the interests of the state. A brief description of the MPOs follows.

Role of Metropolitan Planning Organizations and the Regional Transportation Planning Process

MPOs are federally mandated planning organizations for urbanized areas with populations greater than 50,000. MPOs are generally made up of representatives from local governments and local transportation authorities who collaborate with residents to make the best use scarce federal transportation funding. MPOs provide the setting for evaluating regional transportation alternatives that reflect the region's shared vision.

Regional Transportation Commission (RTC) of Southern Nevada

The RTC of Southern Nevada is both the transit authority and the transportation planning agency for Southern Nevada. It identifies transportation challenges and explores and implements both short- and long-term solutions for the Clark County region. The agency also promotes sustainability, complete streets, air quality improvement, enhanced mobility, and increased quality of life for the region. The RTC of Southern Nevada provides mass transit service that connects Southern Nevada, administers programs that encourage sustainability, and promotes walking, bicycling, carpooling, vanpooling, and transit. (The RTC of Southern Nevada's website may be accessed at www.rtcsouthernnevada.com.)

Regional Transportation Commission (RTC) of Washoe County

The RTC of Washoe County serves Reno and Sparks, along with unincorporated areas of Washoe County. It provides public transportation services, street and highway construction, and transportation planning. The RTC of Washoe County's standard planning process involves studying regional trends in population and industry growth, forecasting future needs, and planning for the Northern Nevada roadway network—all of which support economic development and maintain residents' quality of life. (The RTC of Washoe County's website may be accessed at www.rtcwashoe.com.)

Carson Area Metropolitan Planning Organization (CAMPO)

Following the 2000 Census, the Carson City urbanized area exceeded a population of 50,000. As a result, CAMPO was designated as the MPO for the Carson City urbanized area. The CAMPO metropolitan planning area boundaries encompass all of Carson City (with the exception of the western portion fronting Lake Tahoe) and portions of northern Douglas County and western Lyon County. CAMPO develops the Transportation Improvement Program (TIP), a prioritized listing of transportation projects that is adopted by CAMPO as part of the metropolitan transportation planning process. CAMPO is also responsible for the Regional Transportation Plan (RTP), a multimodal transportation plan addressing a 20-year planning horizon. (CAMPO's website may be accessed at www.carsonareampo.com.)

Tahoe Metropolitan Planning Organization (TMPO)

The Tahoe Regional Planning Agency (TRPA), also known as the Tahoe Metropolitan Planning Organization (TMPO), is the federally designated MPO for the Lake Tahoe Basin. TMPO's core mission is to establish a safe, efficient, and integrated transportation system that reduces reliance on the private automobile, provides for alternative modes of transportation, serves the basic transportation needs of Tahoe Region citizens, supports the region's economic base in the movement of goods and people, and minimizes adverse impacts on humans and the environment. TMPO's primary goal is the efficient movement of people and goods. (The TMPO website may be accessed at www.tahoempo.org.)

Steering Committee

The Connecting Nevada Steering Committee consisted of NDOT staff (including representatives from Administration, Engineering, Operations, and Planning), who were tasked with overseeing Phase II tasks, directing the project team, and advising on work plan components. The Steering Committee was influential in determining the format and structure of deliverables, such that they would be compatible with ongoing Department efforts to make the transportation planning process more transparent, efficient, and inclusive. A complete listing of Steering Committee members is included in Appendix A).

The Steering Committee will also be well-suited to reconvene in response to implementation of Connecting Nevada "triggers," such as yearly updates, major developments, RTP updates, and state and federal legislation.

Stakeholder Outreach

Stakeholder outreach was conducted over the course of the project, and it was critical to developing the Plan and integral to the overall Connecting Nevada process. In fact, this is a cornerstone of Connecting Nevada; stakeholder outreach engaged many different interests that participated in meetings, and this level of involvement was responsible for the overall success of the plan (see listing of participants on the following page).

The Connecting Nevada Stakeholder Outreach was attended by representatives of the following entities:

Aggregate Industries
American Magline Group
AT&T
Bureau of Land Management
Bureau of Reclamation
Caesars Entertainment
California-Nevada Super Speed Train Commission (Maglev)
Carson City Chamber of Commerce
Churchill County
- *Road Department*

Churchill County Communications
City of Elko
City of Fallon
City of Fernley
City of Henderson
City of Las Vegas
City of Mesquite
City of North Las Vegas
City of Sparks
City of Winnemucca
Clark County
- *Department of Air Quality and Environmental Management*
- *Department of Aviation*
- *Fire Department*
- *Planning*
- *Public Works*
- *Regional Flood Control District*
- *Water Reclamation District*

Cox Communications
Desert Cab Co.
Desert Research Institute (DRI)
Douglas County
Douglas County Police Department
Econ. Development Authority of Western Nevada
Ely City Council
Ely Times
Environmental Protection Agency (EPA)
EP Minerals, LLC
Esmeralda County
Fallon Paiute-Shoshone Tribe
Federal Highway Administration
Focus Property Group
Friends of Nevada Wilderness
Greyhound Bus Lines
Henderson Chamber of Commerce
Henderson Police Department
Howard Hughes Corporation
Hub Group
Humboldt County
Las Vegas Arts District Neighborhood Association
Las Vegas Chamber of Commerce
Las Vegas Convention and Visitors Authority
Las Vegas Metropolitan Police Department
Las Vegas Monorail
Las Vegas Motor Speedway
Las Vegas Valley Water District (LVVWD)
Lincoln County
Lincoln County Fire Department
Marnell Companies
Mesquite Fire Department
Mineral County
Muscle Powered
MWH Global
NCSI
Nellis Air Force Base
Nevada Army National Guard
Nevada Association of Counties
Nevada Commission on Terrorism
Nevada Commission on Tourism
Nevada Conservation League
Nevada Department of Transportation (NDOT)
Nevada Department of Wildlife

Connecting Nevada Stakeholder Outreach participant list (continued)

Nevada Division of Forestry
Nevada Division of State Lands
Nevada Highway Patrol
Nevada Legislature
Nevada Manufacturers Association
Nevada Mining Association
Nevada Motor Transport Association
Nevada Petroleum Marketers Association
Nevada State Demographer
Nevada State Legislature
Nevada State Office of Energy
Nevada Subcontractors Association
Nevada Wilderness Project
North Las Vegas Police Department
Northern Nevada Counter Terrorism
Northern Nevada Railway
Northern Transport
NV Energy
NV Trucking Association
Nye County
Outside Las Vegas Foundation
Paiute Pipeline Company
Pershing County Police Department
Progressive Leadership Alliance of Nevada (PLAN)
Pyramid Lake Paiute Tribe
Railroad Foundation
Red Rock Audubon Society
Regional Transportation Commission (RTC) of Southern Nevada
RTC of Washoe County
REMSA
Reno Sparks Indian Colony
Reno/Sparks Chamber of Commerce
Reno-Tahoe Airport Authority
Renown Rehabilitation Hospital
Republic Services
Sierra Club
Sierra Club, Toiyabe Chapter
Southern Nevada Homebuilders Association
Southern Nevada Transit Coalition
Southern Nevada Water Authority (SNWA)
SouthWest Action Network (SWAN)
Southwest Gas Corporation
Spectrum Surveying and Engineering
Spring Creek Property Owners Association
Stantec Consulting Services Inc
State Historic Preservation Office
Storey County
Tahoe Fire Department
Tahoe Pyramid Bikeway
Tahoe Regional Planning Agency
Tahoe Transportation District
The Smith Center for the Performing Arts
Town of Gardnerville
Truckee Meadows Regional Planning Agency
Truckee Meadows Water Authority
Truckee River Flood Management Authority
Truckee-North Tahoe Transportation Management Association
U.S. Bureau of Reclamation
U.S. Department of Veteran Affairs
U.S. Fish and Wildlife, Pacific Southwest Region
U.S. Green Building Council, Nevada Chapter
United States Postal Service (USPS)
UNLV Transportation Research Center
Urban Chamber of Commerce
Valley Electric Association, Inc.
Walker River Paiute Tribe
Washoe County
Washoe County Health District
White Pine County
White Pine Tourism and Recreation
Wynn Resorts

The Connecting Nevada process includes stakeholder and public participation to encourage ongoing collaboration and thoughtful, substantive deliberation of important topics affecting our state's transportation system.

Two rounds of stakeholder meetings were held during development of the Plan, in addition to numerous outreach opportunities. This stakeholder engagement helped NDOT understand the issues and opportunities and the unique challenges associated with meeting current and future transportation needs of both a rural state and a state with several large urbanized areas.

First Round of Stakeholder Outreach

The first round of stakeholder outreach was held in November and December 2011, involving about 150 participants through 14 workshops held in Elko, Ely, Las Vegas, Reno, Tonopah, and Winnemucca. Through these workshops, the Connecting Nevada team was able to gather valuable input regarding the state's transportation challenges and opportunities. It is noteworthy that the key issues discussed at both the northern and southern meetings were similar. The exhibit "What We Heard," shown on page 11, summarized these issues for participants attending the first round of stakeholder outreach.

This process allowed for the creation of a stakeholder database: a list of more than 500 community stakeholders representing a broad cross section of the community. Their insights and recommendations were critical to the development of the Plan.

During the first round of stakeholder outreach the following questions were used to initiate discussions:

- *What improvements are needed to existing road and transportation services in Nevada?*
- *What are the regional environmental and conservation issues that the plan must address?*
- *What are the biggest challenges and opportunities facing mobility in Nevada?*
- *From your perspective, what are the regional multi transportation issues that the plan must address?*
- *When you look to 2050 and beyond, what are the growth, development, business, or other economic changes that you see occurring in Nevada? How should the plan address these changes?*

Second Round of Stakeholder Outreach

The second round of stakeholder outreach was conducted in August 2012. More than 135 community stakeholders participated throughout the second series of meetings held in Elko, Ely, Las Vegas, Reno, Tonopah, and Winnemucca. The stakeholder database grew to over 700 people. At these meetings, stakeholders were asked to respond to information about planned and committed roadway projects and traffic forecasts, population and employment projections through the 2060 planning horizon, identified transportation corridor deficiencies, and future roadway network and proposed transportation corridors.

Public Meetings

In January 2013, NDOT conducted a series of public meetings intended to give the public an opportunity to review the draft plan and exhibits, provide feedback regarding the proposed projects, and give additional considerations for the project team.

The first meeting was held on January 17, 2013, in Las Vegas, and attended by 40 people; the second meeting was held on January 22, 2013 in Reno and had twenty attendees; and the third meeting was held on January 24, 2013 in Elko with 11 people in attendance. The meetings were structured as open houses with project staff answering questions, boards displaying project information and a brief presentation and question-and-answer period.

NDOT encouraged public comments during and after the meeting and provided several ways to submit comments including verbal statement to the court reporter during the meeting, comment forms, and letter or e-mail during the open comment period which closed on February 8, 2013. Court transcripts of the presentation, audience comments, comment forms and e-mail comments are available in Appendix F and in Table 1, page 28.

Additional information on the public meetings can be found on www.ConnectingNevada.org/projectdocuments, see "Public Meeting."

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CONNECTING NEVADA | NEVADA DOT

"What We Heard"

Stakeholder Workshop Series 1 (November 2011–January 2012)

More than 150 stakeholders representing businesses and industry, trade associations, economic development agencies, environmental groups, federal, state, and local government entities from across Nevada identified

FIVE KEY PRIORITIES FOR CONNECTING NEVADA

Safety

- **Reduce crashes and fatalities on Nevada's roads**
- **Improve signage to address issues with consistency and communication of information to drivers (intelligent transportation systems)**
- **Provide additional turn-out and passing lanes for improved efficiency and safety**
- **Address issues of access to emergency services and communication, especially in rural areas of state**

Economic Development

- **Include long-term transportation planning processes that support and encourage economic development and diversification**
- **Identify key sectors for which long-range transportation planning will impact economic development; including renewable energy, mining, distribution, and tourism**
- **Emphasize the importance of coordinating long-range transportation planning with Nevada's economic development goals and objectives**

Partnership Development

- **Partner with stakeholders to identify opportunities for shared or multiuse corridors for transportation, utility, and communication infrastructure**
- **Incorporate more proactive and inclusive processes that encourage collaboration with federal, state, regional, and local government agencies**
- **Identify and expand opportunities for public/private partnerships in transportation planning and development**

Improved Multimodal Access

- **Determine appropriate means to expand freight capacity; consider the incorporation of dedicated truck lanes and urban bypass routes**
- **Incorporate walkable communities plans, complete streets plans, and other planning processes that emphasize sustainability and quality of life**
- **Coordinate long-term transportation planning processes in ways that strengthen the network of bike lanes and regional trails and encourage improved transit access throughout the state**

Environmental Issues

- **Understand implications of the National Environmental Policy Act (NEPA) on transportation planning**
- **Identify opportunities to better integrate the NEPA process into transportation planning**
- **Understand constraints of water availability, threatened and endangered species, and conservation areas and issues on long-term transportation planning**

APRIL 2013

Key Issues

Throughout the stakeholder meetings, participants along with the Connecting Nevada team identified key trends, issues, and opportunities for consideration when planning Nevada's transportation network. The primary concepts identified here and in the key priorities on the preceding page comprise the Connecting Nevada plan (summaries of the stakeholder meetings can be found on the Connecting Nevada web page: www.connectingnevada.org).

Animal Crossings

Across the nation, traffic crashes involving wildlife cause an estimated $5 to $8 billion in damage each year. In addition, roads fragment and decrease habitat and prevent wildlife from accessing natural resources and isolate wildlife populations into smaller and more vulnerable subpopulations.

One of the tools to address this issue is wildlife crossings (a type of safety crossing), which have been demonstrated to be successful at reducing both vehicle-animal collisions and wildlife impacts caused by roads. The Nevada Department of Transportation has partnered with the Federal Highway Administration, U.S. Fish and Wildlife Service and Nevada Department of Wildlife to install safety crossings.

Economic Development

Throughout the outreach activities, the role of transportation planning decisions in supporting economic diversification, growth, and expansion in key sectors came up repeatedly. In Las Vegas, economic development discussions also focused on the need to limit reliance on the tourism sector despite its anticipated growth and to establish transportation policies that promote economic sustainability. In Reno, discussions focused on future economic opportunities, mineral expansion, and economic outlooks that emphasized expanding distribution sectors; these opportunities were also discussed during the rural workshops.

In the spring of 2011, the state of Nevada and the Metropolitan Policy Program at Brookings, Brookings Mountain West, and SRI International developed an analytic report and policy background for the state's planning.

Environmental Considerations

Throughout the workshops, stakeholders repeatedly identified major environmental and conservation issues as an important topic relating to the state's transportation system. Topics raised included water availability and quality, and how this resource will influence projected growth, and threatened and endangered species (with the desert tortoise being the focus in the Las Vegas area and the potential designation of the Greater sage grouse as a protected species being a key concern in the northern part of the state). A related topic was the recognition of Nevada as a state of great environmental diversity and beauty and the importance of the developing tourism market based on this fact. Specific examples cited include: Tule Springs National Monument,

Lake Mead, Spring Mountain Area, Death Valley, Mt. Charleston, Red Rock, Lake Tahoe, and Northeast Nevada.

National Environmental Policy Act (NEPA)

One of the major topics identified through the stakeholder outreach was dissatisfaction with the time required to bring a project from concept to completion. For projects that have a federal nexus (either affecting federal resources or requiring federal funding), National Environmental Policy Act (NEPA) requirements are triggered. Projects will often take a decade or longer to go through the necessary environmental clearance required under NEPA.

In response to this and the Federal Highway Administration's Every Day Counts initiative, NDOT has developed policy guidance referred to as Planning and Environmental Linkages (PEL). PEL seeks to engage stakeholders earlier and incorporate environmental data collection and issues earlier in the planning process. The goal is to take advantage of the planning effort when a project reaches the environmental clearance phase. The PEL process is described in more detail later in this document.

Partnership Development

During outreach efforts conducted as part of Connecting Nevada, stakeholders indicated a need for better coordination between agencies. Whether manifested in concerns about coordination during construction of a roadway project, or interagency coordination to take advantage of opportunities in siting a new linear facility (a roadway or utility corridor), stakeholders expressed an interest in seeing agencies work together to solve complex problems—especially when there is a potential for shared benefits or opportunities. Participants acknowledged the importance of implementing more public-private partnerships as a way to expand transportation infrastructure opportunities for the state.

Regional Connections and Accessibility

Nevadans see themselves as part of a greater region, with connections to neighboring California, Arizona, and Utah being critical to the state's economic development. As emphasized by the multiagency I-15 Mobility Alliance (see www.i15alliance.org), operational enhancements are critical for this link to the markets of southern California and states to the east. Dedicated truck lanes and urban bypass routes were discussed as potential solutions to congestion experienced throughout the Las Vegas region. Expanded airport capacity was discussed, with the proposed Ivanpah Valley Airport specifically cited (this airport is located near Primm and is a planned reliever airport for McCarran International Airport serving the Las Vegas area).

Time and again, the Connecting Nevada team heard stakeholders express the desire for enhanced passenger and freight rail in the state. NDOT updated the Nevada State Rail Plan in 2012. Oftentimes, rail was seen as the in-state connection between the major metropolitan areas of Reno and Las Vegas and as the regional connection to Salt Lake City, Denver, Phoenix, Los Angeles, and Sacramento/San Francisco. The opportu-

nity to connect more rural areas of the state with major population centers and beyond was also discussed.

Nevada is rich in resources (minerals, oil and gas, and renewable energy). Freight rail was recognized by many as key to encouraging a diversified economy and, in some instances (such as Interstate 15 [I-15]), to relieving the high demand for freight services on the interstate highway system.

Multimodal Opportunities

Transit was mentioned a number of times during the stakeholder outreach in both Southern and Northern Nevada. Services mentioned ranged from rural transit services to interregional rail service (for more information on rural Nevada transit needs refer to the Technical memorandum, Transit Propensity, found on the Connecting Nevada website Project Documents page). Recommendations contained in the Nevada State Rail Plan capture many of the ideas expressed by participants in Connecting Nevada. Additional concepts included an extension of the Las Vegas monorail to McCarran International Airport and intercity rail service in the Reno and Las Vegas areas.

During the Las Vegas workshops, transit mode discussions emphasized the importance of expanding multimodal opportunities whenever possible by creating shared corridors, planning for increased freight traffic generated by "inland ports," and expanding rail to enhance freight capacity. In Reno, freight rail was also mentioned frequently in terms of additional needs, along with increased multimodal opportunities in the areas of light rail or other passenger rail options. During rural workshops, rail and expanded multimodal planning opportunities were also mentioned frequently.

Las Vegas participants focused on improving transportation options between Las Vegas and Reno and on specific connections between Las Vegas and outlying areas in Southern Nevada. In Reno, the input received was focused on connections between Northern Nevada communities and on challenges associated with the distance between urban and rural population centers. Rural participants generally focused on opportunities to connect Northern and Southern Nevada communities and on access between rural areas and major population centers.

Better bicycle and pedestrian networks were discussed frequently in both Reno and Las Vegas. Many participants felt that planning should focus on opportunities to encourage more walkable and bicycle-friendly communities by expanding sidewalks, pedestrian walkways, and bicycle routes. Although not a regional connectivity issue, any improvements in the state should consider how nonmotorized modes are accommodated.

Dedicated Truck Lanes

One suggestion for addressing high percentage of truck traffic and congestion on I-15 through the Las Vegas area was the institution of dedicated truck only lanes. The increased percentage of trucks on U.S. highways coupled with truck related fatalities have mobilized regional governments and research agencies to investigate the possibility of dedicated truck lanes on inter-state highways. Dedicated truck lanes would be located

on the inside of existing freeways and separated by a jersey barrier from existing vehicle traffic. Designated truck lanes would be placed on interstate highway corridors that have a high percentage of long haul trucking.

I-11 is intended to be a new high-capacity, multimodal transportation facility connecting the metropolitan areas of Las Vegas and Phoenix (see www.i11study.com). If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deep-water ports, intersecting Interstate highways, and railroads. The corridor is proposed to include an upgraded highway facility, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation's needs from Mexico to Canada.

Livability

According to the FHWA, livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc.

Issues associated with livability came up at all of the stakeholder meetings. Topics included incorporating complete streets policies (making accommodations for all modes on the state's highways) and strengthening the relationship between land use and transportation.

Safety

Adding capacity to Interstate 80 (I-80) or I-15 without addressing the issue of truck volumes would not improve safety on the corridors. To optimize safety on the corridors, some degree of separation between trucks and cars needs to be considered. Dedicated truck lanes provide a reliable through route for truckers and benefits passenger vehicles by separating trucks.

Transportation Trends

Participants in all regions agreed that NDOT should stay abreast of technology trends and improvements that will affect our transportation system. Of note, all regions identified Intelligent Transportation Systems (ITS) as a key area for expansion and further use. The use of electric vehicles will require unique infrastructure to meet their needs. Enhanced communication technology will play a significant role in transportation planning, such as the use of mobile devices and applications that improve safety, support trip planning, and increase awareness of transportation issues.

Automated/Intelligent Transportation Systems

This topic concerns the development of information and communication technology (ICT) to improve the speed, efficiency, safety, and reliability of traffic movements. ICT relies on complete or partial automation of the vehicle, transshipment, and control. These ICT systems could involve improving existing modes (for example, automated highway systems) or creating new modes and new transshipment systems (for example, automated terminals for public transit and freight transportation). Such initiatives aim to more efficiently use existing infrastructure through ICT.

Driverless cars were discussed at our Southern Nevada stakeholder outreach meetings. In June 2011, Nevada passed a law concerning the operation of driverless cars in the state. The Nevada Department of Motor Vehicles is now responsible for setting safety and performance standards and for designating areas where driverless cars may be tested. Until such time that the regulations are adopted, the legality of operating a driverless car system in Nevada is uncertain, but Nevadans recognize change is inevitable and are working toward taking advantage of these emerging technologies.

Alternative Modes

A range of modes could potentially replace—but more likely complement—existing modes, particularly for passenger rail transportation. Once such technology is maglev, short for magnetic levitation, which can reach operational speeds of 300 to 400 miles per hour. This represents an alternative for passengers and freight land movements greater than 50 miles. A maglev project currently being studied for Las Vegas to Los Angeles was mentioned during the stakeholder outreach effort.

Alternative Fuels

Alternative fuels pertain to existing modes of travel where the sources of fuel or the engine technology are modified. For instance, hybrid vehicles involve the use of two types of motor technologies, commonly an internal combustion engine and an electric motor. Gasoline is the most prevalent fuel choice; however, diesel has a high potential for increased use because it can be made from coal or organic fuels. Other alternative fuels discussed at the stakeholder outreach meetings include biofuels (impacts on food production must be assessed); fuel cells, which involve an electrical generator using the catalytic conversion of hydrogen and oxygen; and all-electric vehicles. Each of these alternatives has specific needs with regard to supporting infrastructure. For example, in Nevada there is an effort to provide a distributed system of electric vehicle charging stations throughout the state to support the expanded use of electric vehicles.

Connecting Nevada Mission, Principles, and Goals

Early in the Connecting Nevada process principles and goals were established to help guide the process. These goals were developed through stakeholder input and refined by the TAC and SC.

The mission of the Connecting Nevada plan is ...

To provide a transportation system that delivers mobility solutions for residents and the traveling public of Nevada. Enhancing the system's safety, improving access throughout the state, promoting environmental stewardship, and strengthening partnerships with MPOs and local governments will position Nevada for effective transportation choices for future generations. Investments in transportation infrastructure, coordinated land uses, and diverse economic opportunities will connect Nevada's communities, residents, and commerce to ensure sustainable growth for Nevada's transportation system.

Principles and Goals

Health and Safety

The transportation system should be planned, designed and operated in a way that protects the health and safety of people and enhances the quality of life in communities.

Goals

- Create safe transportation choices for travel throughout the state.
- Maintain the interstate system at a high level of service.
- Continue to work with local, regional, and state jurisdictions to provide transportation facilities that comply with the Americans with Disabilities Act of 1990 (ADA).
- Assist the state in developing a transportation system that will minimize conflicts between modes, particularly between automobiles, freight and transit vehicles, pedestrians, and bicycles.
- Anticipate and address transportation system deficiencies that threaten the safety of users.

Access

People are entitled to reasonable access to other people, places, goods, and services. Mobility, safety, and access all must be balanced.

Goals

- The transportation system should serve the unique needs of both rural and urbanized areas of the state.

Connected Land Use

Transportation investments should be supportive of and integrated with land use planning.

Goals

- Ensure the identified functional class, right-of-way, design, capacity, and level of service of the transportation system support existing and future land use and development patterns.

- Where appropriate, recommend higher intensity, mixed-use land development (that locates housing, jobs, and shopping close together) that supports transit, bicycling, and walking to reduce dependence on automobiles.

Environmental Responsibility

Transportation needs should be met without threatening public health, climate, biological diversity, or the integrity of essential ecological processes.

Goals

- Develop and improve the transportation system while minimizing impacts on the natural environment, including sensitive land.

Partnership with Local Governments

We are committed to the principle of partnership with local governments. We appreciate the vital role of local government decision-making and delivery of transportation services that improve mobility in our cities, counties, and throughout the state. NDOT has processes in place that foster communication and collaboration with the MPOs. These processes help ensure that the transportation network in the MPO areas is fully functioning with the NDOT transportation network.

Goals

- Support MPO transportation plans.
- Maintain regular communication with local governments and MPOs to keep them apprised of projects and obtain feedback for development of decisions and ideas.
- Ensure attendance of local government representatives on the Technical Advisory Committee for continuous feedback.

Support Economic Growth

Provide a seamless mix of transportation options to ensure Nevada's economic vitality and future growth opportunities to move people and goods throughout the state.

Goals

- Expand the current transportation system to support current and emerging economic opportunities.
- Provide connections that accommodate movements between air, rail, and highway travel to foster enhanced economic activity.
- Link regional and local activity and employment centers through multimodal transportation options.

Give the Public a Place in the Process

Provide members of the public with complete information and opportunities for full participation in the transportation decision-making process.

Goals

- Provide a process for public comment on transportation elements, programs, policies, and scopes of work for transportation studies.
- Coordinate with major stakeholders and partner agencies on a multilevel approach.

Statewide Transportation Framework

Roadway Network Today

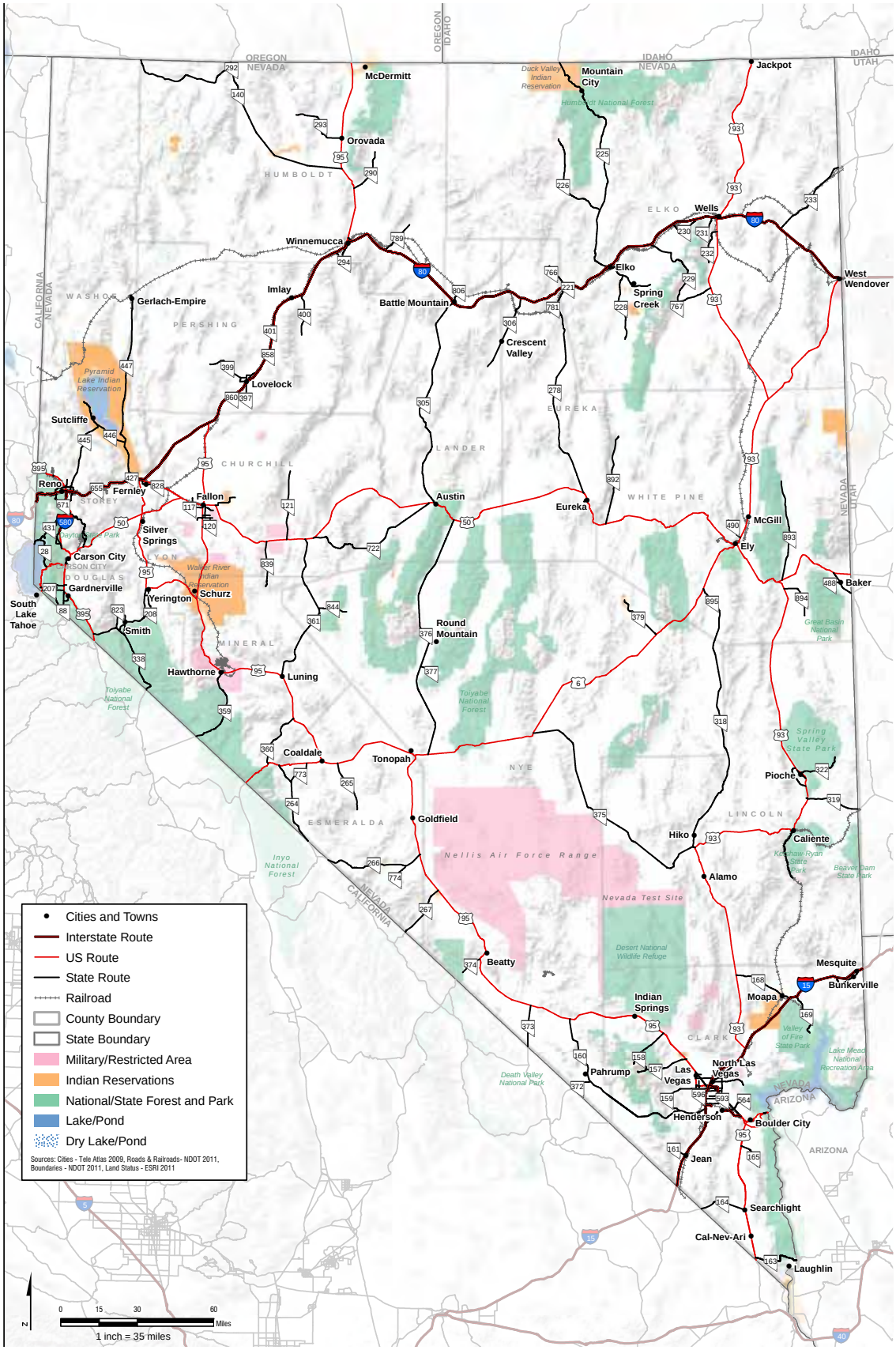
Nevada's state highway system includes over 5,400 miles of highways. Two interstate highways provide east-to-west access across the northern and southern portions of the state. The remainder of the state is crisscrossed with a system of federal, state, and county roadways—providing access to some of the most remote locations in the continental United States.

The base roadway network is shown in Figure 2. This network includes the primary federal, state, and county roadways that provide access throughout the state. It displays routes included in the evaluation and modeled as part of the statewide travel demand model (discussed in subsequent sections of this plan). The base map also shows military and restricted-access areas, Native American reservations, and national and state forests and parks—all areas that would require special consideration in the development of future transportation corridors.

The roadway network reaches most areas of the state, but it is sparse, reflecting the largely rural development pattern. In Nevada, 8 of the 17 counties have populations of less than 10,000 people. Two counties, Clark and Washoe, represent nearly 90 percent of the state's overall population. These facts put in perspective the challenge of providing for the transportation needs of the seventh-largest state in the nation (geographically) with the ninth-smallest population.

Major components of the transportation system are described starting on page 21.

Figure 2. Connecting Nevada Base Roadway Network



Interstate 80

I-80 is a major economic freight and traveler corridor that stretches from the East Coast (New York City) to the West Coast (San Francisco) of the United States. In Nevada, I-80 is the major east-to-west route across the northern portion of the state, covering some 411 miles. Regionally, it connects Sacramento, California, to Salt Lake City, Utah, and is a particularly popular route between Sacramento and Reno. From Fernley to Winnemucca, I-80 is coincident with US 95. At times it follows either the Truckee River or Humboldt River, and it parallels the railroad for most of its length.

During winter, especially in Nevada and neighboring California, poor travel reliability and increased delay seriously affect commerce and goods movement along this major route, where numerous mountain passes must be navigated. During severe winter weather (including snow and ice), portions of I-80 are often closed because of safety hazards related to freight and other vehicles trying to navigate extreme elevations.

Concerns and suggestions expressed by stakeholders at the public workshops included building a shared-use path paralleling the highway from Vista Boulevard to Lockwood, improving the interchange with US 50, improving freight capability and interchange ramps, and providing more rest stops. NDOT has initiated the I-80 Corridor System Master Plan, additional information is available at www.i80vision.org.

Interstate 15

I-15, running through southern Nevada (covering 124 miles), connects San Diego, California, to Canada, at the Montana border. In 2007, I-15 was designated by the U.S. Department of Transportation as a Corridor of the Future between the southern terminus in San Diego to Northern Utah because of its regional significance for transportation of goods and people.

North of Las Vegas, I-15 is coincident with US 93 for several miles until US 93 continues north. This portion of I-15 shared with US 93 is a segment of the CANAMEX corridor, a multistate route meant to stimulate investment and economic growth in the region and enhance safety and efficiency. I-15 crosses through the Mohave Desert, and the prevalent vegetation type is Southern Desert Shrub and Creosote/Bursage.

The Departments of Transportation (DOTs) in California, Nevada, Arizona, and Utah have formed a cooperative alliance (I-15 Mobility Alliance) to develop a long-range multimodal transportation system master plan that will address current and future mobility needs along the I-15 corridor from Southern California to Northern Utah.

Concerns and suggestions expressed by stakeholders at the public workshops included building an east side bypass in Las Vegas from I-15 to I-15 at Lamb Boulevard, widening interchanges, and addressing operational deficiencies in the Las Vegas area.

U.S. Highway 95

US 95 is a federal highway that connects Mexico, at San Luis, Arizona, to Canada, at the Idaho border. When driving north, US 95 enters Nevada near Laughlin. Outside of Boulder City, it is coincident with US 93 north through Las Vegas, then separates from US 93 and heads north and west. As noted earlier, it is coincident with I-80 for several miles before continuing north to the Oregon border. It is a predominantly rural highway, the primary route connecting Las Vegas with Reno. The southern portion crosses the Mohave Desert, characterized by Joshua trees, rocks, sagebrush. It passes near Death Valley, California, and is Nevada's gateway to that national park. The section that is coincident with I-80 passes through barren salt flats where not even sagebrush will grow.

Concerns and suggestions expressed by stakeholders at the public workshops included building an interchange with the las Vegas Beltway, providing grade separations, increasing the number of travel lanes, and providing more rest stops, passing lanes, turning lanes, and turnouts on the section between Las Vegas and Reno.

U.S. Highway 93

US 93 is a federal highway that connects Phoenix, Arizona, on the south to the Canadian border, in Montana, on the north, by way of Las Vegas. It is the main tourist route between Phoenix and Las Vegas and between Las Vegas and Great Basin National Park. The highway used to cross the Nevada-Arizona border on the Hoover Dam. However, given security concerns following the September 11 terrorist attacks, the dam road was closed to truck traffic and trucks were rerouted out of their way through Laughlin. In 2010, the Mike O'Callaghan-Pat Tilman Memorial Bridge was completed, reopening the shorter route to Las Vegas, making the trip safer and quicker for all travelers. US 93 traverses almost the entire length of the eastern border of Nevada and is one of the original highways in the 1926 US Highway system. From its junction with State Route 318 to its connection with US 50, US 93 is part of the Nevada Great Basin Scenic Byway.

The portion of US 93 from Hoover Dam north to Las Vegas and then east (where it is coincident with I-15) is part of the CANAMEX corridor. The corridor is a multistate route intended to stimulate investment and economic growth in the region and enhance safety and efficiency. This segment is also one of the routes being considered for Interstate 11 (I-11), a new interstate highway linking Phoenix and Las Vegas, the two largest proximate metropolitan areas not linked by an interstate.

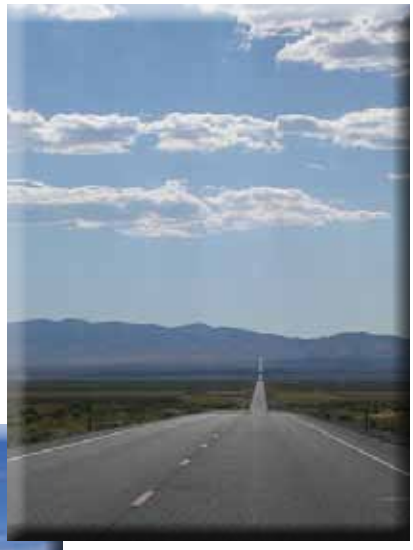
Concerns and suggestions expressed by stakeholders at the public workshops included widening the shoulders and adding truck climbing lanes and turnouts.

U.S. Highway 50

US 50, nicknamed the "Loneliest Road in America," is a federal highway that traverses the middle of the state. On a national scale, it connects Sacramento to Ocean City, Maryland. It enters the state on the west near Lake Tahoe and exits the eastern border with Utah near Great Basin National Park. US 50 is located in a transition zone between ecological communities—the Great Basin to the north and the Mojave Desert to the south. Sagebrush is the most prevalent type of vegetation at both the lower and higher elevations, with the species of sagebrush varying with the climb in elevation.

Two sections of US 50 are parts of Nevada scenic byways. On the east, it is part of the Great Basin Scenic Byway and on the west it is part of the Lake Tahoe National Scenic Byway.

Concerns and suggestions expressed by stakeholders at the public workshops included building a shared-use path paralleling the highway, increasing the bike lane width, building a parallel route to US 50A through Fernley, and adding parking and school crosswalks at Zephyr Cove.
US 50 is a popular destination for excursion bicyclists participating in multiday tours of the state.



Future Roadway Element

The Connecting Nevada effort consulted various sources for projects to consider for the future roadway network; the two primary sources are discussed below.

Planning Studies

The Connecting Nevada team reviewed numerous studies or plans relating to the state's transportation system. Projects that are included in NDOT's 5-year capital improvement program, or are included in the regional transportation plans for any of the state's MPOs, were not included in Connecting Nevada (these projects are already programmed for construction).

Table 1, starting on page 28, represents the projects identified through the Connecting Nevada process, either through stakeholder outreach, as identified through a review of separate studies or plans, or through direct consultation with planning entities (as identified). ***This list is not intended to be comprehensive or to replace the development of the Regional Transportation Plan (RTP) and other MPO processes already in place; it is simply meant to provide a base of where to work from.***

Studies consulted

- *Statewide Transportation Plan – Moving Nevada through 2028*
- *Apex to Mesquite and Moapa Valley Corridor Study*
- *CAMPO 2030 Regional Transportation Plan*
- *I-15 Corridor System Master Plan*
- *I-15 Resort Corridor Study*
- *I-80 Corridor Study*
- *NDOT Statewide Integrated Transportation Reliability Program*
- *NDOT Transportation System Projects (TSP) document*
- *RTC West Valley North–South Critical Facilities Study*
- *RTCSN Regional Transportation Plan 2009–2030*
- *Southern Nevada HOV Plan*
- *Southern Nevada Transportation Study*
- *Nevada Statewide Intermodal Goods Movement Study*
- *Lake Tahoe Regional Transportation Plan – Mobility 2030*
- *US 50 East Corridor Study*
- *Washoe County Freeway Corridor Study*
- *US 395 Southern Sierra Corridor Study*
- *Nevada Vehicle Miles Traveled Fee Study*
- *Washoe County*
- *RTCRegional Transportation Plan*
- *Western High Speed Rail (HSR) Alliance*
- *Western Nevada Transportation Study*
- *USA Parkway, Storey County – A Place Of Opportunity*
- *Yucca Mountain EIS*

Projects Identified Through Stakeholder Outreach

A number of projects and ideas were identified through the outreach conducted with stakeholders (Figures 3 and 4 on pages 35 and 36). These suggestions addressed interests and needs covering a broad spectrum of transportation issues: from increased roadway capacity and new roadway facilities to increased capacity for multimodal infrastructure addressing the desire for expanded rail, truck, and airport facilities. Some ideas supported ongoing efforts for improvements (development of a north-to-south interstate highway linking Phoenix and Las Vegas), others introduced new concepts (passenger rail between Reno and Las Vegas) or needs supporting emerging technologies and systems (such as a network of alternative fueling and battery

charging stations to facilitate expanded use and range of electric and hybrid vehicles). Many ideas linked the need for transportation system improvements that support the state's economic development and the desire for greater economic diversification.

Connecting Nevada is a separate process from NDOT's Transportation System Projects (TSP), this process is briefly described below. The process by which Connecting Nevada projects may be included in the TSP is addressed in Connecting Nevada, Section 3: Implementation.

Transportation System Projects (TSP)

In compliance with Title 23 of the Federal-Aid Highway Act and the Nevada Revised Statutes (NRS 408.203), the Nevada Department of Transportation (NDOT) produces the Transportation System Projects (TSP) document. This is done in cooperation with federal, state, and local governments, RTCs and MPOs so funding can be made available for needed transportation improvements in Nevada. The TSP includes the Statewide Transportation Improvement Program (STIP) and the Work Program, consisting of three elements:

1. Annual Work Program (listing the current fiscal year projects),
2. Short Range Element (lists projects state and local entities would like to initiate within the next 2 to 3 years), and
3. Long Range Element (lists projects in the planning stage or extensions of current projects to be completed in 4 to 10 years).

The Statewide Transportation Improvement Program (STIP) lists all capital and non-capital transportation projects proposed for funding under Title 23 of the Federal-Aid Highway Act or the Federal Transit Act. Capital transportation projects improve the capacity of state highways by increasing the number of lanes and building new roads and/or road extensions. Also covered are improvements to public and federal lands highways, transit projects, pedestrian walkways, and bicycle facilities.

NDOT has developed a Project Submittal Program that includes a statewide project selection process for transportation improvement projects. The process starts with the submission of a Project Submittal Application. Applications are accepted from Federal and State agencies, County, City and local governments, local public agencies, and Indian Tribal governments, but not from private-for- profit entities.

Additional information on the TSP process, and the entities involved may be found on the www.nevadadot.com website under 'Statewide Transportation Improvement Program (STIP).

Table 1, starting on the next page, represents the projects identified through the Connecting Nevada process, either through stakeholder outreach, as identified through a review of separate studies or plans, or through direct consultation with planning entities (as identified). This list is not intended to be comprehensive or to replace the development of the Regional Transportation Plan (RTP) and other MPO processes already in place; it is simply meant to provide a base of where to work from.

Table 1. DRAFT Connecting Nevada List of Projects

The list is organized first by mode (road, rail, and nonmotorized) and then alphabetically by project name.

Name	Description	Type	Responsibility
Roadway Projects			
CANAMEX High Priority Corridor[1]	The corridor will follow I-19, I-10, US 93, and I-15. This high-priority trade corridor includes transportation, commerce, and communications components. The transportation component calls for the development of a continuous four-lane roadway from Mexico through the US CANAMEX states, into Canada.	Improve and widen	Federal, State, tri-national
Carson Valley east side bypass[2]	New road: Build 20 miles of new 4-lane loop road (East side bypass), south of Pinenut Road to the Carson City Freeway connecting Jacks Valley Road	New road	Douglas County
Clark County roadway accessibility improvements[3]	Improve roadway accessibility along Christmas Tree Pass Road, Nelson Back Road, Golden Road, Crescent Road at various segments; a total of 50 miles.	New road	Clark County
Cold Creek Road improvements in Clark County[3]	Pave/improve accessibility along Corn Creek Road (7.2 miles) and Cold Creek Road (29 miles), east and west of US 95 within Clark County	New road	Clark County
Columbia Pass Road improvement[3]	Columbia Pass Road (inadequate information)	New road	Clark County
East Truckee Canyon/Spanish Springs new route[4]	A 6-lane freeway connecting the east end of Sparks with east I-80 at about the Patrick Interchange	New road	Washoe County RTC
East-West new route[5]	New corridor from Winnemucca to Nevada/California state line. Construct one lane each direction (Humboldt, Pershing, Washoe, BLM).	New Road	See description
Elko to Las Vegas connectivity[5]	Widen US 93, SR 318, US 6, US 93. Add 1 lane in each direction.	Widen	NDOT
Gold Butte connection to Bunkerville[3]	Gold Butte connection to Bunkerville (inadequate information)	New road	Clark County
I-11 new interstate corridor[6]	Connecting Phoenix, Las Vegas, and travel further north beyond Oregon/Washington	New road	Federal, State

(continued next page)

Notes:

Refer to the end of the table (page 34) for all notes.

Name	Description	Type	Responsibility
I-15 and CC-215 new traffic interchange[7]	Construct new interchange at I-15 and CC-215, including a connector from CC-215 to Tropical Avenue. This project will convey traffic between I-15 and I-95 and will become even more important as soon as CC-215 is converted to freeway standards in the next few years.	New traffic interchange	State
I-15 at CA/NV state line[8]	I-15: Widen from CA state line to the Southern Beltway, from 4 lanes to 6 lanes.	Widen	NDOT
I-15 South[9]	I-15: Widen from Blue Diamond (SR 160) to Tropicana Avenue then extend to Sloan Road. Construct one lane in each direction in the median area.	Widen	NDOT
I-15 South[9]	Las Vegas Boulevard (parallel to I-15): Widen from St. Rose Parkway (SR 146) to Sunset Road. Widen from 4 lanes to 6 lanes..	Widen	NDOT
I-15 to CC-215 connector[10]	New: Connect I-15 to CC-215 near Town Center Drive Interchange on the west side of Las Vegas.	New road	NDOT
I-15 widening[11]	Widen I-15 from Craig Road (SR 573) to Apex Interchange (Exit 58) as 4 lanes to 6 lanes.	Widen	NDOT
I-215 HOV Lane[12]	From I-515 to Summerlin Parkway: Add one lane each direction.	Improve and widen	NDOT
I-515 Freeway improvement[9]	Freeway Improvements from I-15 to Horizon Drive. Improve operational efficiency, capacity, and safety. New interchanges, realign Bonanza Road overcrossing of Las Vegas Boulevard.	Improve and widen	NDOT
I-80 improvement from Winnemucca to Reno[5]	Add one lane in each direction on I-80 between Winnemucca and Reno.	Widen	NDOT
I-80 widening within Washoe limit[9]	Projects consist of widening I-80 within Reno, Sparks, Truckee limit. Ultimate number of lanes vary from 6 lanes to 10 lanes, incorporating multiple traffic interchange improvements.	Widen	Washoe County RTC and NDOT
Ivanpah Airport proposed accessibility[3]	Improve regional connectivity between Rainbow to Sloan (New Ivanpah Airport).	New road	Clark County

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Notes:

Refer to the end of the table (page 34) for all notes.

Name	Description	Type	Responsibility
Las Vegas Valley Eastern Beltway[7]	Las Vegas Valley Eastern Beltway from the I-15/CC-215 northern interchange to I-95 as a southern truck bypass route from UT to AZ.	New road	Clark County, City of North Las Vegas
Lazy 5 Parkway new route[4]	Construct Lazy Parkway from Sun Valley Boulevard to Wingfield Hills Road as a 4-lane road.	New road	Washoe County
McCarran Boulevard improvement[4]	Widen the entire stretch of McCarran Boulevard in the Reno area from 6 lanes to 8 lanes.	Widen	Washoe County RTC
North 5th Street Super Arterial Project[7]	Complete North 5th Street Super Arterial Project between Cheyenne Avenue and CC-215. This project will provide an alternative to I-15 traffic and was recommended as part of the I-15 Northeast Corridor Study. It will serve as a connector between the developing northern employment center surrounding the proposed University of Las Vegas north campus and new Veterans Hospital and the major employment centers in the Las Vegas area. Project will include a new transit link.	New road	Clark County, City of North Las Vegas
Pahrump and Sandy Valley connectivity[3]	Improve connectivity between Pahrump and Sandy Valley. Project entails constructing/improving 96 miles of roadway.	New road	Clark County
Project Neon[11]	I-15 Desert Inn Road - HOV Direct Connector from US 95 to I-15. I-15 widening improvements from Spaghetti Bowl to south of Sahara. Add/drop lanes at Oakey/Wyoming. New access to Alta.	Improve and widen	NDOT
Sheep Mountain Parkway[7]	Construct Sheep Mountain Parkway as an outer loop between I-15 and I-95. As the Las Vegas Valley continues to grow, this connector will be needed as a truck bypass and will serve the northern valley, including the future University of Las Vegas north campus and proposed new residential and business developments north of CC-215.	New road	Clark County, City of North Las Vegas
Southeast Connector new route[4]	A 6-lane, high-access-control major arterial from Greg Sparks Boulevard. to South Meadows Parkway; in Double Diamond.	New road	Washoe County RTC

Notes:

Refer to the end of the table (page 34) for all notes.

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Name	Description	Type	Responsibility
SR 160 (Blue Diamond Road) recreational access improvement[11]	SR 160 widen from SR 159 to Mountain Springs summit, from 2 lanes to 4 lanes.	Widen	NDOT
SR 160 improvement[13]	Widen SR 160 from Calvada Boulvard to the NY/CL county line, from 2 lanes to 5 lanes.	Widen	NDOT and Nye County
SR 225 improvement[5]	SR 225 widening from I-80 to Nevada/Idaho state line. Add one lane in each direction.	Widen	NDOT
SR 227 Bypass (Elko to Spring Creek)[5]	Extension of Errecart Boulevard from Bullion Road to SR 227 allowing through traffic from Spring Creek to the mines.	New road	City of Elko, Elko County, NDOT
SR 427 construction and realignment[14]	New road from junction of SR 427 (Old US 40) for approximately 3 miles. Realign roadway (Wadsworth limit).	New road	Washoe County RTC
SR 445 Pyramid Highway road improvements[16]	From Calle De La Plata south to Disc Drive, convert the arterial to a 6-lane freeway with frontage roads as needed. Build a new 6-lane freeway from the Disc area west to US 395, tie in with a system interchange. Extend Disc Drive east from Pyramid to Vista as a 6-lane arterial.	Improve and widen	Washoe County RTC and NDOT
U.S. 95/CC-215 Northern Beltway system traffic interchange improvement[7]	Prevailing traffic condition triggers this project to be constructed sooner than planned in Statewide Transportation Improvement Program.	New system traffic interchange	State
US 395 Carson City Freeway (Phase 2B)[16]	Construct three miles of 4-lane access-controlled freeway; complete Snyder Bridge; construct interchanges at Fairview Drive and south Carson Street. Improve drainage.	New road	NDOT
US 395 improvement within Washoe County[14]	US 395 widening within Washoe limit. Ultimate number of lanes varies from 6 lanes to 10 lanes.	Improve and widen	Washoe County RTC
US 395 improvements[15]	Improve US 395 from Jacks Valley Road to Douglas/ Carson City county line. Frontage road, bike lanes, sidewalks, grade separation, interchange.	Improve and widen	CAMPO and Douglas County

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Notes:

Refer to the end of the table (page 34) for all notes.

Name	Description	Type	Responsibility
US 395 improvements[2]	Build 4-lane freeway from Muller Lane to Plymouth Drive, 6-lane arterial from SR 88, Woodfords Road to Muller Lane. Truck climbing lane from Mica Drive to N. Sunridge Drive with frontage road, bike lanes, sidewalks, grade separations, and interchanges.	Improve and widen	NDOT, CAMPO, and Douglas County
US 395 widening within Washoe limit[17]	Widen US 395 from McCarran Boulevard to Stead Boulevard. Interchange improvements, bridge widening, signage, and drainage improvements.	Widen	NDOT
US 93/US 95 Boulder City Bypass[9]	US 93/US 95 Boulder City Bypass: New 4-lane, limited-access divided highway as a bypass to the south of Boulder City for US 93 traffic (Phase 2)	New road	NDOT
US 93 widening[18]	Add one lane in each direction from I-15 to Lincoln County line making US 93 as a 4-lane divided highway.	Widen	
US 95 improvement[5]	US 95 widening from north of I-80 to Nevada/Oregon state line. Add one lane in each direction.	Widen	NDOT
US 95 widening[9, 19]	Widen US 95 from Ann Road to Kyle Canyon Road (Phase 2). Three general purpose and one HOV lane. US 95/CC-215 Northern Beltway system interchange (Phase 3). Construct service interchange at Kyle Canyon (Phase 5).	Widen	NDOT
USA Parkway new route[5]	Construct USA Parkway from Comstock Valley to Ramsey Valley (I-80 to US 50).	New road	Washoe, Storey, and Lyon Counties
White Rock Road accessibility improvements[3]	Pave/improve accessibility along White Rock Road from Bunkerville to NV/AZ state line.	New road	Clark County
Williams Street/US 50 widening from Carson City to Fallon[5, 20]	Add one lane in each direction from Saliman Road west of US 395 to Alt US 50 (Veterans Memorial Highway).	Widen	NDOT and CAMPO
Winnemucca Ranch Road new route[4]	New Winnemucca Ranch Road from California state Line to Spring Mountain Town Center. Construct 2-lane road.	New road	Washoe County RTC
Rail Projects			
California-Nevada Interstate Maglev Project[21]	A high-speed maglev system between Las Vegas and Anaheim, California.	New Railroad	Public, private partnership

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Notes:

Refer to the end of the table (page 34) for all notes.

Name	Description	Type	Responsibility
Elko, Reno, and Las Vegas rail connections[5]	Elko to Reno to Las Vegas Corridor—connect the triangle.	New Railroad	Public, private partnership
Ely and Caliente rail connection[5]	Ely to Caliente rail connection.	New Railroad	Public, private partnership
Falcon rail facility relocation[22, 23]	Fallon transload facility relocation.	New Railroad	Public, private partnership
Las Vegas rail passenger terminal[22, 23]	Las Vegas and other cities—high-speed rail passenger terminals.	New Railroad	Public, private partnership
Los Angeles and Las Vegas passenger rail service[5]	Los Angeles and Las Vegas—X-Train conventional passenger rail service	New Railroad	Public, private partnership
Los Angeles and Reno freight corridor[5]	Los Angeles to Reno—improve freight corridor.	New Railroad	Public, private partnership
Nevada inland port projects[22]	Northern and southern Nevada inland port projects.	New Railroad	Public, private partnership
Northwest NV commuter rail corridor[5]	Reno, Fernley, Carson commuter rail corridor .	New Railroad	Public, private partnership
Northwest NV light rail corridor[5]	Gardnerville/Minden to Reno light rail corridor .	New Railroad	Public, private partnership
NV, AZ, UT, CA, and CO high-speed rail connection[22, 23]	High-speed rail corridor between Reno, Salt Lake City, Denver, Las Vegas, Phoenix, and Los Angeles.	New Railroad	Public, private partnership
Pahrump and Jean rail connection[5]	Pahrump to Jean Rail connection.	New Railroad	Public, private partnership
Reno to Salt Lake City passenger rail[5]	Improved passenger rail from Reno to Salt Lake City.	Improved railroad	Public, private partnership
Reno to Wendover UPRR improvements[22]	Union Pacific Railroad Phase 2 projects, including sub siding projects in Nevada (construct Oreanna; construct Valery; and extend Massie); Elko CTC improvements; Donner Pass improvements in California (which could enhance Nevada freight movements)	New Railroad	Public, private partnership
Reno-Tahoe-San Francisco-passenger rail service[22]	Reno-Tahoe-San Francisco-passenger rail service to support the proposed 2022 Reno-Tahoe Olympics bid.	New Railroad	Public, private partnership
San Francisco and Reno light rail corridor[5]	Reno to San Francisco light rail corridor	New Railroad	Public, private partnership
Statewide rail-highway grade-crossing improvements[22]	Statewide—NDOT rail-highway grade-crossing improvements	Improved railroad crossing	Public, private partnership

(continued next page)

Notes:

Refer to the end of the table (page 34) for all notes.

Name	Description	Type	Responsibility
UPRR sub siding improvement[22]	Reno to Fernley-Patrick and Rose Creek-Union Pacific Railroad Phase 1 sub siding improvements.	Improved railroad	Public, private partnership
Victorville to Las Vegas high-speed passenger rail[22]	High-speed interstate passenger railroad from Victorville, CA, to Las Vegas, NV.	New Railroad	Private and Railroad Rehabilitation and Improvement Financing (RRIF) partnership
Virginia and Truckee historical railroad corridor[22]	Virginia and Truckee railroad, Nevada northern railway historical railroad corridor.		Public, private partnership
Weso crossover improvement[22]	Union Pacific Railroad track enhancement project to upgrade the Weso crossover.	Improved railroad	Public, private partnership
White Pine shortline improvements[22]	White Pine (Northern Nevada Railroad) shortline improvements	New Railroad	Public, private partnership
Nonmotorized Projects			
America's Most Beautiful Bikeway[24]	Proposed bike trail along US 50 and SR 28, eastern shore of Lake Tahoe between Stateline and Incline Village.	New/improve bikeway	Tahoe Transportation District (TTD)
Tahoe Pyramid Bikeway[25]	Scenic bikeway from Verdi to Sparks, Mustang to USA Parkway, and Wadsworth to Pyramid Lake	New/improve bikeway	NDOT, public private partnership
Vegas Valley Rim Trail[26]	A regional trail in the Las Vegas Valley that will serve as a beltway encircling the Valley providing an alternative transportation route to and central artery of a regional trail system.	Nonmotorized	Southern Nevada Regional Planning Coalition

Notes:

1 http://canamex.org/CanaMexUSA.asp
2 Annual Work Program, Douglas, 2012-21
3 Clark County Public Works
4 Washoe RTP, May 2011
5 Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
6 Maricopa Association of Governments (MAG) I-11 Corridor Workshop, May 2011
7 Department of Public Works, North Las Vegas
8 Annual Work Program, Clark, 2015-21
9 Quarterly Report for Major Projects for Quarter Ending March 31, 2012
10 RTC West Valley North-South Critical Facilities Study
11 NV STIP 2012-2015
12 Southern Nevada HOV Plan, June 2007
13 Annual Work Program, Nye, 2012-21
14 Annual Work Program, Washoe, 2012
15 Annual work program, CAMPO, 2012-21
16 Quarterly Report for Major Projects for Quarter Ending March 31, 2015
17 Quarterly Report for Major Projects for Quarter Ending March 31, 2014
18 APEX to Mesquite and Moapa Valley Corridor Study, Jan 2011
19 US 95 Northwest Corridor Improvement Project, NDOT, 2011
20 Carson Area Metropolitan Planning Organization 2035 RTP, June 2012; US 50 East Corridor Study, November 2007
21 California- Nevada Interstate Maglev Project
22 Nevada State Rail Plan, 2012
23. Western High Speed Rail Alliance Vision
24 Tahoe Transportation District, http://tahoetransportation.org/projects-and-planning/projects-map
25 Tahoe-Pyramid Bikeway, http://www.tpbikeway.org/index.php
26 Southern Nevada Regional Planning Coalition

Figure 3. Roadway Improvement Projects

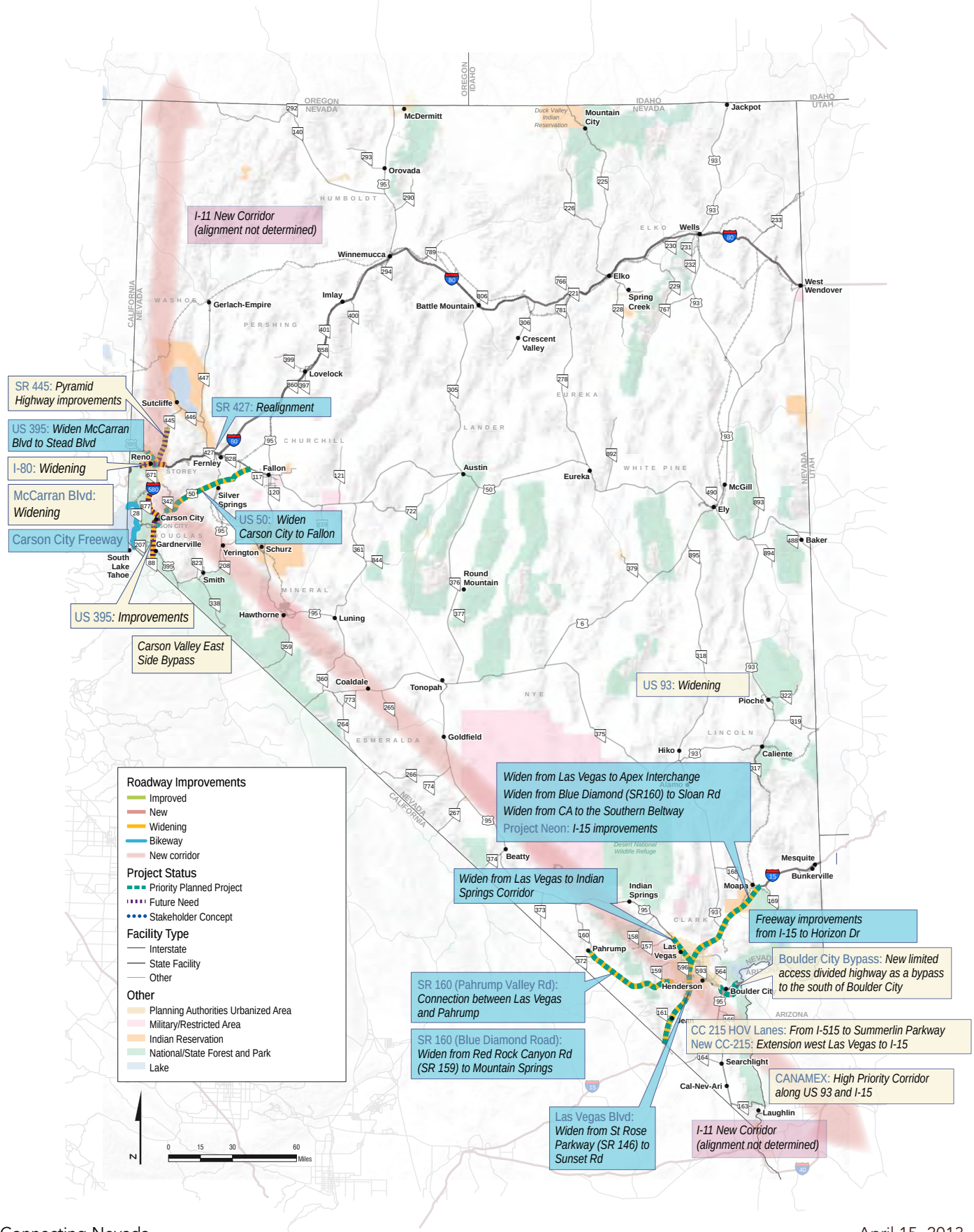
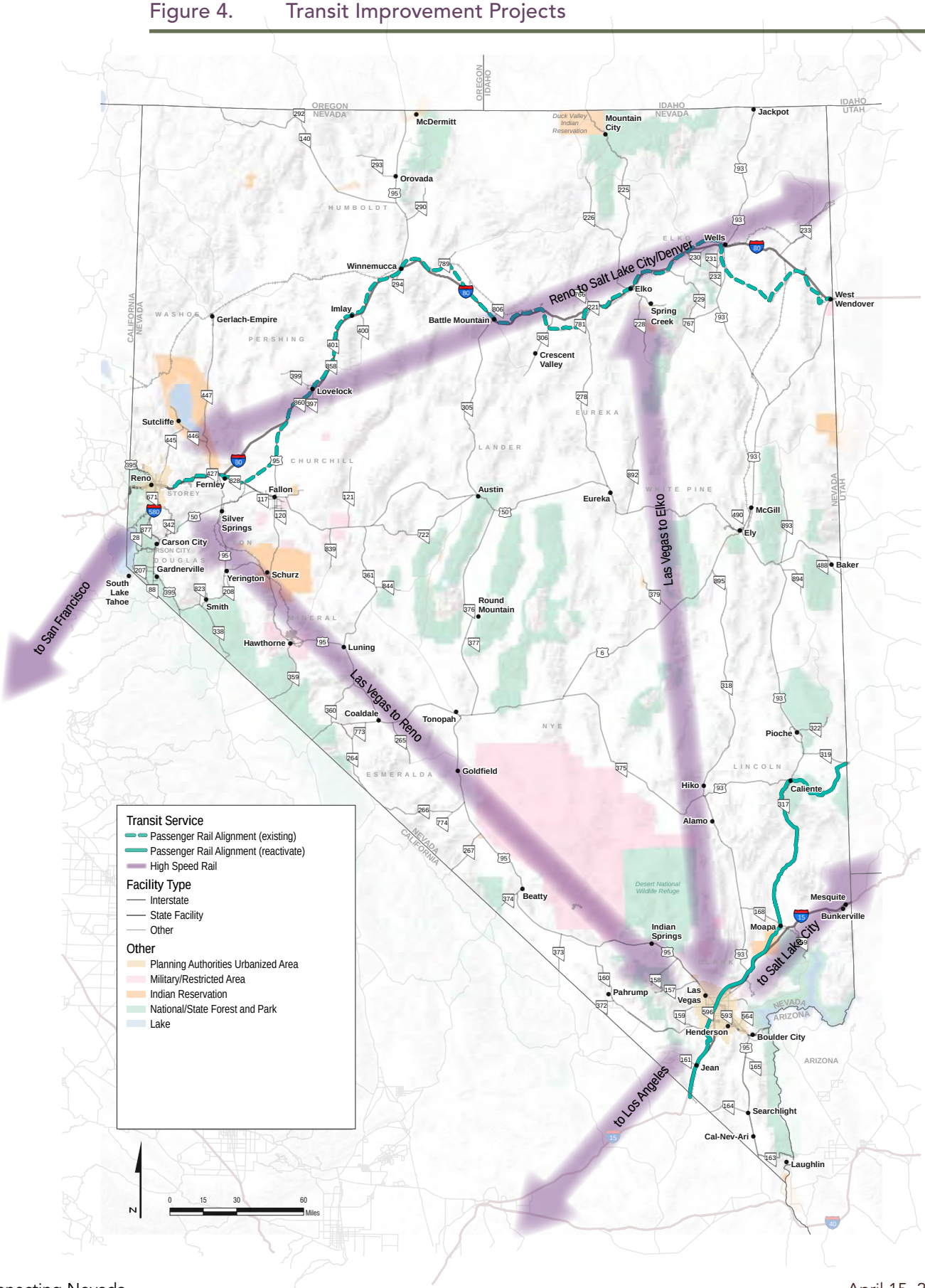


Figure 4. Transit Improvement Projects



Rail Element

In September 2012, the State Transportation Board adopted the Nevada State Rail Plan. The Plan is incorporated here by reference, and summarized below.

State Rail Plan, Summary and Recommendations

The State Rail Plan provides the state with a plan for implementing passenger and freight rail service improvements, guiding multistate initiatives, and fulfilling requirements of the 2008 federal Passenger Rail Investment and Improvement Act. The plan has a multimodal passenger and intermodal freight focus designed to be compatible with highway, air, and transit modes operating in and through the state. It is important to note that Amtrak and private operators, notably Union Pacific Railroad, rather than NDOT, provide and fund passenger and freight rail services available in Nevada. Thus, as stated in the State Rail Plan, Nevada's role is one of supporting, coordinating, and enhancing services provided by these third-party owners/operators, rather than taking on the role of owning and operating its own rail facilities and services.

Rail	Advantages
General	Rail offers a highly sustainable form of transportation.
	It is an environmentally friendly and resource-sensitive method of moving goods and people.
	Rail provides connectivity to adjacent states and Mexico and linkages to major international transportation hubs (e.g., ports).
	It provides opportunities for stimulating economic growth and development.
	Expanding rail transportation can greatly enhance the state's transportation network.
Freight	The diversion of truck traffic to rail frees highway capacity for passenger cars, reduces air pollution, conserves energy, and enhances traffic safety.
	Much of the freight movement in Nevada is through truck traffic that produces little direct economic benefit for the state, yet demands the state's resources to build and maintain Interstate and other highways.
	Freight rail reduces emissions from tens of thousands of trucks traveling through the state daily.
	Carried by rail, freight does not drain the state's limited transportation funds, creates less pollution and greenhouse gases per ton mile, and uses less energy per ton mile.
	With rail transportation, the responsibility for infrastructure falls primarily to the private parties: railroads, and ultimately their customers.

Rail	Advantages
Passenger	Passenger rail provides an alternative mode of travel for the state's residents. It allows the opportunity to focus growth in more sustainable development patterns. Passenger rail can supplement highway capacity, enhance traffic safety, and cut air pollution by reducing automobile travel. National transportation policies are moving to include rail as a high-priority transportation mode. Multimodal projects may have advantages over highway projects when competing for federal funds. The state should begin to take advantage of these new funding opportunities so that commuter rail, conventional intercity rail, and ultimately high-speed rail will all play a role in Nevada's transportation system.

*Source:*Nevada State Rail Plan 2012

Recognizing how passenger and freight rail service supports a connected multimodal transportation system in Nevada, the recommendations and findings of the State Rail Plan have been incorporated by reference in the Connecting Nevada Plan. Rather than reiterate the study's findings, we recommend that those interested in the study review the document, which is available on the NDOT website (www.nevadadot.com, search for key words "rail plan").

Passenger rail in the United States is experiencing a renaissance of sorts, with various proposals for both high-speed and conventional intercity rail being developed throughout the nation. This is no exception in Nevada, where rail was discussed at stakeholder meetings in both Southern and Northern Nevada meetings.

Freight operations, while exclusively privately owned and operated in the state, serve a vital public purpose in moving freight that would otherwise have to travel by truck on the highway system, thereby degrading mobility, traffic safety, and the physical infrastructure. The State Rail Plan goals and objectives recognize that supporting further development of the rail system can improve safety, encourage economic development opportunities, and maximize the transportation system's efficiency by relieving congestion and improving connectivity between road, rail, and air.

The recommended projects included in the Nevada State Rail Plan involve a combination of private- and public-sector conventional and high-speed passenger rail, freight rail, excursion rail, and rail-highway grade crossing improvements to be made in the short-, mid-, and long-term.

The following key projects are included in the Nevada State Rail Plan for the next 5 years:

- X-Train conventional passenger rail service between Los Angeles and Las Vegas, a private company venture
- DesertXpress high-speed rail service between Las Vegas and southern California, a private company venture

- Union Pacific Railroad track enhancement project to upgrade the Weso crossover
- Union Pacific Railroad Phase 1 subsiding improvements – Patrick and Rose Creek
- NDOT rail-highway grade-crossing improvements
- three excursion rail improvements: Nevada Northern Railway, Virginia & Truckee Railroad, and Nevada Southern Railway

The following key projects are included in the Nevada State Rail Plan for the 6-to-20-year timeline:

- passenger rail service for the Reno-Tahoe bid for the 2022 Winter Olympic Games
- consolidated multimodal terminals in Elko, Winnemucca, Sparks, Reno, Las Vegas, and Laughlin
- Northern and Southern Nevada inland port projects
- Union Pacific Railroad Phase 2 projects, including sub siding projects in Nevada (construct Oreanna, construct Valery, and extend Massie); Elko CTC improvements; Donner Pass improvements in California (which could enhance Nevada freight movements)
- White Pine (Nevada Northern Railway) shortline improvements
- Fallon transload facility relocation
- A rail-highway grade crossing improvement in Las Vegas

The following key projects are included in the Nevada State Rail Plan for the greater-than-20-year horizon:

- high-speed rail across Northern Nevada, serving Reno
- high-speed rail serving Las Vegas in Southern Nevada, linking with Los Angeles and Phoenix, potentially followed by other connections, such as Reno-Las Vegas
- high-speed rail passenger terminals, notably in Las Vegas

The above information was derived from the Summary Section of the State Rail Plan Report.

Passenger Rail Potential Projects

The following information was derived from Chapter 3 of the State Rail Plan Report.

Conventional passenger rail improvements proposed for Northern Nevada:

- AMTRAK – California Zephyr Improvements (most are already being implemented, studied, or will be implemented in the near future)
- Service between San Francisco, Sacramento, Salt Lake City, and Reno during proposed 2022 Reno-Tahoe Winter Olympic games, if the Reno-Tahoe Winter Games Coalition's bid is successful

Conventional passenger rail improvements proposed for Southern Nevada:

- X-Train (private project)
- Pullman Palace Car Train (private project)

High Speed Rail Facilities

- DesertXpress
- California-Nevada Interstate Maglev
- Golden Triangle

Excursion Train Facilities

- Three of Nevada's excursion railroads have expansion plans

Freight

Connecting Nevada Freight Needs Assessment

Existing Freight Infrastructure Profile

Nevada's economy benefits from a robust freight transportation infrastructure that includes two interstate highways, major airports, and two transcontinental freight rail corridors. With no tax on inventories, the Reno-Sparks and Las Vegas-Henderson areas have manufacturing, warehousing, and distribution centers that rely on easy interstate highway connections to provide just-in-time deliveries to California and other states.

Fresh seafood, flowers, and other high-value items arrive by air daily at McCarran International Airport and the Reno-Tahoe International Airport for use at hotels and casinos. In addition to the leisure and hospitality and warehousing and distribution industries, mining plays a significant role in the state's economy. Employment in Nevada's hard rock mining industry is six times the national average. A robust rail and road system is essential for transporting ores and other mineral products.

This section provides a context for understand freight dynamics in Nevada. It identifies existing commodity flow patterns and describes existing freight activity centers. It also discusses the existing freight transportation infrastructure.

The Federal Highway Administration Freight Analysis Framework (FAF) Version 3 commodity flow database provides estimates of existing commodity flows to, from, within, and through Nevada. The database provides information both on the annual tonnage and annual values of commodity flows. Each measure provides a different perspective on how Nevada's freight infrastructure supports the state, regional, and national economies.

Table 2 summarizes the top 10 destinations for freight from Nevada. This summary includes truck, rail, and other truck-rail combination modes.

Table 2. Top 10 Destinations of Freight Flows from Nevada (2010)

State	Value ($ millions)	Volume (thousands of tons)
California	11,764	6,565
Utah	3,489	1,909
Washington	2,768	1,857
Arizona	1,894	1,088
Oregon	1,380	377
Texas	1,217	245
Colorado	984	199

Table 2. Top 10 Destinations of Freight Flows from Nevada (2010) (cont)

State	Value ($ millions)	Volume (thousands of tons)
New York	724	70
Michigan	679	2,341
Illinois	665	73
All others	6,375	2,594
Total	31,939	17,318

Source: Freight Analysis Framework (2010)

Table 3 summarizes the top 10 origins for freight to Nevada. This summary includes truck, rail, and other truck-rail combination modes.

Table 3. Top 10 Origins of Freight Flows to Nevada (2010)

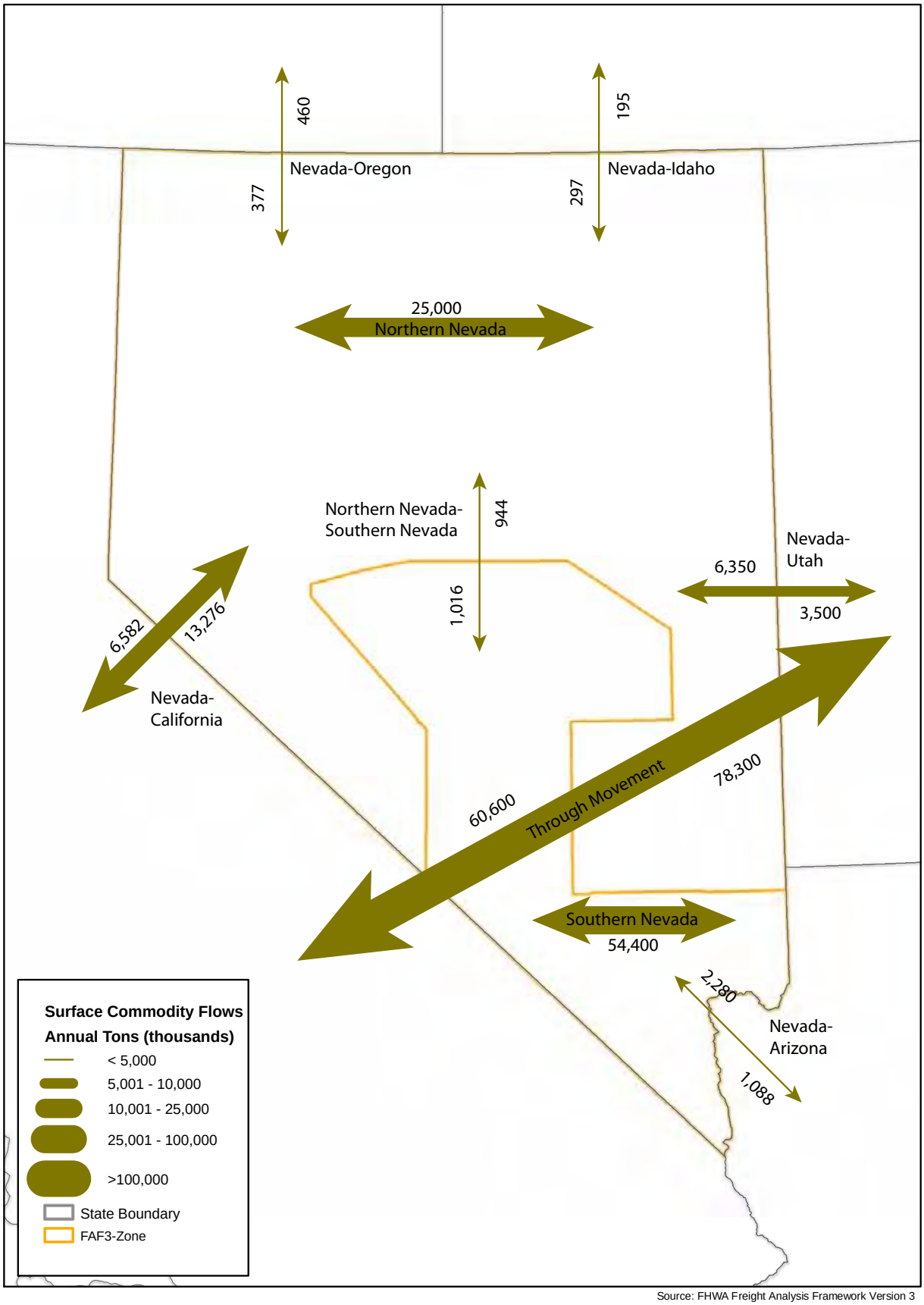
State	Value ($ millions)	Volume (thousands of tons)
California	23,989	13,840
Arizona	4,209	2,278
Utah	2,977	6,355
Pennsylvania	2,411	328
Illinois	2,223	380
Texas	2,210	709
New York	1,959	144
Ohio	1,685	262
Michigan	1,669	274
Washington	1,650	889
All others	14,020	8,561
Total	59,002	34,020

Source: Freight Analysis Framework (2010)

Existing SURFACE freight flows

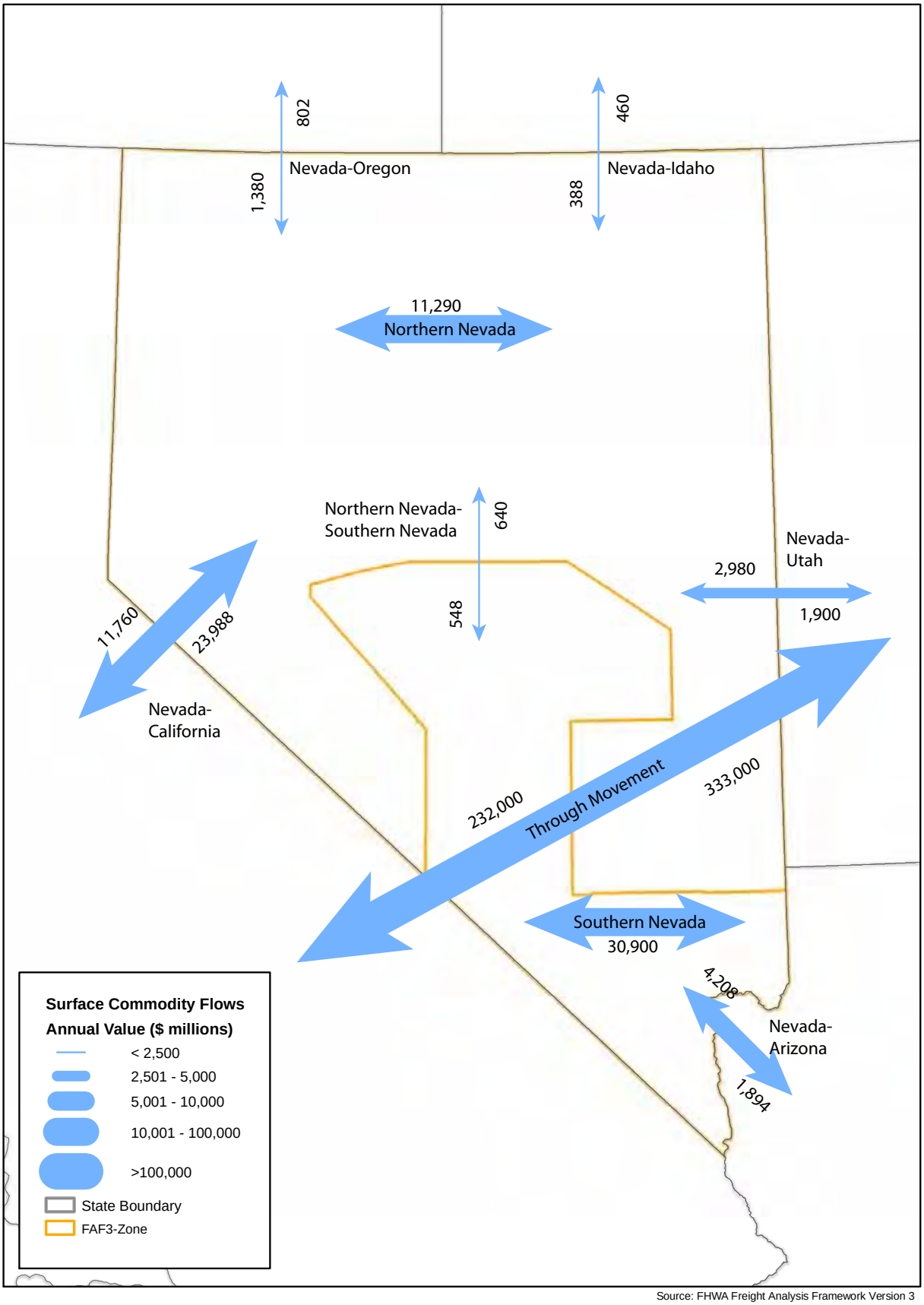
Figure 5 illustrates 2010 commodity volume moving by truck, rail, and other surface modes that include mail and combination truck-rail shipments. It shows commodity flows in thousands of annual tons. Nevada has two FAF analysis regions. The southern region includes Clark and Nye Counties. The northern region includes the remainder of the state. Figure 6 shows the value of commodities moving by truck, rail, and other modes. It shows interactions in millions of 2010 dollars.

Figure 5. Nevada's 2010 Surface Commodity Flows, by Ton



Source: FHWA Freight Analysis Framework Version 3

Figure 6. Nevada's 2010 Surface Commodity Flows, by Value



Source: FHWA Freight Analysis Framework Version 3

Within Nevada

The 2010 commodity flow data show that freight interaction within Nevada is focused around its urban areas. With Reno and Las Vegas separated by more than 400 miles of high desert highway, only 3 percent of total intrastate freight activity moves between Northern and Southern Nevada. More than 97 percent of freight activity within the state occurs within each of these two FAF regions. By tonnage, bulk commodities such as nonmetal mineral products, gravel, and waste and scrap top the list of commodities moving within the state. By value, machinery and base metals top the list of intrastate commodity flows.

California

Furthermore, the 2010 FAF data show that California is Nevada's largest interstate trading partner both in terms of the quantity and value of commodities shipped. The two states trade a broad range of goods. Pharmaceuticals and chemical products top the list of high-value shipments from Nevada to California. High-volume items from Nevada include sand and nonmetal mineral products. From California, electronics and mixed freight are the top commodities by value. By volume, nonmetal mineral products and other agricultural products are top imports into Nevada.

Utah and Arizona

After California, exports of metallic ore from Nevada's mines and imports of coal made Utah the Silver State's second-largest trading partner in terms of annual tonnage. However, imports of electronics and pharmaceutical products gave Arizona the edge by overall value of trade. Food and nonmetallic minerals were other key imports from Arizona. Chemical products were Nevada's top export to Arizona in 2010.

Oregon and Idaho

In 2010, Oregon and Idaho together accounted for almost 4 percent of the total interaction with neighboring states. Newsprint is the primary import from Oregon. The top commodity export from Nevada to Oregon is basic chemicals. Chemical products are the primary export from Nevada to Idaho, while foodstuffs are the primary import from Idaho.

Through Nevada

California is Nevada's largest trading partner, but most of the commodities traveling on Nevada's roads and rails are passing through. By volume, over 50 percent of the freight moving in Nevada was long-distance interstate commerce between California ports, factories, and agricultural centers and markets in the Midwest and East Coast.

Opportunities to add value to these pass-through commodities are limited. Nevada would need to have a significant comparative advantage in labor costs, regulations, and tax structure to convince shippers to reorganize their supply chains so that commodities currently passing through the state are instead off-loaded and transferred. The Nevada economy would more likely benefit from increased through traffic by providing

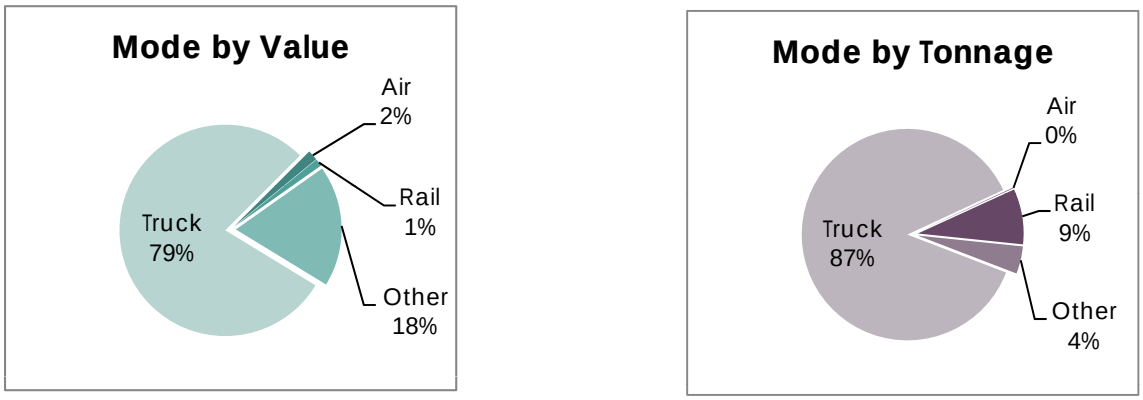
superior support services, such as truck stops and rest areas, and drayage and warehousing activities.

Existing Surface Freight Modes

The transportation mode used to carry a particular commodity depends on factors of supply and demand such as shipment length, cost, frequency, shipment value, pick-up and delivery times, and special handling needs. Trucking dominates the short-haul freight market through its flexibility and cost characteristics. For many commodities traveling long distances, rail and combination truck-rail intermodal shipments are typically more cost-effective. Air cargo is primarily used for low-weight, small-volume, high-value shipments.

Not including through movements, trucks are the primary transportation mode for commodities moving to, from, and within Nevada. The 2010 FAF data show that 87 percent of these internal and internal-external, external-internal commodity flows by volume are moving by truck. Rail is the primary mode for heavy, bulk commodities such as metallic ore, coal, and other minerals. While air cargo amounts to 2 percent of the overall freight value, it is 0.09 percent of total freight volume. Figure 7 shows freight mode by volume and value for commodities moving to, from, and within the state.

Figure 7. Nevada Freight Mode, by Value and Tonnage



Note: "Other" modes include combination truck-rail and mail modes

The dominance of trucking in the short-haul market in Nevada and the use of rail modes for longer distance shipments are illustrated in Figures 8 and 9, next page. These figures show eastbound and westbound shipments between California and markets in the Midwest and East Coast. Eastbound flows are higher, reflecting California's exports of food and the volume of commodities imported from Pacific Rim countries transshipped through California's ports at Los Angeles, Long Beach, and Oakland. Westbound flows include exports to the Pacific Rim and other products shipped to California. The FAF data show that trucks have a larger share of these long-distance commodity flows than rail and other combination truck-rail modes.

Figure 8. 2010 Nevada Surface Freight Traffic, by Value

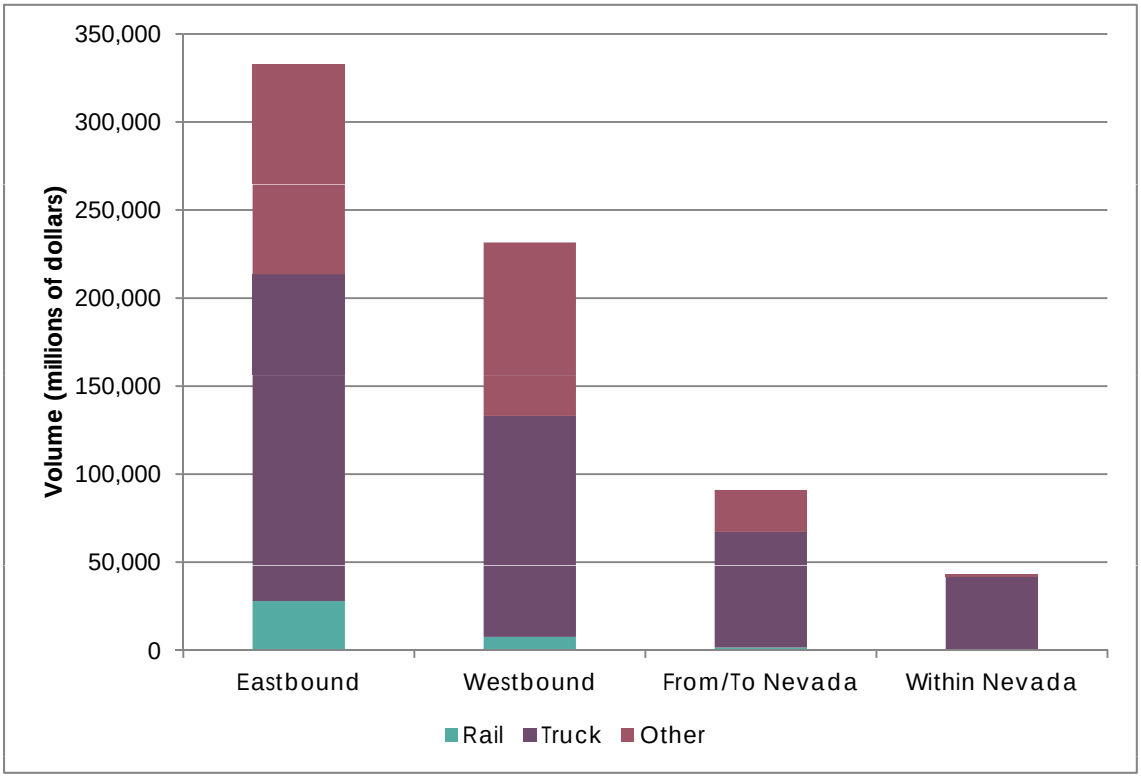
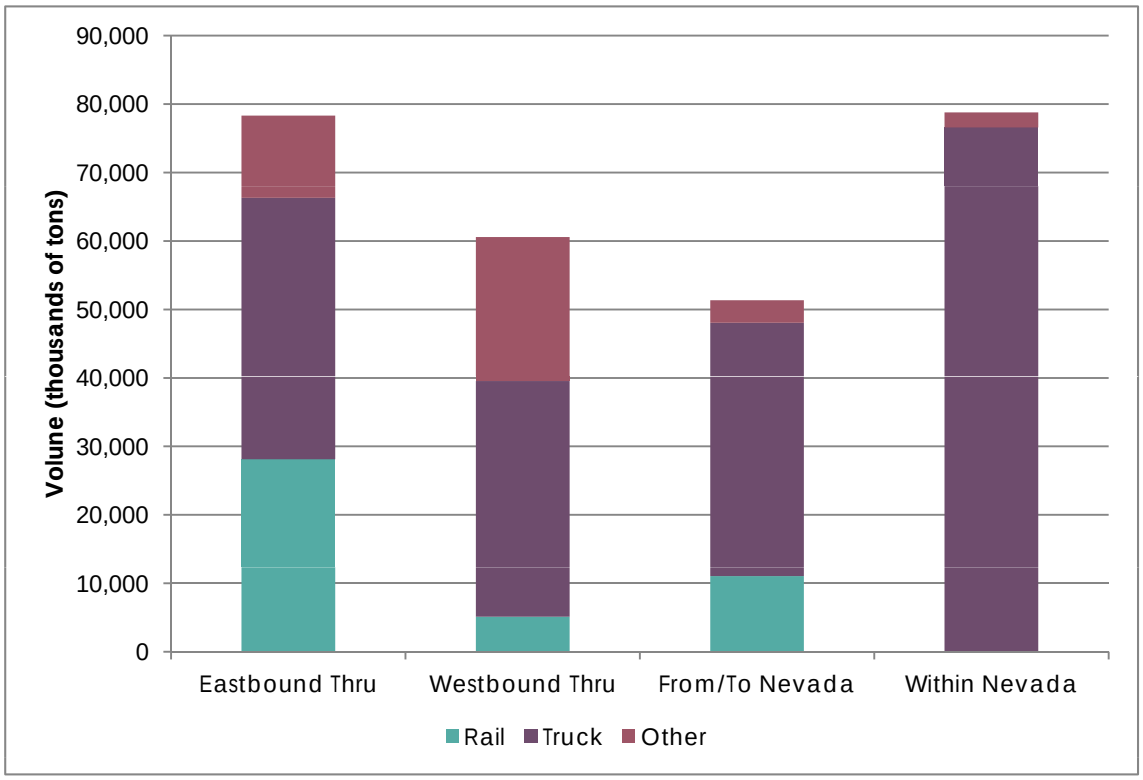


Figure 9. 2010 Nevada Surface Freight Traffic, by Volume



Existing Freight Activity Centers

Urban Areas

Compared with other Nevada counties, Washoe County has the highest portion of the state's employment in manufacturing, warehousing, storage, and truck transportation industrial sectors. This labor profile reflects the numerous West Coast distribution centers, online fulfillment centers, and the Tahoe/Reno Industrial Center located in the Reno area.

Supporting a concentration of warehousing and manufacturing activity, the Union Pacific Railroad intermodal facility in Sparks, Nevada, provides trailer-on-flatcar and container-on-flatcar services. Several local trucking firms support this facility with intermodal drayage, warehousing, and regional trucking services. Access to the facility is gained from the I-80 Pyramid Way exit. It is located next to the Union Pacific Railroad Sparks switching yard.

Clark County is the state's other significant freight activity center. It also has high numbers of employment in key freight industrial sectors. Union Pacific Railroad provides Clark County with rail freight service, but it does not have the same kind of truck-rail intermodal facility that exists in Sparks. I-15 provides a direct connection between the Las Vegas area and markets in Southern California and Utah. United Parcel Service and FedEx provide package delivery services at McCarran International Airport.

Mining

In addition to activity in its urban areas, Nevada's hard rock mining industry creates significant freight activity. The largest concentration of mines is in the I-80 corridor, including Lander, Humboldt, and Elko Counties, where mining employment is more than six times higher than the state average. The FAF data show that ore from the mines moves by rail and truck. But overall, trucks are the primary mode for transporting mine-related cargo.

Existing Freight Infrastructure

Rail

Nevada has two primary rail corridors generally running east-to-west across the state. Union Pacific Railroad operates both the northern and southern east-to-west corridors. Burlington Northern Santa Fe Railway has trackage rights on much of the Union Pacific Railroad in Nevada. A two-route northern corridor serves Reno and other Northern Nevada communities connecting to Sacramento, San Francisco, Salt Lake City, and Denver. The southern route connects Las Vegas with Salt Lake City and Los Angeles. In addition to these main lines, Nevada has several branch and short lines, including the Nevada Northern Railway and the Union Pacific Railroad Thome Branch.

The 2012 Nevada State Rail Plan suggests that Nevada's freight rail system provides an acceptable level of service. The plan identifies new Northern and Southern Nevada inland port projects as well as spot railroad and rail-highway grade crossing improvements in its project list. Refer to the State Rail Plan summary in this report for additional information and links to the rail study.

Truck

I-80 and I-15 are the principal truck routes across the state. While the sections of these routes through the urbanized areas of Las Vegas and Reno experience up to 7,000 trucks each day, truck through traffic is around 4,000 trucks per day on I-15 and 2,500 trucks per day on I-80. Other important truck routes include US 93 and US 95. Within urban areas, peak periods of congestion can cause delays for truck traffic. In rural areas, these principal routes as well as other roads are operating at an acceptable level service.

Air

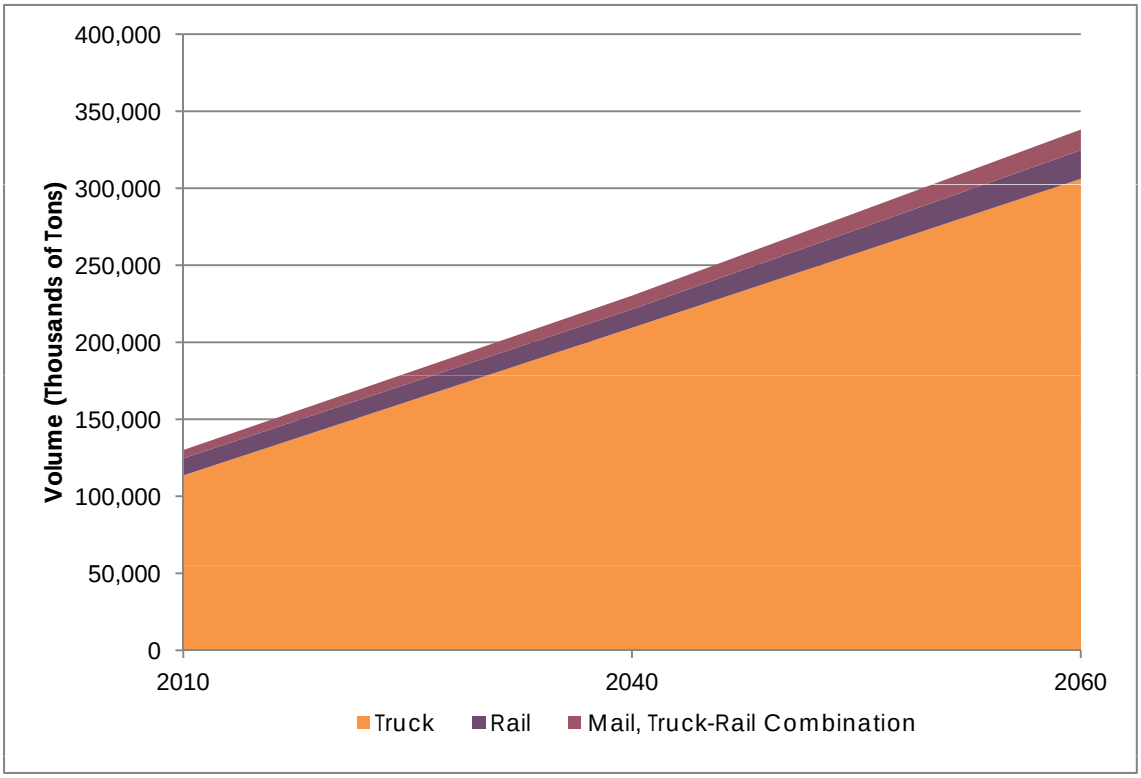
The Reno-Tahoe International Airport provides air cargo service to Northern Nevada. It is served by the integrated carriers United Parcel Service and FedEx and other air cargo carriers including Capital Cargo International and DHL. United Parcel Service and FedEx also provide package delivery services at McCarran International Airport in Las Vegas.

Freight Infrastructure Needs Assessment

Freight Flow Forecasts

The FAF3 commodity flow forecasts show freight volume and value growing by 2 to 3 percent each year between 2010 and 2040. Figure 10 shows the 2010 FAF3 commodity flow estimates together with the 2040 FAF3 commodity flow forecasts. The 2060 forecast is an extrapolation of the FAF3 data based on 2010 to 2040 growth rates. This graphic shows that most Nevada internal, internal-external, and external-internal freight

Figure 10. Nevada Freight Forecasts in Volume for Surface Modes, 2010 to 2060

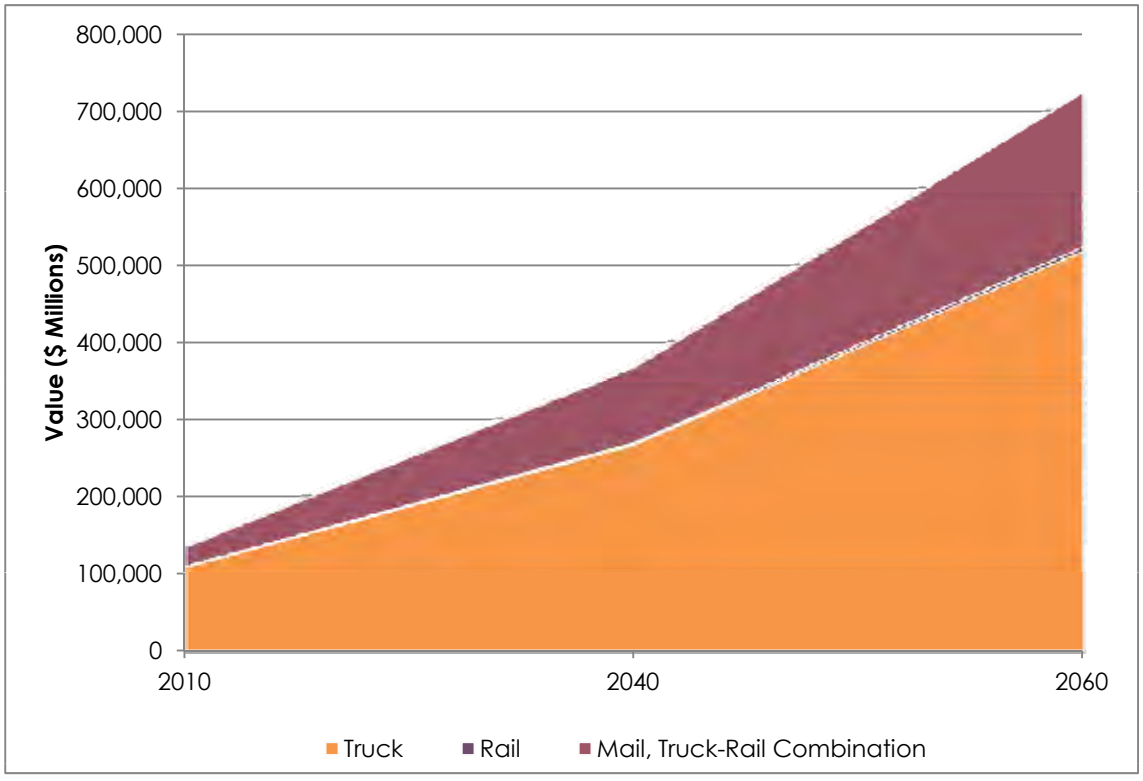


will move by truck through the 2060 planning horizon. The portion of freight volume moving by air is too small to show on this graphic.

Figure 11 on the following page shows the 2010 FAF3 commodity flow estimates together with the 2040 FAF3 commodity flow forecasts, in value. As in Figure 10, the 2060 forecast is an extrapolation of the FAF3 data based on 2010 to 2040 growth rates. The value of freight is estimated in constant 2010 dollars. The FAF3 forecasts show that truck and combination truck-rail shipments, including mail, will carry the most freight in dollar terms.

Appendix B contains a tabular summary of existing and future internal, internal-external, and external-internal freight flows for Nevada. Appendix C details the type of internal, internal-external, and external-internal commodity flows for Nevada. Appendix D shows commodity flows to and from California to all states by Washington, Oregon, and Nevada. While the FAF3 database does not identify the route used by these commodity flows, a significant portion of these east-to-west flows passes through Nevada.

Figure 11. Nevada Freight Forecast in Value for Surface Modes, 2010 to 2060



Road Infrastructure Needs

The majority of freight moving to, from, and within Nevada will move by truck in 2060. The Nevada Statewide Travel Demand Model (NVTDM) incorporates the FAF3 commodity flows into its 2060 traffic forecasts. While the forecasts suggest growing congestion in the urban areas, most of Nevada's rural interstates and highways will function at an acceptable level of service through the 2060 planning horizon.

Weekend and holiday traffic can cause significant delays for both trucks and passenger vehicles on I-15. Stakeholders identified the busy corridor between Las Vegas and Los Angeles as needing additional capacity. New capacity could be gained by widening the existing interstate or by upgrading parallel facilities. The I-15 Mobility Alliance is an ongoing, interstate effort involving California, Nevada, Arizona, and Utah stakeholders to find solutions to address growing congestion in this corridor.

Stakeholders also identified a need for passing and turning lanes throughout the state to improve safety, as well as more turnouts or pullouts to accommodate recreational vehicles and trucks. This will become more important as overall traffic volumes increase.

Rail Infrastructure Needs

The FAF3 commodity flow forecasts show that rail will continue to be the primary transportation mode for bulk commodities such as coal, mineral ores, and chemicals moving to and from Nevada. It will also continue to serve the longer-distance truck-rail combination shipments moving from California ports to distant markets in the Midwest or East Coast. Connecting Nevada stakeholders have expressed interest in expanding freight rail service.

The State Rail Plan identified a need for new Northern and Southern Nevada inland ports. The impetus for these projects will come from development in the manufacturing and distribution sectors. An intermodal terminal similar to the Union Pacific Railroad facility in Sparks could emerge as an inland port places such as Silver Springs or North Las Vegas, given the mix of manufacturing and distribution uses.

Air Cargo Infrastructure Needs

While Nevada's existing airports are adequate to handle current air cargo demand, population growth in Northern and Southern Nevada may warrant new commercial aviation airports. The proposed Ivanpah Airport is planned near the California-Nevada border at Primm to relieve congestion at McCarran International Airport. This reliever airport would have ample area for distribution and warehousing activities with access to I-15 and the proposed passenger rail corridor between Las Vegas and Los Angeles.

Stead Airport is the reliever for Reno-Tahoe International Airport. A former air force base, Stead is home to the Reno Air Races. It may become more important as Northern Nevada's economy grows and the Reno-Tahoe International Airport reaches capacity. The Silver Springs Airport may also provide air cargo service as industrial activities in the US 50 corridor between Carson City and Fallon develop.

Intermodal Facilities

During the Connecting Nevada stakeholder outreach effort, participants expressed an interest in developing inland port facilities in Nevada. A number of characteristics of such facilities is present in Nevada, but more will need to be done to support development of an inland port in Nevada. The following section provides background on inland ports and intermodal facilities.

Need for Inland Ports and Intermodal Facilities

Three main drivers exist for inland port and intermodal facility demand:

- Exports riding high – shipments to emerging markets continue to rise; U.S. agricultural products are in high demand in China
- Rising fuel costs driving rail and intermodal – inland ports offer cost-effective intermodal access and are critical components in the rapid movement of goods to and from seaports
- Growth in global containerized shipping – savvy shippers make use of import containers arriving at inland ports to export goods back overseas

Inland ports and intermodal facilities are hubs designed to move international shipments more effectively between maritime ports and locations throughout the U.S. interior. They are connected by dedicated rail lines to one or more seaports or consumer centers.

Critical to the success of new inland ports is their connectivity to rail and seaports and their ability to provide manufacturers with smooth and quick intermodal transloading. Their location is vital. Many of the country's inland ports are located in the Midwest, including Chicago, Memphis, St. Louis, and Kansas City. A number of new locations are under development, such as the 4,000-acre Florida Inland Port in St. Lucie, Florida, and the 580-acre Inland Port Arizona in Casa Grande, Arizona, which will become the first inland port to serve the ports of Los Angeles and Long Beach.

A legitimate inland port will typically have the following characteristics:

- Market proximity to at least 3 million people within a 200 mile radius.
- A major, direct connection to an American seaport by way of a Class I railroad. This rail corridor forms the "stem" of the coastal port/inland port barbell, as dedicated container trains—often consisting of upwards of 250 double-stack cars—run steadily between the two locations. Some inland ports primarily serve one corresponding seaport, using one Class I railroad.
- Free Trade Zone (FTZ) status and privileges.
- An abundance of reasonably priced labor and commercial real estate for warehousing and distribution, relative to the East and West Coasts.
- An overall governing body or at least a consortium of stakeholders collaborating in a cohesive management plan for the overall effectiveness of the inland port.

- A state and local government climate that is enthusiastic about inland port development and is willing to offer strong incentives to participants.
- Two trends have converged to make inland ports an increasingly viable option for import distribution:

The economics of long- and short-haul rail shipping are steadily improving. Railroads have made major financial commitments to infrastructure and terminal improvements, as well as service, in recent years. Trucking accounts for the vast majority, more than 70 percent, of U.S. freight shipments. However, the fastest-growing mode of transportation has been intermodal. Rail and intermodal transportation will likely continue to increase in popularity as rail's economies of scale continue to improve with rising fuel costs. Union Pacific Railroad, for example, expanded its intermodal volume about 20 percent between 2009 and 2010. Rail's biggest inroads are expected in shipments of less than 500 miles, where trucking has traditionally been considered more competitive. In addition, rail is a far more "sustainable" mode of transportation—producing 40 percent to 60 percent less in carbon emissions than trucking.

While the railroad industry grows, the trucking industry has been battered by the past few years of recession. Major carriers such as Schneider National, Werner Enterprises, and J.B. Hunt have cut over-the-road capacity by 12 to 15 percent during the past few years, while several smaller companies and owner-operators have gone out of business. Aside from skyrocketing diesel fuel prices, the industry is challenged by an anticipated shortage of up to 300,000 drivers; many drivers have retired or left for other jobs.

Not only are inland ports growing in number and size, but coastal gateways are concurrently increasing their flexibility for straight-through shipping. Many are becoming classified as "agile ports," with capacity to accommodate a variety of vessel types, as well as technology and improved business practices to decrease "dwell time" in ship scheduling, offloading, and land distribution.

Another factor for importers subject to U.S. Customs duties and other taxes is the increase of inland FTZ locations. About 250 FTZ locations now exist, many of them inland, permitting users to economically combine import and regional distribution functions at the same facility.

When are inland ports an advantage?

Well-connected and strategically located inland ports are most advantageous for businesses to use when:

- Throughput and transportation at major import entry points are slowed by heavy port congestion.
- The economics of rail shipping can exceed that of trucking.
- There is a need to consolidate import and distribution functions in one location.

- Space for necessary warehousing and distribution facilities, as well as labor, is cheaper than around a coastal port, or public-sector tax climates and other incentives make an inland location more desirable.
- An inland location permits consolidation of real estate and other resources and still satisfies logistics needs.
- You are a producer in the interior United States seeking a quick channel to coastal or export markets.
- Your company has a strong sustainability initiative that can benefit from rail shipping's lower fuel costs or terminals that operate in a "greener" fashion.

Key takeaways

- Inland ports help provide the through-put capacity needed to sustain growth at our nation's major container seaports.
- Inland ports showcase the growing and vital role that intermodal rail plays in the U.S. supply chain.
- The contribution of private-sector investment to complement that of the U.S. government and port authorities is essential to the creation of future U.S. logistics infrastructure.
- A successful inland port must contain three key elements: scale, rail, and proximity to a large population base.
- Inland ports will continue to evolve and grow as they provide needed supply chain efficiencies.

Bicycle and Pedestrian Element

Stakeholders discussed issues related to nonmotorized transportation at both the Las Vegas and Reno stakeholder workshops. In addition to expressing an interest in improving local bicycle networks within urbanized areas, participants talked about more regional connections to support tourism and commuting (for example, in Northern Nevada, participants discussed commuter/recreation routes from Fernley to Reno and Reno to Carson City).

Nevada's urbanized areas have done much to promote bicycle and pedestrian activity. Nonmotorized modes provide options for Nevadans for recreation and short trips, although the vast distances that separate Nevada's population centers make the wide use of bicycles and walking impractical for intercity travel.

To promote the use of all transportation modes and make Southern Nevada a more sustainable place to live, the RTC of Southern Nevada is conducting a regional Complete Streets Initiative. The first step toward achieving results in this initiative is the Complete Streets Study. The study will create a report specific to Southern Nevada that provides guidance for jurisdictional and regional agencies looking to incorporate complete streets concepts into their standard practices.

The City of Sparks was recognized by Walk Friendly Communities for devoting an entire chapter of its Comprehensive Plan to connectivity and complete streets. The City of Las Vegas has developed complete streets standards, providing guidance for public streets, private streets, and private drives associated with new development.

The City of Las Vegas is also incorporating all modes into new roadway design. Consideration of nonmotorized needs during development of roadway projects is the first step in developing a nonmotorized network throughout the state.

Bicycle Network

The Nevada State Bicycle Plan identifies actions for improving conditions for bicycling, clarifies NDOT's role in bicycle transportation, and establishes policies for further integrating bicycling into the current transportation system.

NDOT is currently looking to assist the rural areas (outside of MPO jurisdiction) with bicycle facilities as roadway improvements are implemented throughout the state. NDOT is currently assisting rural counties throughout the state in developing local community bicycle plans.

Social and Environmental Setting

Jurisdictions and Agencies

Nevada, like other western states, is a public land state—much of the land is owned and managed by public agencies. This federal land is used as military bases or testing grounds, nature parks/reserves, and Native American reservations, or is leased to the private sector for commercial exploration (for example, forestry, mining, agriculture). The land is managed by different federal agencies, such as the Bureau of Land Management (BLM), U.S. Forest Service, Bureau of Indian Affairs, U.S. Department of Defense (DoD), National Park Service, Bureau of Reclamation, or U.S. Fish and Wildlife Service (refer to Figure 12, page 57).

Nevada encompasses nearly 71 million acres, of which over 60 million acres (approximately 87 percent) are under federal administration. Less than 1 percent is under state government administration, and approximately 13 percent of the total state acreage is under local government administration or is privately owned (Harris 2001).

The impacts of the federal government administering large quantities of land are significant, and they include:

1. The taxable property base is quite small (in Lincoln County, only 1.6 percent of the land area is on the tax roll).
2. Decisions affecting the use of much of the land in Nevada are made outside the state, by persons who may be unfamiliar with local conditions or needs of the local populace.

As noted, only about 13 percent of Nevada's land is in private ownership, less than any other state. The Nevada counties of Nye, Esmeralda, Lander, Lincoln, and White Pine have over 90 percent of their total acreage administered by the federal government. The economies of Nevada counties that have extensive public land are influenced considerably by federal land management decisions. Storey County had the largest percentage of total county acreage that is classified as either local government or private property, at 90 percent. For the metropolitan counties of Clark and Washoe, approximately 8 and 27 percent of total county acreage, respectively, is administered by local government and/or classified as private property.

The following sections provide a brief accounting of the principal Nevada landowners and administrators.

Bureau of Land Management

Within Nevada, BLM manages over 47 million acres, or approximately 67 percent of the state. BLM's multiple-use mission, set forth in the Federal Land Policy and Management Act of 1976, mandates that public land resources be managed for a variety of uses, such as: energy development, livestock grazing, recreation, and timber harvesting, while protecting a wide array of natural, cultural, and historical resources. While the BLM is authorized to sell land when it is specifically identified for disposal in a land use plan,

it currently leases land to various local agencies, organizations, districts, and governments for recreation and public purposes.

Given the extent of BLM land in Nevada, it is important to note that BLM may grant rights-of-way on any public lands. Where an appropriate corridor has been designated, BLM will encourage use of that corridor. Advance corridor planning is necessary because new corridors must be designated through BLM's Land Use Planning – Resource Management Plans or through amendments to Management Framework Plans. The need for corridors must be identified during the planning process. The proposed uses within the corridors must also be considered with other uses of the public land covered by the plan or amendment. The PEL process (described later in this plan) provides for engaging BLM and other resource agencies early in the planning process to facilitate this coordination.

National Forests, Parks, and Wilderness Areas

The Humboldt-Toiyabe National Forest's 6.3 million acres makes it the largest national forest in the lower 48 states, covering approximately 8 percent of the state. The forest is located in Nevada and a small portion of eastern California. It consists of numerous fairly large but noncontiguous sections scattered around most of the state of Nevada and a portion of eastern California.

Land management for national forests focuses on timber harvesting, livestock grazing, water, wildlife, and recreation. Unlike national parks and other federal land managed by the National Park Service, commercial use of national forests is permitted, and often encouraged.

U.S. Department of Defense (DoD)

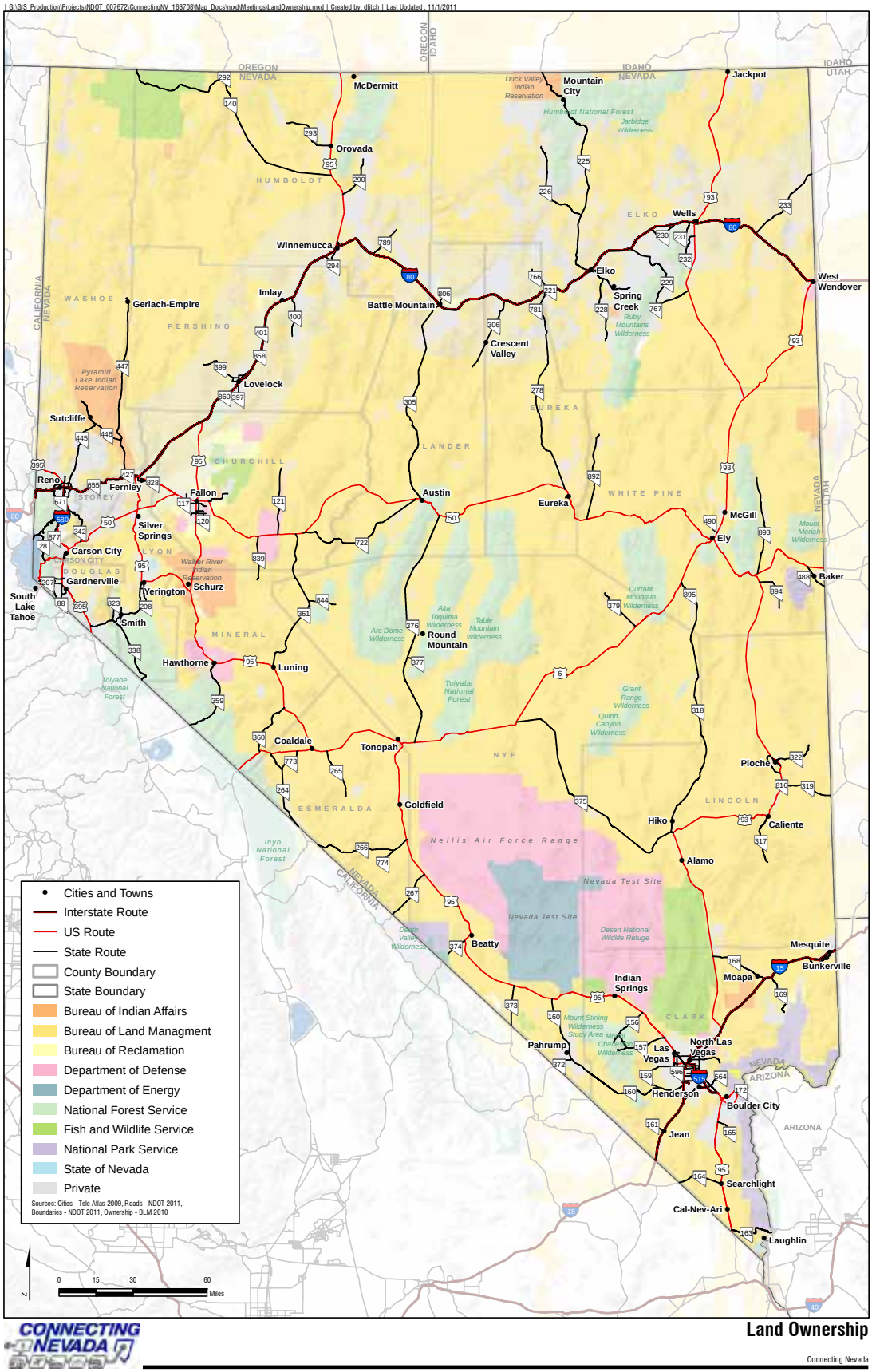
DoD occupies nearly 1 million acres in Nevada. Facilities include Nellis AFB, Creech AFB, Fallon Naval Air Station, and the Hawthorne Army Ammunition Depot.

Nellis AFB is home to the largest advanced combat air-training center in the world. The base covers more than 14,000 acres. Nellis' work force of approximately 12,000 military members and civilians makes it one of the largest employers in the state. Fallon Naval Air Station employs over 3,000 active-duty personnel, civilian employees, and DoD contractors. The Hawthorne Army Ammunition Depot covers 147,000 acres. According to an economic impact analysis prepared for Nellis Air Force Base in 2011, the total economic impact of Nellis, Creech, and the Nevada Test and Training Range operations amounted to more than $5 billion in FY 2011.

U.S. Fish and Wildlife Service

The National Wildlife Refuge System, managed by the U.S. Fish and Wildlife Service, is a system of public land and water bodies set aside to conserve wildlife. In Nevada, there are nine such refuges. The largest national wildlife refuge in the continental 48 states is the Desert National Wildlife Refuge, encompassing 1.6 million acres of the Mojave Desert in Southern Nevada, 25 miles north of Las Vegas. The range was established in 1936 for the protection, enhancement, and maintenance of desert bighorn

Figure 12. Land Ownership



sheep. The Sheldon National Wildlife Refuge, located in the northwestern corner of the state, covers more than half a million acres of high desert habitat for large herds of pronghorn antelope, bighorn sheep, and other wildlife. The Stillwater National Wildlife Refuge Complex consists of Stillwater Refuge, Fallon Refuge, and Anaho Island Refuge in western Nevada, encompassing approximately 163,000 acres of diverse habitat.

Bureau of Indian Affairs

There are 26 federally recognized Native American tribes in Nevada and 31 Native American reservations and colonies. Their properties cover almost 2,000 square miles. Tribal holdings are scattered across vast geographic areas of the state that are near both urban areas and semi rural or extremely rural areas. There are close to 9,000 tribal members in the state, and 26,000 people who classify themselves as American Indian or Alaska Native.

Nevada's Native American tribes share common concerns about land management, water rights, transportation and storage of nuclear waste, economic development, and the decimation of ancestral burial sites. Several of Nevada's Native American tribes were active participants in the Connecting Nevada project. Topics discussed with representatives of the tribes during the stakeholder outreach effort included road safety and economic development. Safety concerns included traffic along US 95, especially through small towns such as Schurz and Walker Lake. Economic development issues raised included access for energy production and opportunities for tourism.

Department of Energy

Covering approximately 1,375 square miles, the Nevada National Security Site is one of the largest restricted-access areas in the United States. The site is surrounded by thousands of additional acres of land withdrawn from public domain for use as a protected wildlife range and for a military gunnery range, creating an unpopulated land area encompassing some 5,470 square miles (roughly equivalent to the state of Connecticut).

National Park Service

Nevada is home to Great Basin National Park, Lake Mead National Recreation Area, and a small portion of Death Valley National Park. These parks reported over 5 million visitors (in 2010) and a combined economic benefit of $173 million dollars (National Park Service 2011).

Great Basin National Park and the entire northeastern portion of the state is often lauded for its natural beauty and access to recreation activities, including hunting, fishing, camping, and hiking. Improved access and signs were noted as needs to improve economic opportunities of this region.

Nevada Division of State Lands

The State Lands Division operates as the "real estate" agency of the state for all agencies except the Legislature, the University system, and NDOT. The agency holds title to state land and interests in land. The agency issues leases, easements,

permits and other authorizations for the use of state land. There are currently about 139,000 acres of "agency land" statewide.

State Trust land includes sovereign land—those lands lying in the beds of navigable waterways that are held in trust by the State to provide public access to those waterways for the purposes of fishing, commerce, and navigation. At present, the following bodies of water are considered to be navigable: Lake Tahoe, Washoe Lake, Walker Lake, Truckee River, Carson River, Colorado River, and Virgin River.

Bureau of Reclamation

The Bureau of Reclamation acts as the Colorado River water manager, contracting with water users and managing the flow of the Colorado River and water releases from the dams along its length.

The Bureau of Reclamation primarily sees its role in land management as facilitating the recreational use of the land it administers. The operation of these sites normally becomes the responsibility of other federal, state, and local agencies.

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (Corps) regulates the discharge of dredged and/or fill materials into waters of the United States, which includes the Colorado River, as well as many washes throughout the state. Authorization to conduct construction activities, (including, but not limited to, residential, institutional, and commercial development; mining; infrastructure placement [roads and utilities]; and recreational development) must be obtained from the Corps prior to commencement of the activity.

Biophysical Environment

Topography

All of Nevada is in the Basin and Range Province, characterized by long, narrow north-to-south trending mountain ranges separated by broad valleys. Elevations vary from under 1,000 feet to over 13,000 feet above sea level.

Areas of Critical Environmental Concern

The areas of critical environmental concern (ACEC) designation highlights areas where special management attention is needed to protect and prevent irreparable damage to important historic, cultural, and scenic values; fish; wildlife resources or other natural systems or processes; or to protect human life and safety from natural hazards. The ACEC designation indicates to the public that BLM recognizes that an area has significant value and has established special management measures to protect those values

(BLM 1988). Nevada has several areas with this designation; the majority are in Southern Nevada in remote regions of the Mohave Desert (see Figure 13).

Areas in Nevada have been designated to protect:

- mesquite woodland important for neotropical bird species
- historic railroad construction and mining sites
- prehistoric habitation sites and rock art
- paleontological resources
- desert tortoise critical habitat
- habitat critical to threatened and endangered species

Critical Habitat

Under the Endangered Species Act, critical habitat is defined as a specific geographic area (or areas) that is essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat is administered by the U.S. Fish and Wildlife Service. In Nevada, several areas are designated as critical habitat for the desert tortoise, a species listed as "threatened" under the Endangered Species Act.

Waters of the US

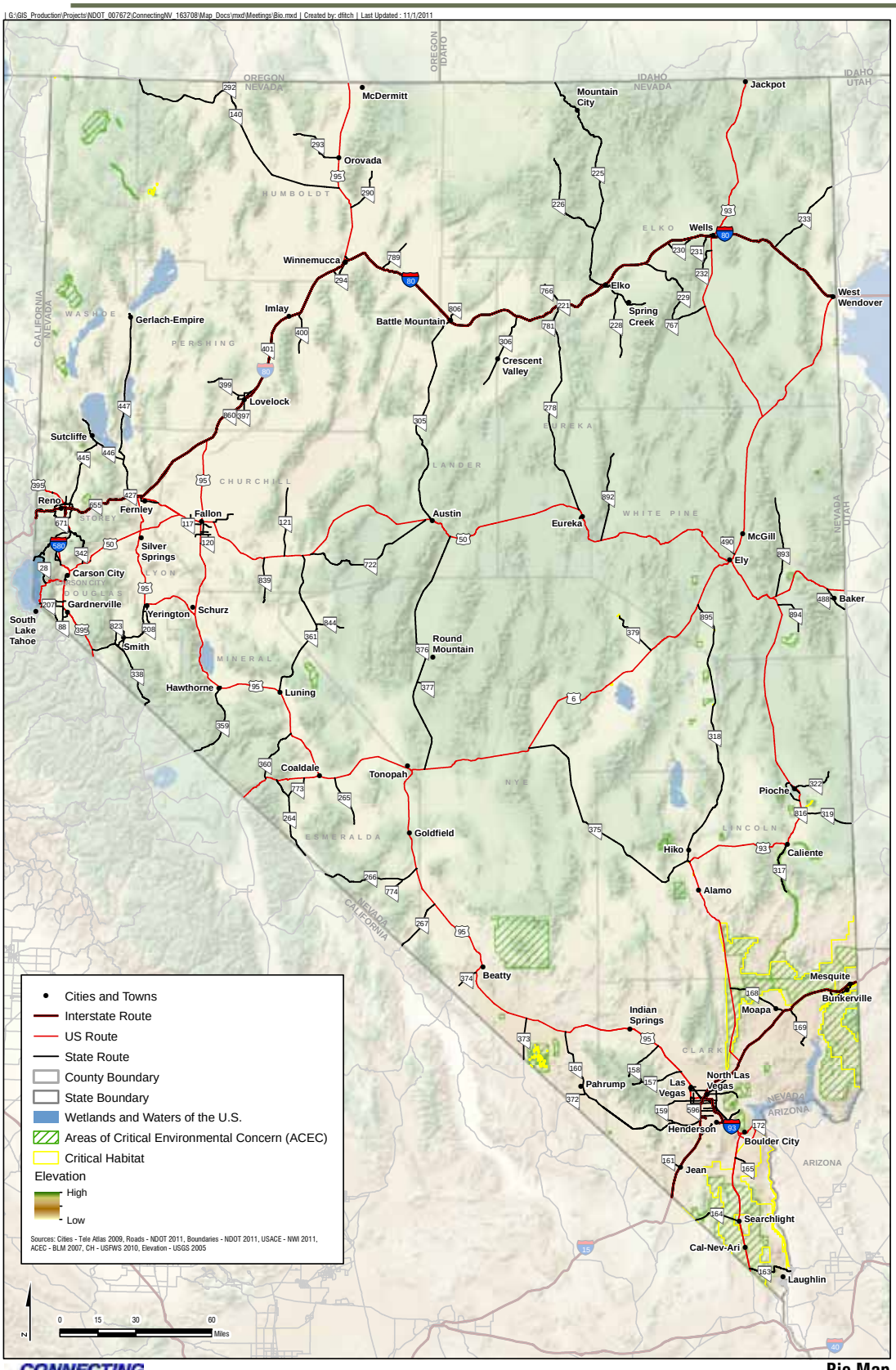
The 1972 Clean Water Act (CWA) was enacted to protect our health and environment by reducing pollution in streams, lakes, rivers, wetlands, and other waterways. Section 404 of the CWA defines waters of the United States to mean the interstate "navigable waters" of the United States, including the territorial seas, that are currently, have been used in the past, or may be used in the future for foreign or interstate commerce. Specifically, such waters may be interstate lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, whose use, degradation, or destruction could affect interstate or foreign commerce activities. Waters of the United States in Nevada are:

- Lake Tahoe
- Lake Mead
- Carson River
- Truckee River
- Walker River
- Humboldt River
- Las Vegas Wash
- any tributary to these water systems

Transportation System Impacts

Constructing or rebuilding transportation infrastructure in ACECs, critical habitats, or near waters of the United States is not prohibited. However, consultation with the appropriate agency (or agencies) is needed, along with studying the project effects and identifying, if needed, mitigation measures. These steps may add time and cost to a project.

Figure 13. Biophysical Environment



Energy Resources

In 2010, the value of overall mineral and energy production in Nevada increased to an all-time high of $7.72 billion, up substantially from the previous high of $6.26 billion in 2008 (Nevada Bureau of Mines and Geology Special Publication MI-2010, The Nevada Mineral Industry 2010).

Mining

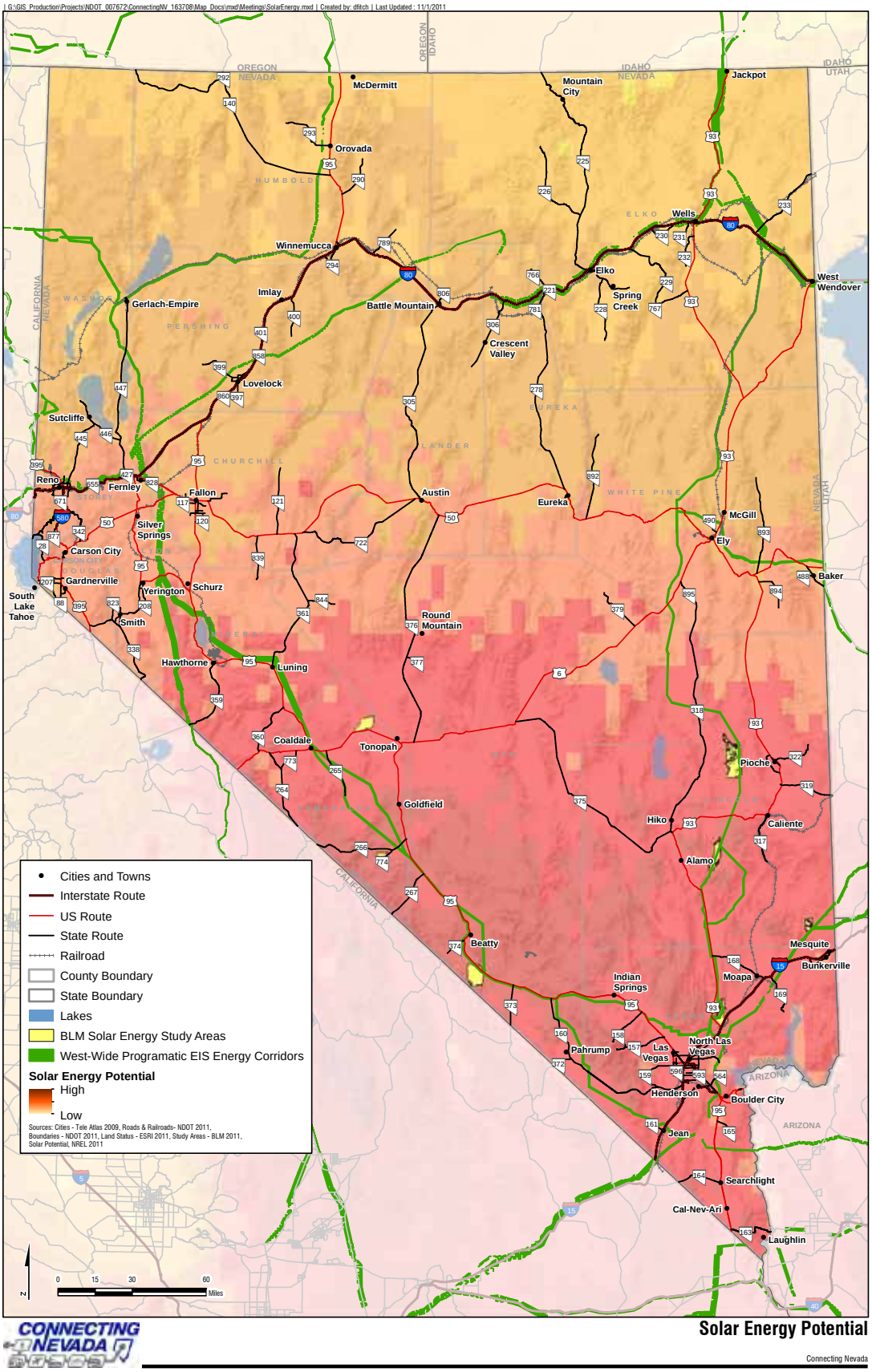
Minining in Nevada is a very significant contributor to the State's economy. According to the Nevada Bureau of Mines and Geology, the value of overall mineral and energy production in Nevada increased to an all-time high of $7.72 billion in 2010. The mining industry directly employed 12,210 people in 2010 (including oil; according to the Nevada Department of Employment, Training and Rehabilitation, http://www.nevadaworkforce.com/), and the industry is responsible for another 51,000 jobs related to providing the goods and services needed by the industry and its employees (Nevada Bureau of Mines and Geology). Gold production in Nevada accounts for 72 percent of the total gold produced in the United States. Nevada ranked first in the United States in terms of value of overall nonfuel (excluding oil, gas, coal, uranium, and geothermal) mineral production in 2010 (according to the U.S. Geological Survey, Mineral Commodity Summaries 2011). The contributions that mining makes to the economies of Nevada and the United States are significant in terms of jobs, commerce, taxes, improvements to the infrastructure, and lowering the U.S. trade deficit (http://www.nbmg.unr.edu/Pubs/mi/mi2010/mi2010.pdf).

Renewable Energy

In addition to mineral resources, Nevada produces substantial amounts of renewable energy. Electrical power from geothermal energy production in Nevada in 2010 was valued at $145 million. The value of petroleum was $27 million. According to the Nevada State Energy Office, renewable energy accounted for 572 megawatts of energy production in 2011, with an additional 226 megawatts added to date in 2012 (as of May 2012). The majority of this energy production is geothermal, followed by solar (photovoltaic) and wind (see Figure 14, Solar Energy Potential).

Development of renewable energy resources affects the transportation system in a number of ways. Many of the energy projects are located in rural areas, requiring travel for construction and ongoing maintenance along the state's highways. Energy transmission from these facilities often requires new transmission corridors that may be co-located with existing road corridors, but more often require identification and development of new corridors. Nevada's New Energy Industry Task Force (established by Nevada Revised Statute 701.500) is charged with examining energy transmission issues and assessing a regional market for Nevada's renewable energy resources. The Nevada State Energy Office is coordinating the efforts of the task force with other state, regional, and federal organizations to identify and establish corridors for the transmission of electricity in Nevada.

Figure 14. Solar Energy Potential



Climate Change

Mining requires energy, and while industry growth will increase demand, we recognize our responsibility to address climate change through initiatives to reduce energy consumption and develop renewable energy. Fortunately, there is significant potential in Nevada to develop renewable energy. According to the chairman of the Federal Energy Regulatory Commission, aggressive energy efficiency programs and the state's abundant wind, solar, and geothermal resources could provide all of Nevada's energy in the next 15 to 20 years. The challenge lies in taking steps to realize this potential (see the Nevada Mining Association website, http://www.nevadamining.org/issues_policy/outlook.php)

Population and Demographics

According to a U.S. Census Bureau estimate, the 2011 United States population was more than 310.5 million. Looking at the past decade, the U.S. population grew by 9.7 percent, from 281.4 million in 2000 to 308.7 million in 2010. Nevada gained the most as a percentage of its 2000 count, with a 35 percent increase. With three of Nevada's four largest cities, Clark County predictably dominated the state's population growth by increasing 42 percent. More than two-thirds of the state's population lives in the Las Vegas metropolitan area. The neighboring state of California is the most populous state, with 37.3 million people.

Nevada was ranked 35th in population in the United State, with a total population of 2.7 million in 2010. Between 1990 and 2000, Nevada's population grew from 1.2 million to 2 million, an increase of 66 percent—by far the decade's largest increase among the 50 states. It was also the fourth consecutive decade in which Nevada was the country's fastest-growing state and had a population growth rate over 50 percent. The U.S. Census Bureau projects that the Nevada population will grow to 4.3 million in 2030, based on 2000 data.

This population growth was mirrored by the growth of employment during the prior decades. Between 1990 and 2000, Nevada's employment grew from 621,000 to 1 million, and continued to grow until the start of the recession in 2008. According to 10-year industry employment projections for 2008 to 2018, released by the Nevada Workforce Informer (the research and analysis arm of the Nevada Department of Employment, Training and Rehabilitation), more bright spots than dark ones are on the horizon. Industries experiencing the greatest declines for this period include building and construction (especially in subdivisions and commercial buildings), real estate, motor vehicle parts manufacturing, and publishing. Yet remarkable growth—in some cases by up to one-third or more of the current workforce—is expected in mining; manufacturing (food, plastics, metals, machinery, and paper); wholesalers and retailers of clothing, shoes, appliances, and electronics; civil engineering and road construction; Internet and data services, including systems and tech support (by as much as 50 percent); financial services; educational support services (by nearly 60 percent); and independent artists, writers, and performers. Nevada has been especially hard hit by the recent economic downturn.

Demographics

The median age in Nevada, 35.6, is lower than the median age of the nation, 36.4 (see Table 4). The population for different minority groups is also presented in the table, which shows that the minority population is growing. The median household income was $53,310, higher than the national level of $50,221.

Table 4. Demographics of Nevada

Description	2000[a]	2010[b]
Population	1,998,257	2,700,551
Persons under 5 years	7.3	7.7
Persons under 18 years	25.6	25.8
Persons 65 years and over	11.0	11.6
Median age for Nevada[c], years	35.0	35.6
Female, 2009	49.1	49.1
Minority population	34.8	45.9
Hispanic or Latino origin	19.7	26.5
Black or African American	6.6	7.7
American Indian or Alaska Native	1.1	0.9
Asian	4.4	7.1
Native Hawaiian and Other Pacific Islander	0.4	0.6
Some Other Race alone	0.1	0.2
Two or More Races	2.5	2.9
	1999	2009
Median household income	$44,581	$53,310

Source: U.S. Census Bureau

a Census 2000 Summary File 1 (SF 1) 100-percent Data
b Census 2010 Demographic Profile
c Nevada State Demographer

Projections of Population and Employment

RTC AND MPO POPULATION AND EMPLOYMENT PROJECTIONS

Regional Transportation Commission of Southern Nevada

Construction employment peaked in June 2006. After that, Nevada was affected by the spike in gasoline prices in 2007 and the crisis in the financial markets in 2008. Nevada's total employment peaked in May 2007. Nevada was the fastest-growing state in the country in 2007. The previous year, Arizona was the fastest-growing state, and before that Nevada was the fastest-growing state for 19 years. Between the peak and the bottom, Nevada has lost over 196,000 jobs. Job loss in Nevada appears to be flattening out with the low point occurring in January 2010. Figure 15, page 67, shows population and employment trends in the Las Vegas area.

Regional Transportation Commission of Washoe County

Between 1990 and 2005, according to the U.S. Census Bureau, the Washoe County population increased from 121,000 to 396,421. During the same time, employment increased from 54,000 to 216,000. Land use data used to prepare the Regional Transportation Plan were obtained from the Cities of Reno and Sparks and Washoe County for 2007, and these data represent the build-out of all master-planned, approved, and highly likely development. Table 5 shows the projected population for different time frames. Table 6 shows the population and employment for the Reno/Sparks area as of 2007.

Table 5. Population Projections for Washoe County

Year	Washoe County
2009–2010	440,000
2011–2015	485,000
2016–2022	550,000
2023–2030	620,000
2031–2039	730,000
2040–2044	800,000

Source: Regional Transportation Plan, RTC of Washoe County http://www.rtcwashoe.com/planning-7

Table 6. Population and Employment Projections for Reno/Sparks Urban Area

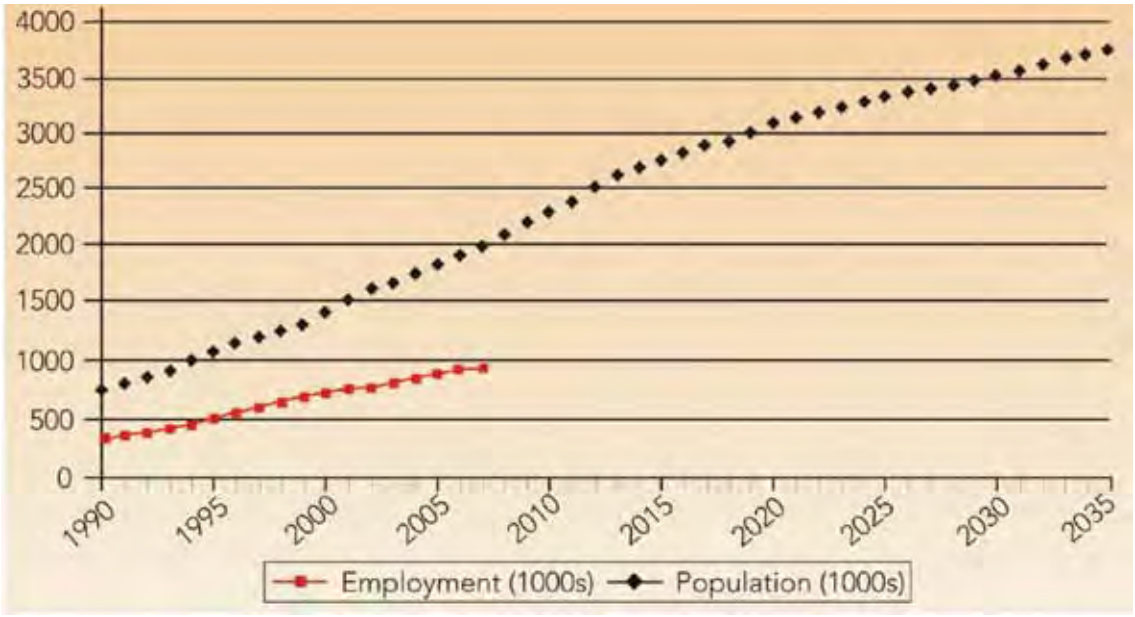
Description	2007	2013	2018	2030	2040
Population	385,321	490,104	577,005	720,154	790,121
Employment	208,121	274,321	319,943	414,054	444,841

Source: Regional Transportation Plan, RTC of Washoe County http://www.rtcwashoe.com/planning-7

Carson Area Metropolitan Planning Organization

Household, employment, and land use data for the CAMPO area were obtained with assistance from the local planning departments of Carson City and Douglas and Lyon Counties. This information was used to develop the CAMPO travel demand model. Based on the model, the total number of households in the CAMPO model area is estimated to increase from approximately 32,000 in 2011 to 37,100 in 2035. This represents a modest increase of nearly 14 percent. Likewise, employment within the CAMPO area is estimated to increase from nearly 32,200 jobs in 2011 to 38,900 in 2035, which translates to a 17 percent increase. The portions of Douglas and Lyon Counties within the CAMPO area are estimated to experience a nearly equal rate of growth in the number of households (approximately a 17 percent increase), and Carson City is estimated to grow by roughly 12 percent. The increase in employment by 2035 is estimated to occur consistently between the three counties on a percentage basis, with Carson City showing only a slightly higher rate of growth than the other two counties.

Figure 15. Population and Employment of Las Vegas Area.



Source: Regional Transportation Plan, RTC of Southern Nevada, http://www.rtcsnv.com/mpo/plansstudies/rtp0930/

Carson City is expected to have the most significant net increase in the number of jobs, with over 5,800 new jobs by 2035 (nearly double the estimated increase in the number of Carson City households). This projection indicates a potential increase in the number of daily employment-related trips entering Carson City from adjacent counties. Carson City will likely become more of a regional employment destination by 2035, with an increase in the number of "bedroom" communities in the surrounding areas. Although the CAMPO planning area will likely be larger in 2035 than it is today, the travel demand model assumes the same geography for existing and forecast years. Based on this assumption, the relative proportion of households and employment for the three counties is expected to remain fairly constant.

Tahoe Metropolitan Planning Organization

The total resident population of the Tahoe Metropolitan Planning Organization grew between 1990 and 2000 from approximately 52,600 to 62,800, but declined between 2000 and 2010 to 54,500 (U.S. Census 1990, 2000, and 2010). Because the Tahoe Region is a vacation destination and contains many residences that serve as second homes, the overall population also fluctuates seasonally.

For the Connecting Nevada State Travel Demand Model, projections for the Tahoe Metropolitan Planning Organization area based on modest population increase; using a compound annual growth rate of one-half of one percent through 2060. This increase would result in projected 2030 population of 60,590 (the 2012 Regional Transportation Plan, Mobility 2035, reports a 2035 forecast population of 60,365).

STATEWIDE POPULATION AND EMPLOYMENT PROJECTIONS

The U.S. Census Bureau projects the population of Nevada to be over 4 million for 2030. The projection was based on growth from the 2000 population. The population projections of the Nevada State Demographer for future years are shown in Table 7.

The data projections shown in Table 7 are based on a 2010 estimate. The current economic slowdown that started in 2008 adversely affected the state's employment outlook. In fact, the 2010 unemployment rate of 14.9 percent in the state was the highest in the United States. The economic slowdown also resulted in the reversal of the unprecedented population growth that the state has experienced during the past two decades; according to the State Demographer, Nevada experienced a drop in population of 10,654 from 2009 to 2010. In addition, the State Demographer anticipates a relatively flat growth rate (0.0 to 0.3 percent) until 2014.

Table 7. Population Projections for Nevada (based on a 2010 estimate)

2016	2023	2030
2,949,178	3,156,394	4,282,102

Sources: Nevada State Demographer (October 1, 2011)

Figures 16 and 17 (pages 70 and 71) show the state's population density for 2010 and 2060, respectively. Figures 18 and 19 (pages 72 and 73) show the state's employment density for 2010 and 2060, respectively.

Regional Economic Models, Inc. (REMI), projected employment for Nevada with a low job growth rate, as shown in Table 8. The model used for the projections covers Nevada's 17 counties. The model has a 30-year history and is used as a tool for conducting projections as well as looking at economic impacts of specific projects. The REMI model allows the user to look at how regional economies interact with each other and with the nation as a whole. The current model was created with federal data beginning in 2001 using the North American Industrial Classification System, which was implemented at that time. The data goes back through 2007, and the years from 2008 forward are modeled. This short data history coincides with a period when some of Nevada's counties had record population growth and mining recovery from the downturn of the late 1990s.

Table 8. Employment Projections for Nevada with Low Job Growth

2016	2023	2030
1,587,134	1,620,222	1,669,181

Source: Nevada State Demographer

The Local Area Unemployment Statistics program, which is a part of Nevada Workforce Informer, produces monthly and annual employment, unemployment, and labor force data for census regions and divisions, states, counties, metropolitan areas, and many cities, by place of residence. The program provides labor force data (employment and unemployment rates) for each state and substate area (metropolitan areas, counties, and cities with populations larger than 25,000). Long-term industry projections are produced every 2 years for Nevada, Las Vegas metropolitan statistical area (MSA), Reno MSA, Carson City MSA, and the two "balance of state" areas. The statewide employment projection for 2018 (based on 2008 employment) is 1.4 million (Nevada Workforce Informer 2010).

Populations for Nevada's counties are shown in Table 9, page 74, and are derived from the Nevada State Demographer. This information was published in October 2011, and the projections are based on the 2010 population. The majority of the population resides in Clark and Washoe Counties.

Figure 16. 2010 Estimated Population Density

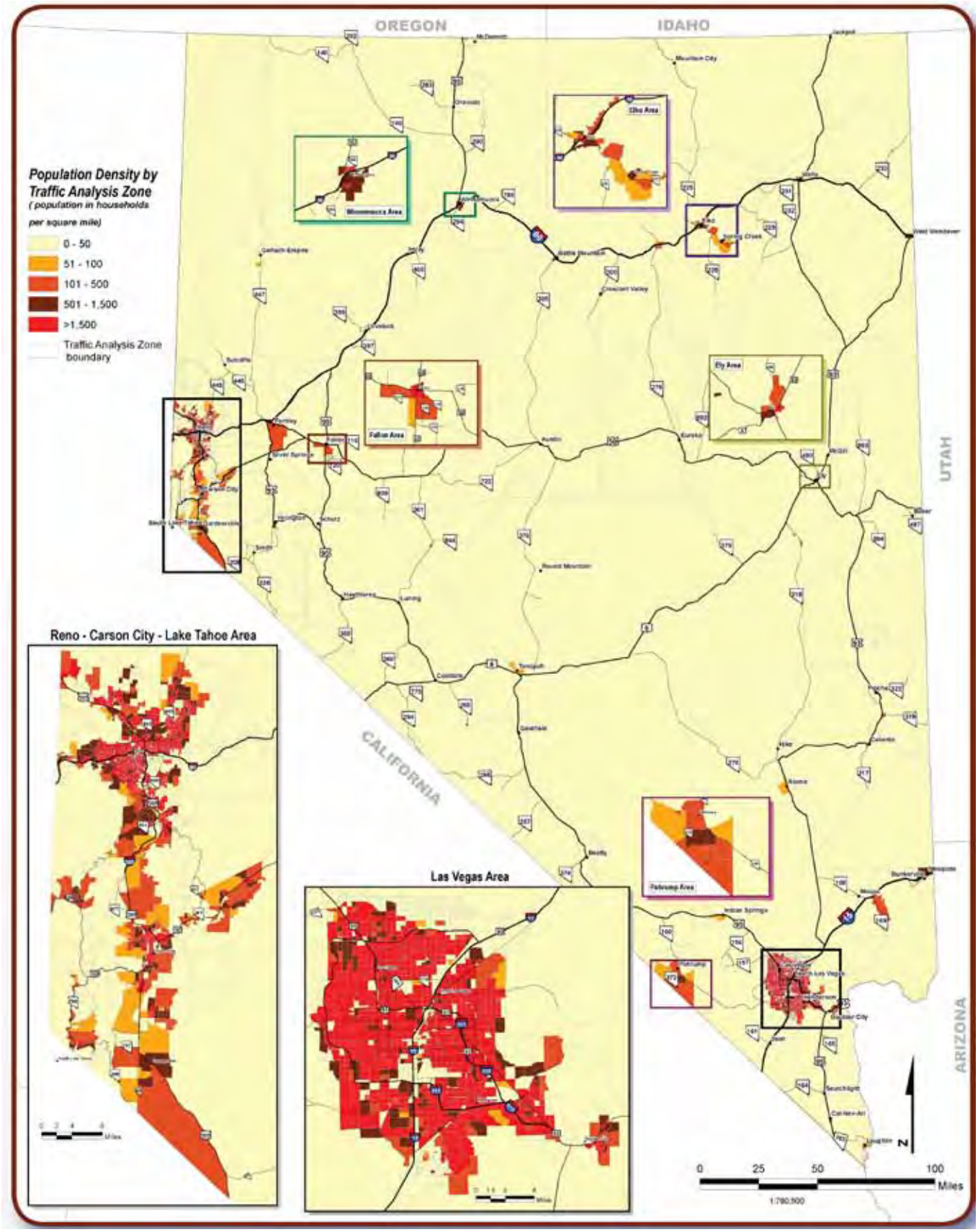


Figure 17. 2060 Projected Population Density

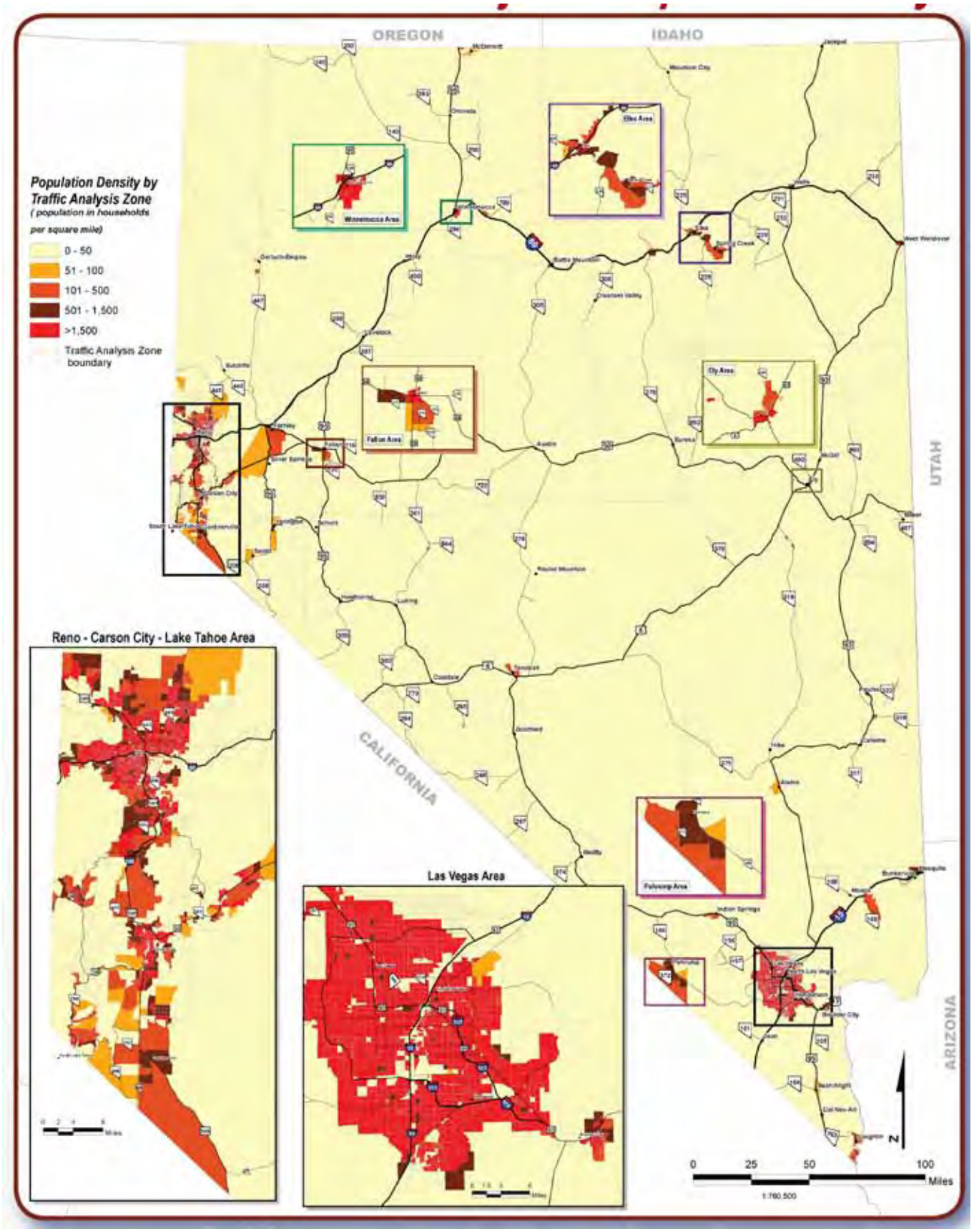


Figure 18. 2010 Estimated Employment Density

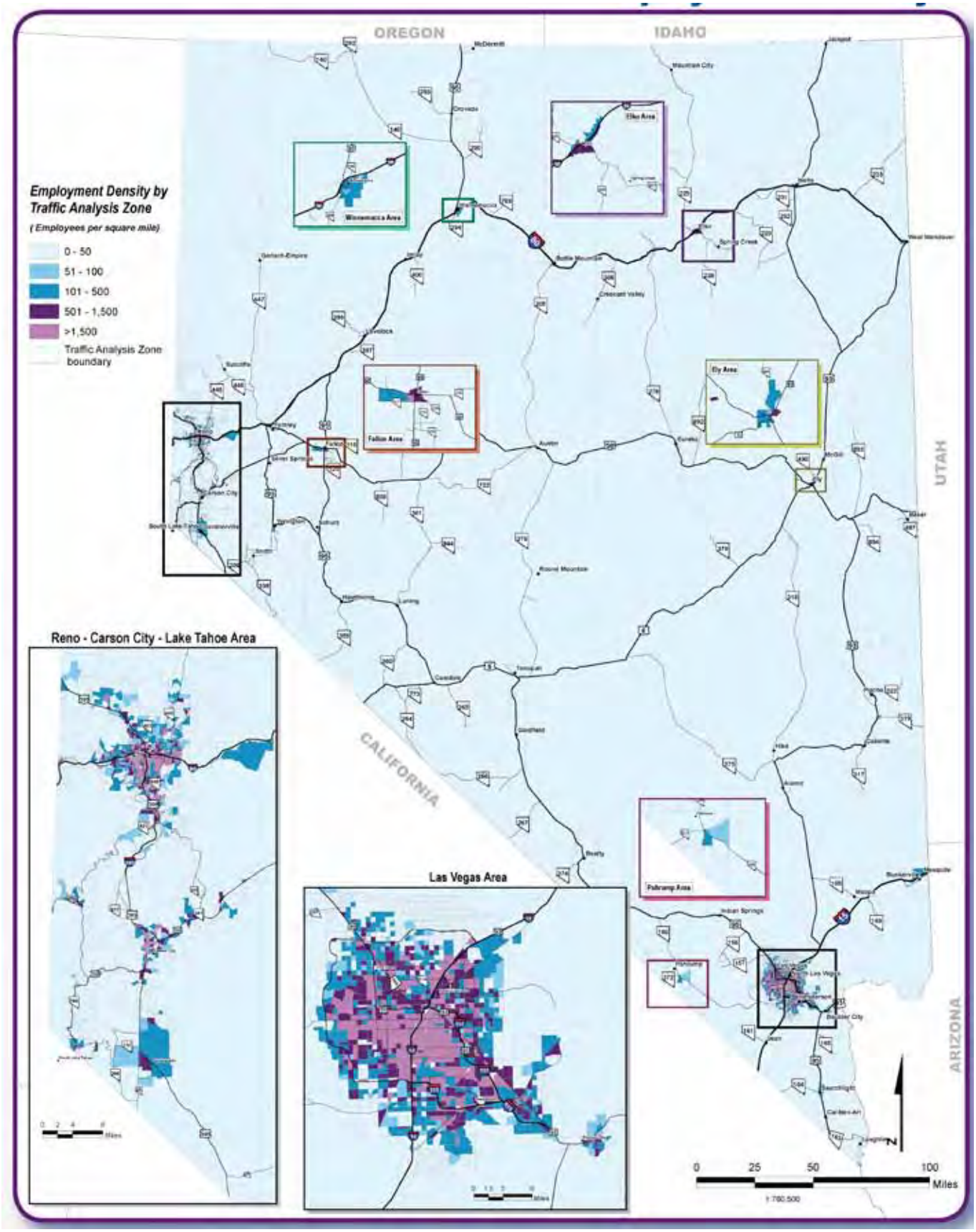


Figure 19. 2060 Projected Employment Density

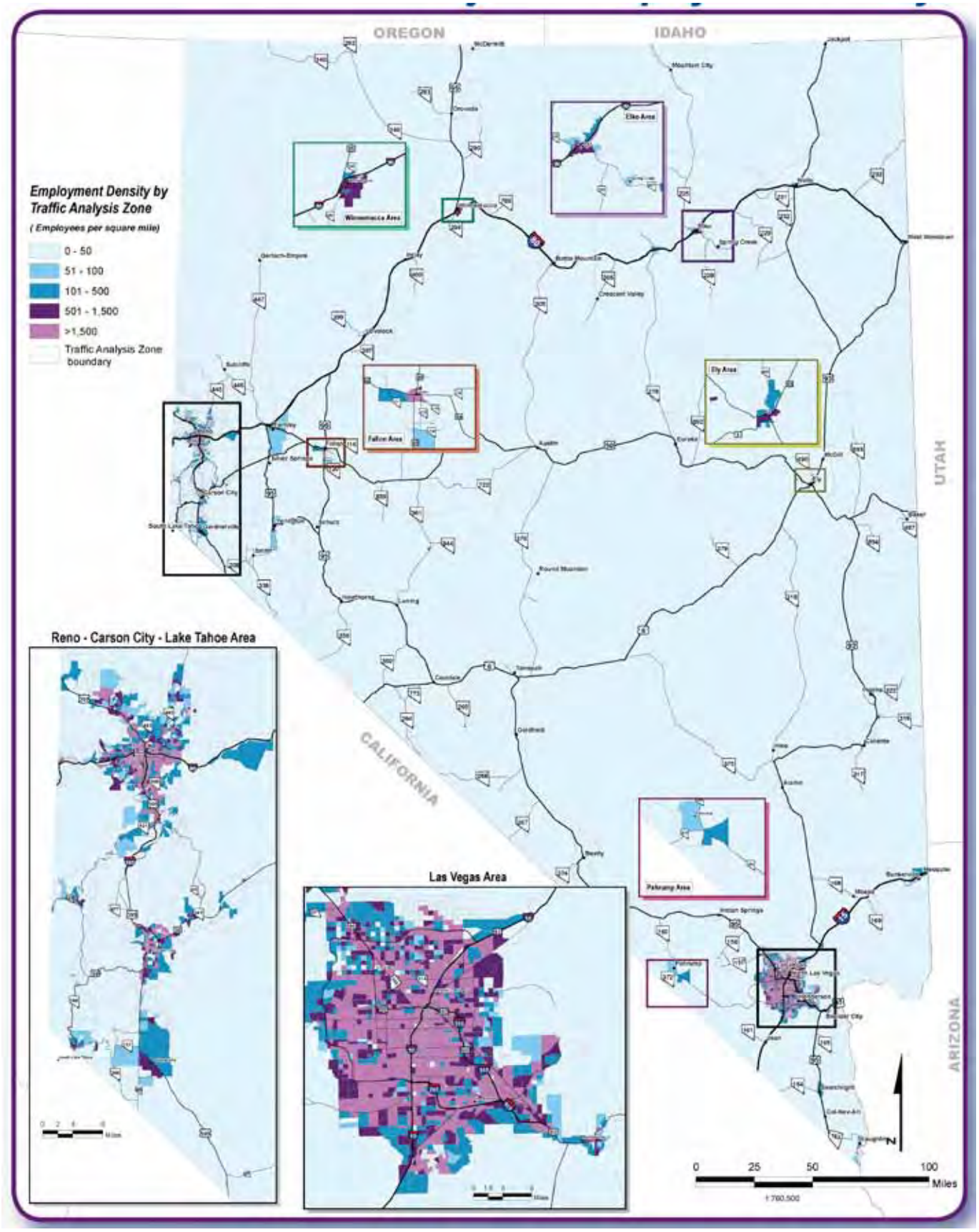


Table 9. Nevada Counties Future Employment Growth Trends

Area	EMPLOYMENT			
	2010	2020	2030	2060
Carson City County	24,814	28,143	33,183	44,712
Churchill County	7,527	8,291	9,029	11,867
Clark County	811,933	983,563	1,149,089	1,984,353
Douglas County	16,973	18,174	19,383	22,634
Elko County	20,868	22,114	26,161	36,713
Esmeralda County	618	628	634	660
Eureka County	3,482	4,028	4,562	6,834
Humboldt County	6,936	8,650	10,327	18,732
Lander County	1,956	2,020	2,070	2,254
Lincoln County	1,382	1,547	1,694	2,304
Lyon County	11,917	13,179	14,749	22,044
Mineral County	1,529	1,698	1,848	2,457
Nye County	8,392	9,336	10,237	13,782
Pershing County	1,153	1,213	1,256	1,425
Storey County	2,572	2,815	3,052	3,943
Washoe County	184,685	220,247	261,293	436,757
White Pine County	3,500	3,862	4,207	5,553
Nevada Total	1,110,237	1,329,508	1,552,774	2,617,024

Source: HDR (2012).

Neighboring States Growth Projections

Projections of the population are estimates that illustrate plausible courses of future population change based on assumptions about future births, deaths, net international migration, and domestic migration. Projected numbers are typically based on an estimated population consistent with the most recent decennial census. In some cases, several alternative series of projections are produced based on alternative future assumptions. Nevada's neighboring states are shown in Figure 20.

Figure 20. Nevada's Neighboring States

Table 10, next page, shows a comparison of population and employment data for the base and projected year for surrounding states. The state projections are based on the general assumption that recent demographic trends will continue in the future. The projections represent the results of incorporating these assumptions in a mathematical projection model and are not forecasts of what future population trends will be.

This demographic information will serve as the framework for developing a statewide comprehensive multimodal transportation planning effort that will identity transportation projects that best respond to transportation needs in Nevada. It is important to make sure that these transportation projects provide connectivity to adjacent states to ensure Nevada's economic vitality.

Table 10 Population and Employment Projections of Neighboring States

State	Population				Employment			
	2010	2020	2030	2060	2010	2020	2030	2060
Arizona	6,391,851	7,661,813	8,931,726	14,190,137	2,369,699	2,999,315	3,628,993	6,689,917
California	37,253,410	40,712,730	44,171,960	54,785,831	14,382,349	15,621,576	16,880,604	20,635,094
Colorado	5,029,196	6,021,722	7,014,248	11,553,271	2,141,264	2,563,850	2,986,434	4,919,000
Idaho	1,567,582	1,768,604	1,969,624	2,774,041	604,372	681,880	759,373	1,069,508
Nevada	2,664,397	3,226,632	3,589,898	5,675,183	1,110,237	1,329,508	1,552,774	2,617,024
Oregon	3,831,074	4,359,555	4,888,031	7,077,767	1,594,368	1,816,571	2,038,760	2,960,798
Utah	2,763,885	3,575,862	4,387,831	6,840,187	1,141,014	1,469,499	1,797,960	2,782,366
Regional Totals	**59,501,395**	**67,326,918**	**74,953,318**	**102,896,417**	**23,343,303**	**26,482,199**	**29,644,898**	**41,673,707**

Sources:

Arizona, ADOT Statewide Travel Demand Model (May, 2012) through 2050;

California, Department of Finance (2012) through 2050;

Colorado, Colorado Dept. of Local Affairs (2012) through 2030;

Idaho, U.S. Census (2005) through 2030;

Nevada (rural areas), Nevada State Demographer [2011], HDR (July, 2012);

New Mexico, U.S. Census (2005) through 2030;

Oregon, Oregon Office of Economic Analysis (2004) through 2030;

Utah, UT Governor's Office of Planning and Budget (2011) through 2060;

Washington, State Office of Financial Management (2011) through 2030;

Wyoming, WY Department of Administration and Analysis (2011) through 2030. All forecasts beyond state projection horizons, HDR (2012).

Economics

All economies are intricately linked with the transportation network. Tourism relies on the transportation network to distribute people to destinations throughout the state. In addition, multimodal transportation systems in Nevada support mining, agriculture, manufacturing, and warehousing and distribution centers.

Nevada's unemployment rate fell to 11.8 percent in September 2012, according to an October 19, 2012, press release from the Nevada Department of Employment, Training and Rehabilitation (http://detr.state.nv.us/Press/UI_Rate_Releases/2012/September_2012.pdf). In July 2010, the Clark County unemployment rate hit a high of 15.7 percent.

The University of Nevada College of Business Center for Business and Economic Research noted in April 2011 that the Nevada economy is showing initial signs of recovery, more than 18 months after the U.S. economy began its recovery.

Partners in economic development in western Nevada adapted the U.S. Department of Agriculture's Rural Development Stronger Economies Together (SET) program to prepare an Economic Development Blueprint for Western Nevada. Stronger SET is a strategic planning program designed to help communities in rural America work together on a regional basis to create economic development plans based on current and emerging economic strengths in each region. Over 200 individuals participated in the western Nevada SET workshops, the results of which were released in November 2012.

The primary industry in the urban counties is tourism and gaming services. In the comparatively rural or slower growing areas, the primary industries are mining and agriculture, with some local dependence on tourism, recreation, service, and government sector employment. Mining of resources such as gold, silver, and molybdenum fluctuates depending on national or international demand and resource availability. Agriculture provides a relatively stable economic base; however, there are natural and physical resource limitations on agricultural potential.

The following sections provide a brief overview of some of the existing and emerging economic activities in the state that are intrinsically linked to the transportation system.

Freight

According to the Long-range Transportation Plan, truckers are the third-largest motorist group using state highways, after commuters and tourists. I-15 and I-80 are among the busiest truck-freight corridors in the nation (LRTP, 2008). The I-15 Mobility Alliance—a cooperative alliance of the California, Nevada, Arizona, and Utah DOTs formed to develop a long-range multimodal transportation system master plan for the I-15 corridor—reported in 2011 that average truck traffic on I-15 in Nevada is 20 percent. The percentage of truck traffic on I-80 through the northern portion of the state is twice this amount.

Nevada is the western region transportation link. With a market area of 51 million people within one day's drive, firms can take advantage of Nevada's low costs of taxation and operation and still easily ship to a multitude of states including California, the world's sixth-largest marketplace.

More than 150 carriers serve Nevada, offering transcontinental, fast-freight, and van-line shipping to all major markets.

Union Pacific Railroad is the largest freight railroad serving Nevada, operating more than 1,200 miles of line. As noted previously, Union Pacific Railroad crosses both Northern and Southern Nevada.

Gaming

Nevada's economy is overwhelmingly based on tourism, especially gaming, (legalized in 1931) and resort industries centered in Las Vegas and, to a lesser degree, in Reno and Lake Tahoe. In Nevada, gaming taxes accounting for 34 percent of general fund tax revenues. The service sector employs approximately one-half of Nevada's workers either directly or indirectly.

Tourism and Recreation

Tourism and recreation are essential to Nevadans' quality of life. In addition to the tourism-driven economies of Las Vegas, and to a lesser extent Reno, much of the recreation in the state occurs on public land. The value of and need for recreation and open space should be clearly recognized and provided for in the future. Nongaming recreation has helped diversify the state's economy.

Mining

With a calculated value of nearly $5 billion, Nevada's mineral industry is a major economic driver in the state. The state is the nation's leading producer of gold, barite, lithium, and copper, as well as other minerals. Gold production in Nevada accounts for 72 percent of the total gold produced in the United States. Nevada's gold production by itself would make it the fourth-largest producer in the world. The BLM Nevada State Office records 49 percent of all the mining claims filed on public land in the United States.

Renewable Energy

Renewable energy industries have grown at a rate of 20 percent or more over the last two decades. Wind, geothermal energy, biomass, and the potential hydrogen economy will continue to grow rapidly for the foreseeable future. Nevada's natural renewable resources place Nevada at the forefront of these emerging economies.

Nevada is rich in geothermal resources and is second only to California in the production of geothermal power. Unlike fossil fuel plants, which use transportable fuel sources, renewable energy plants use resources that cannot be moved. To develop a renewable energy resource, the power plant must be built at the source; to develop Nevada's renewable resources means improving and expanding the state's transmission grid to reach each resource center.

Ranching

There are about 45 million acres of public rangelands in Nevada. According to the BLM website, there are 550 operators, or permittees, with a total of 635 permits to graze livestock. The state's leading agricultural industry is raising and selling beef cattle. Crops consist mainly of hay, alfalfa, seed, barley, wheat, and potatoes.

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Cave Rock, Lake Tahoe

Planning Tools

In Section 2: the Nevada Statewide Travel Demand Model; Connecting Nevada website; the webmap; and, data compilation.

In the process of developing the Connecting Nevada plan, a number of planning tools were created to work with the data collected for, and generated by the project. The information provides some of the key deliverables of the Connecting Nevada process, and is described in this section.

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Nevada Statewide Travel Demand Model

Introduction

The Nevada Statewide Travel Demand Model (NVTDM) is one of the primary tools developed to support the Connecting Nevada planning effort. The model can test new major corridors and identify deficiencies on state highways and interstate facilities outside the coverage area of the current urban transportation models. The model also has the ability to run different scenarios.

Including Nevada, NVTDM covers 11 western states. The model is most detailed within Nevada, with resolution decreasing as distance from the state increases. This larger model area provides a context for forecasting long-distance truck and personal vehicle trips that cross state lines. Figure 21 shows the NVTDM model area. Figure 22 shows the model network which contains 3,766 individual Traffic Analysis Zones (TAZs), 3,633 of which are within Nevada.

Nevada's statewide travel demand is characterized by its unique economy and urban-rural dichotomy. To distinguish between underlying travel behaviors, NVTDM frames travel as five separate markets:

- Short-distance resident trips – Home-based or non-home-based trips, typically less than 50 miles and made for personal reasons in addition to work commute trips
- Short-distance visitor trips – Hotel-based or non-hotel-based trips, typically less than 50 miles and made for gaming, convention, or other social-recreational purposes
- Long-distance person trips – Home-based person trips, more than 50 miles in length and made for personal or business reasons
- Short-distance truck trips – Truck trips made for short distances within Nevada, including mining-related truck activity
- Long-distance truck trips – Regional truck trips carrying commodities between states and urban areas

Short-distance trips by residents are the largest travel market in NVTDM. Most of these trips are concentrated in the urban areas and are typically handled by urban travel demand models. Resident trips are also an important travel market in rural areas; however, rural travel behavior may be somewhat different than urban travel behavior. Longer distances between employment centers, and Nevada's dispersed rural population, means that some of these daily trips will be longer than seen in an urban area.

Some types of jobs require a longer commute; an example are jobs in the mining industry. In fact, due partially to this necessity several mining companies offer their employees transportation in buses to remote job sites. According to the U.S. Census Spring Creek, a rural community outside of Elko, Nevada, has average commute times of nearly 40 minutes, whereas, urbanized areas such as Reno have average travel times of less than half this.

Visitor trips are unique to Nevada's tourist economy. These are trips made by multiday visitors staying in hotels or resorts. One key difference between visitor and resident travel behavior is trip origin and destination. Typically starting from hotels, visitors travel to convention centers, casinos, and shopping, recreation, or dining sites.

Figure 21. Nevada's Statewide Travel Demand Model Area

The Nevada Statewide Travel Demand Model encompasses 11 states and includes 3,766 individual Traffic Analysis Zones (TAZs), 3,633 of which are within Nevada (shown here).

Figure 22. Nevada's Statewide Travel Demand Model Network

The Nevada Statewide Travel Demand Model roadway network extends beyond the state boundary to cover 11 western states. This extended network and traffic analysis zone geography is aimed at capturing long distance person and truck travel at a larger scale to understand total flows.

Travel behavior also varies by the purpose of the visit and the size and composition of the traveling party. Most visitor trips also occur in the urban areas.

Long-distance person trips are also a consideration of the Nevada statewide travel market. While a small portion of overall daily travel, long-distance trips over 50 miles account for up to 15 percent of daily VMT nationwide. In rural Nevada, the distinction between long-distance trips and short-distance trips is blurred, with many making daily trips of more than 50 miles each way for school, work, shopping, or medical care. Another distinction is that while urban travel behavior is well-studied, the data on long-distance travel behavior, by comparison, is sparse.

Short-distance truck trips are an important part of Nevada's warehousing and mining activity. These are trips that move raw materials, manufactured goods, and mining equipment within Nevada. Trucks move between mining and industrial sites, retail and office buildings, and households.

Long-distance truck trips are part of the national and global supply chain moving products from California's ports and agricultural areas to markets in the Midwest or East Coast. Trucks using I-80 and I-15 are predominantly completing trips involved in long-distance commodity movement. Nevada continues in many ways to function as a bridge state for the movement of goods.

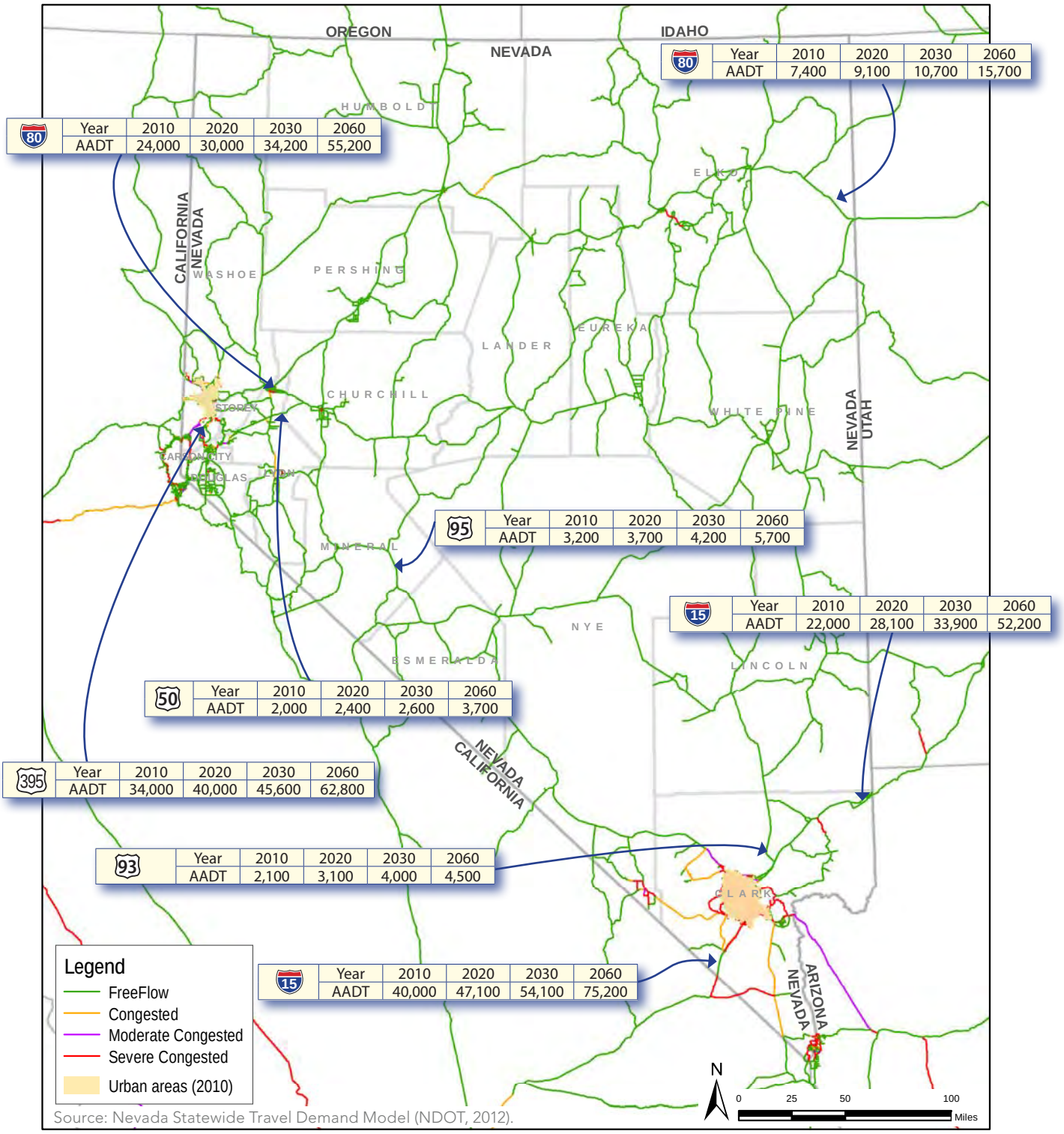
Traffic Forecasts

Socioeconomic projections prepared for the Connecting Nevada study are based on the MPOs models, State Demographer projections, and other data sources (refer to 'Data Compilation' later in this Section for a listing of the specific sources used). These projections show Nevada's population and employment more than doubling by 2060. Similar growth is expected in the surrounding western states. Most of the growth projected for Nevada will occur in existing urban areas. The 2060 NVTDM traffic forecasts reflect this trend, suggesting significant infrastructure needs to accommodate future travel demand within metropolitan areas. Figure 23 shows the 2060 forecast traffic congestion. On most highways outside of the metropolitan areas of Northern and Southern Nevada, daily traffic is forecast to double by 2060. While adequate capacity remains on most of Nevada's rural highway network to accommodate this traffic growth, the forecasts show capacity deficiencies emerging on several regional corridors by 2060, including:

- I-80 – Reno to Fernley
- US 50 – Carson City to Silver Springs
- US 95 – Silver Springs to Fernley
- State Route (SR) 160 – Pahrump to Las Vegas
- I-15 – Los Angeles to Las Vegas
- US 95 to Boulder City
- US 93 – Kingman to Boulder City

The NVTDM forecasts showed that portions of SR 789 near Winnemucca and SR 227 near Elko may also experience congestion by 2060.

Figure 23. 2060 Forecast Traffic Congestion and Estimated Daily Traffic Flow (2010, 2020, 2030, and 2060)



Source: Nevada Statewide Travel Demand Model (NDOT, 2012).

Note: AADT - Annual average daily traffic.

The above figure shows the 2060 forecasted traffic congestion and estimated daily traffic flow (2010, 2020, 2030, and 2060) for select locations. Adequate capacity remains on most of Nevada's rural highway network to accommodate this traffic growth; however, the forecasts show capacity deficiencies emerging on several regional corridors by 2060. Additional information on routes throughout the state may be obtained from the Nevada Statewide Travel Demand Model, visit www.connectingnevada.org. (Note: for future congestion information in the urbanized areas, please refer to the respective metropolitan planning organizations.)

Scenario Modeling

Scenario modeling, also known as 'what if' scenarios, is an important example of the application of the Connecting Nevada Statewide Travel Demand Model (NVTDM) to a common question posed by development - how will future traffic affect roadways?

The NVTDM was used to estimate future traffic demand and roadway improvement needs for a large master-planned development in southern Nevada (Clark and Lincoln Counties). According to the Las Vegas Review Journal[1], Coyote Springs is planned for 159,000 homes on 43,000 acres. US 93 and State Route 168 (both operating as two-lane roadways today) provide direct access to this future community.

Detailed information on the build-out timeline, project phasing, and detailed development plans are not known at this time. For this planning level analysis, the development of Coyote Springs was patterned after the Summerlin develop in Las Vegas. Using this model, it was projected that by 2030 Coyote Springs would have approximately 40,000 households with employment of 19,800.

Using the NVTDM tool and the projected socioeconomic data for the proposed development, traffic forecasts were prepared. The congestion levels based on the estimated traffic volumes generated by this development without any roadway improvements are presented in Figure 24 at right. Level of congestion is expressed from free flow to severe congestion. With the projected development and no roadway improvements, modeled traffic operations on US 93 will be severely congested in 2030.

Based on the Coyote Springs development assumptions, roadway congestion forecast for 2030 illustrates a need to widen US 93 to meet the additional traffic demand projected from the development. A scenario assuming US 93 is built as a 4-lane roadway from Las Vegas to SR 168 was tested as well. When US 93 is modeled as a 4-lane roadway the NVTDM results show the congestion level will improve from severe congested to free flow.

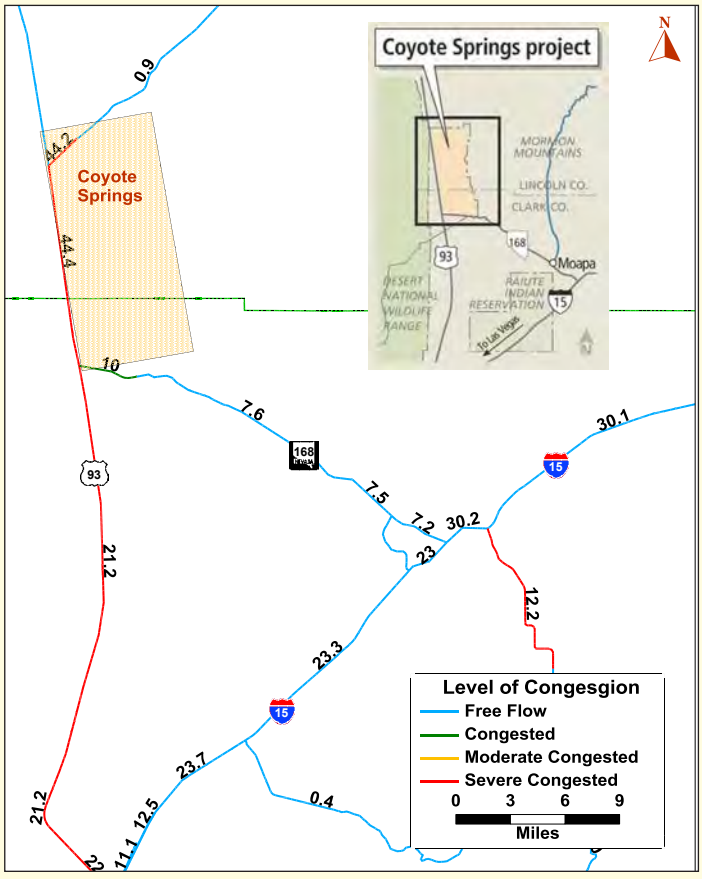


Figure 24. Coyote Springs Travel Demand Model Scenario

1. http://www.lvrj.com/business/developers-reboot-159-00-home-coyote-springs-project-north-of-las-vegas-166980936.html

Policy Recommendations

The NVTDM is an important tool to assist NDOT policy makers because it identifies improvements and prioritizes intercity connections. On the regional level, the model can also inform the MPO regional travel demand models. While the NVTDM is not meant to supplant the MPO travel demand models, it can compliment these models with its regional analysis of long-distance personal travel and long-distance goods movement.

The model should be used to monitor the effects of growth and test what-if scenarios based alternative land use or transportation improvements outside of the MPO areas. The Coyote Springs development north of Las Vegas on US 93 is one example of how NVTDM can be used to evaluate growth scenarios. Growth in cross-border trade both with Canada and Mexico can generate goods movement scenarios with the potential for increased north-to-south commodity flows traveling through Nevada. The NVTDM can help identify transportation deficiencies related to increased truck traffic.

Maintenance and Update

The MPO areas will continue to generate the most demand for travel on Nevada's roads. Close coordination between NDOT and the MPOs is necessary to maintain the NVTDM socioeconomic data and transportation network for these regions. NDOT should also partner with MPOs where possible to help maintain a statewide travel survey database.

Limitations

NVTDM is a three-step model that includes trip generation, trip distribution, and highway assignment. As Nevada continues to grow, intercity public transit between urban areas may become part of the overall transportation solution. To support intercity transit planning, NDOT should consider adding a mode choice step.

NVTDM covers 11 western states. The model should be expanded to cover all of North America. This would improve estimation of long-distance commodity flows and personal travel by reducing the number of user inputs at the perimeter of the model area.

The trip production, attraction, and distribution models behind NVTDM are based on the RTC of Southern Nevada's travel demand model (see Figure 25 to right showing the NVTDM user interface). While Clark County represents most of the state's travel activity, travel behavior varies across the state. A statewide travel survey should be conducted and used to estimate more universal statewide models.

The long-distance truck forecasts are based on FHWA's Freight Analysis Framework (FAF) database. These forecasts should be updated when new FAF data become available and be evaluated based on emerging trends in commodity flows.

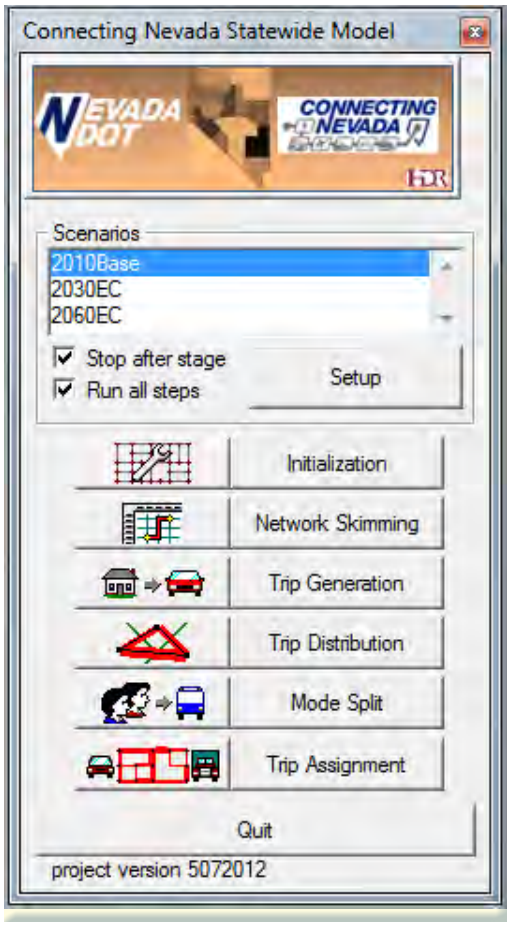


Figure 25. NVTDM User Interface

While the short-distance truck forecasts based on the FHWA's Quick Response Freight Manual II approach provided a good fit in the Reno-Tahoe region, this approach did not accurately simulate local truck activity in Clark County. Enhancements to NVTDM's short-distance truck model are needed to better simulate local truck activity statewide.

More information on travel behavior is needed for rural areas, especially regarding long-distance travel. As noted previously, trip production, attraction, and distribution models behind NVTDM are based on the RTC of Southern Nevada's travel demand model. Understanding the rural areas travel behavior will improve the performance of the NVTDM.

One scenario suggested for evaluation using the NVTDM was the expansion of intermodal facilities, such as the Sparks Intermodal Rail Facility, located in Sparks, Nevada (refer to Figure 26 for an aerial view of this facility). Limitations of NVTDM include evaluating the traffic impact of a potential development such as the Sparks facility, which generates a significant number of long distance trips. The model uses constant trip length by trip purposes. The actual distribution of long distance trips and activities associated with this type of development will not reflect well with current NVTDM algorithm. The trip interaction could be captured partially using the long distance freight model used in NVTDM, however, a comprehensive traffic study would be more appropriate in this case. NVTDM can be used as an effective tool to measure traffic impacts from a future development generating a number of short-distance local trips with defined trip purposes (such as residential and commercial developments.

Figure 26. Sparks Intermodal Rail Facility

Image Source: Google Maps (2012).

Connecting Nevada Website

The Connecting Nevada website (www.connectingnevada.org) was set up at the project start as a portal for public and project team access to important information on the project (see Figure 27). The website included links to the following Connecting Nevada webpages:

Home. The launch page for the study including links for the webmap, videos, bulletins, meeting, info, and the latest updates.

Project Background. Project summary and stakeholder priorities.

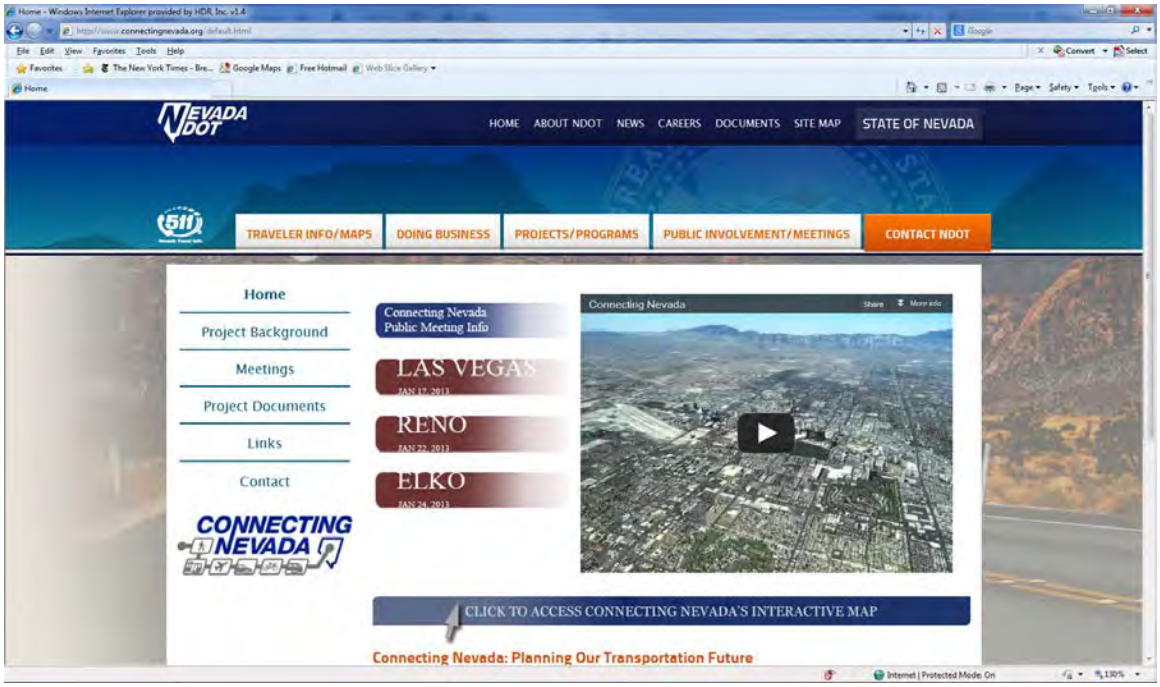
Meetings. Meeting information, handouts, agendas, etc.

Project Documents. All of the study documents are contained here including graphics, maps, and the project schedule.

Links. A list of important web resources from outside the study

Contact. Connecting Nevada contact information

Figure 27. The Connecting Nevada Website



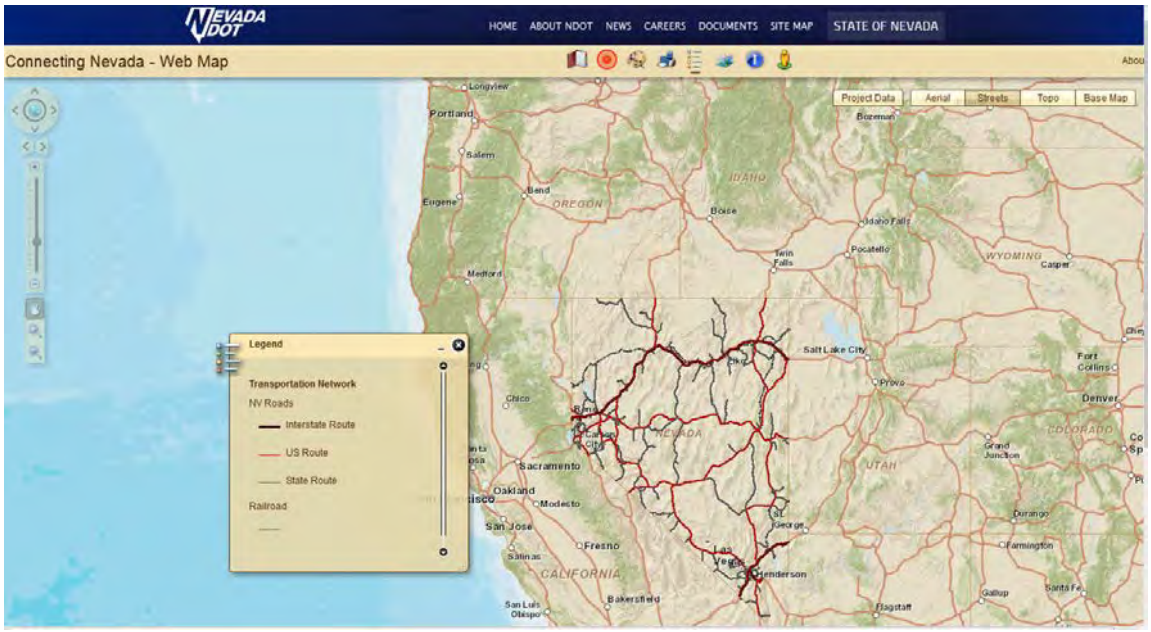
The website features several webpages providing visitors access to project information and resources (see www.connectingnevada.org).

Connecting Nevada Webmap

The Connecting Nevada webmap (see Figure 28 below) brings together various data layers that were developed in support of the Connecting Nevada project. This tool was introduced during the second round of stakeholder outreach held during August 2012. The webmap was developed to allow users to peruse the data layers developed for Connecting Nevada at their leisure from their internet browser. The goal of this tool was to allow easy access to the data that was assembled for the study.

A link to the Connecting Nevada webmap may be found at www.ConnectingNevada.org. Table 11 on the following page describes the data layers in the map and the source of the material for each layer.

Figure 28. Screen capture of the Connecting Nevada Webmap



The webmap provides internet browser access to data developed as part of the Connecting Nevada project (see gisapps.hdrprojects.com/ConNev_Secured/index.html.

Table 11. Sources of Webmap Data Layers

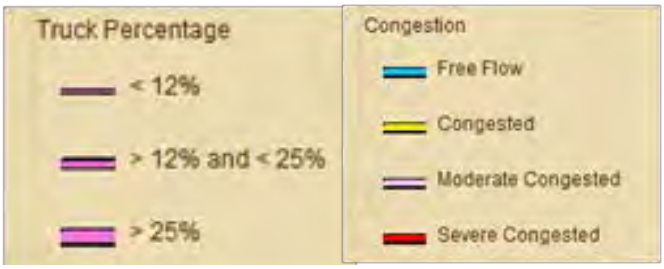
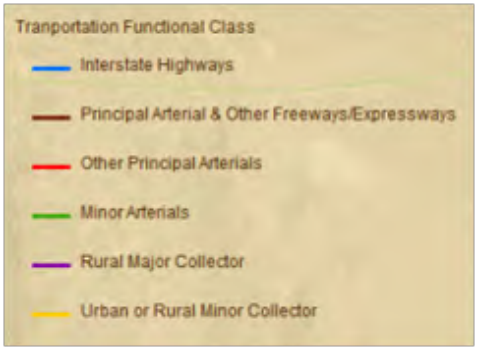
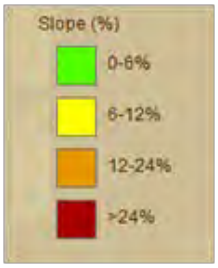
The 2060 **Truck Percentage** and 2060 **Congestion** data layers are outputs of the Nevada Statewide Travel Demand Model (HDR Engineering, Inc., 2012)	
The **Airports** layer is from Tele Atlas (2009). Tele Atlas is a private firm that provides digital data for a broad range of interests.	
The **Transportation Network** layer is from NDOT's Highway Performance Monitoring System (HPMS) [2011].	
The existing **Transportation Functional Class** layer was created using information from NDOT's HPMS (2011).	
The **Slope (%)** layer was generated from U.S. Geological Survey Digital Elevation Model (DEM) data (2009).	

Table 11. Sources of Webmap Data Layers (continued)

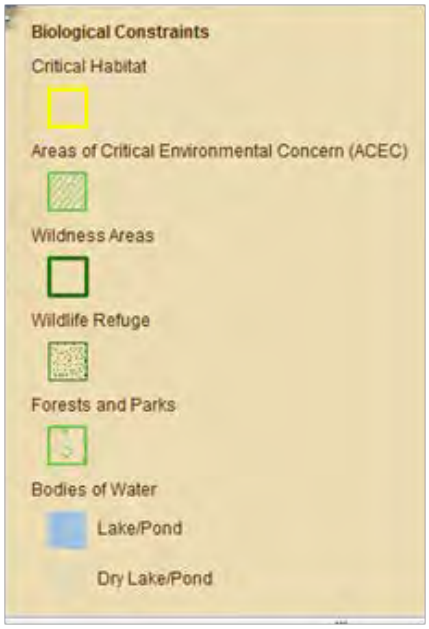
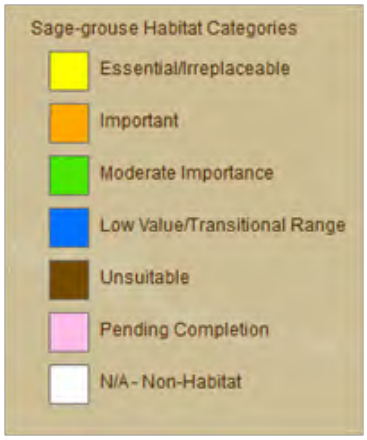
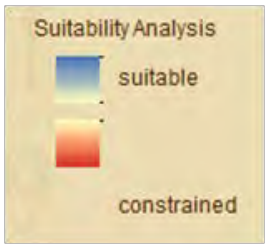
The **Biological Constraints** layer sources: Areas of Critical Environmental Concern – Bureau of Land Management (2007) Critical Habitat – U.S. Fish and Wildlife Service (2010) Wilderness Areas – U.S. National Atlas and U.S. Geological Survey (2010) Wildlife Refuges – U.S. Fish and Wildlife Service (2011) Forests and Parks – Tele Atlas and ESRI (2010) Bodies of Water – U.S. Geological Survey, U.S. Environmental Protection Agency, and ESRI (2010)	
The **Base Mapping Options** (aerial, streets, topo) are from ESRI Webmap Services.	
The **Sage-grouse Habitat Categories** layer is from the Nevada Department of Wildlife's Greater Sage-grouse Habitat Categorization Map, an analysis tool that incorporates the best available data into a statewide prioritization of Greater sage-grouse hab	

Table 11. Sources of Webmap Data Layers (c ontinued)

The **Suitability Analysis** layer looks at several layers and develops suitability based on the combined effect of these layers. Values range from "suitable" (blue) to "constrained" (red). The layers used and their weighting and category scores are shown below.



Suitability Analysis

This method assigns weighting to each criterion (data layer) and scores to each category of that criterion (see Table 12). The resultant scores are then combined into one layer. This layer shows the suitability for development based on the sum of the assigned values. The suitability scale is relative and ranges from suitable to constrained. This technique allows users to consider several constraints in concert and may be used as another tool while evaluating corridors. Values can be easily adjusted to test sensitivity to a particular resource.

Table 12. Suitability Analysis Criteria Weighting

Criterion (weighting)	Categories	Score
Slope (0.25)	<12% unconstrained	10
	12%–24% constrained	7
	>24% not developable	1
Land ownership (0.125)	Bureau of Land Management, State of Nevada	10
	Bureau of Reclamation, private	7
	Bureau of Indian Affairs, U.S. Department of Energy, U.S. Fish and Wildlife Service	4
	Forest Service, National Park Service	2
	U.S. Department of Defense	Restricted*
Environmental constraints (0.5)	Wetlands and waters of the United States, dry lake/pond, wilderness areas, wildlife refuge	2
	Areas of Critical Environmental Concern, critical habitat	1
Parks (0.125)	National Park, State Forest	2
	State and County parks	1

* The"Restricted" value assigned to the U.S. Department of Defense land indicates that this area is unsuitable for development.

Data Compilation

Data on Nevada's roadway network comprises the core of information processed as part of the project. The state's Highway Performance Monitoring System (HPMS) was used as a starting point for the Connecting Nevada base map, and the information on extent, performance, use and operating characteristics from the HPMS formed the basis for the Nevada Statewide Travel Demand Model (NVTDM).

Data formed the backbone of the analysis for the NVTDM and webmap tool. In order to successfully compile this information it was necessary to review previous transportation planning studies and reports, consult with the Metropolitan Planning Organizations, review land ownership, demographics, and the transportation network. A compilation of this information is contained in the Technical Memorandum #1 - Data Collection report that is available on the Connecting Nevada webpage.

List of select datasets and sources for the Connecting Nevada project:

1. Highway Performance Monitoring System (HPMS), Nevada Department of Transportation (2011).
2. Traffic forecasts – Nevada Statewide Travel Demand Model (HDR, 2012)
   a. 2020, 2030, and 2060 Traffic Congestion
2. Traffic Analysis Zones - Socioeconomic Forecast (HDR, 2012)

   Note: Socioeconomic projections were derived from various sources for the purpose of understanding future regional travel demand, and should not be construed as official projections of population or employment. All forecasts beyond state projection horizons were created by HDR as part of the development of the NVTDM. Socioeconomic forecasts were developed for: 2010 (base year), 2020, 2030, and 2060 (planning horizon).

   Sources:

   - Arizona, ADOT Statewide Travel Demand Model (May, 2012) through 2050;
   - California, Department of Finance (2012) through 2050;
   - Colorado, Colorado Dept. of Local Affairs (2012) through 2030;
   - Idaho, U.S. Census (2005) through 2030;
   - Nevada (rural areas), Nevada State Demographer [2011], HDR (July, 2012);
   - Nevada (urban areas), Carson Area MPO (CAMPO), RTC of Sourthern Nevada, Tahoe MPO and Washoe RTC;
   - New Mexico, U.S. Census (2005) through 2030;
   - Oregon, Oregon Office of Economic Analysis (2004) through 2030;
   - Utah, UT Governor's Office of Planning and Budget (2011) through 2060;
   - Washington, State Office of Financial Management (2011) through 2030;
   - Wyoming, WY Department of Administration and Analysis (2011) through 2030.

3. Airports (Tele Atlas, 2009)
4. Land Ownership (BLM, 2010; supplemented by ESRI, 2010)

5. Solar Potential (National Renewable Energy Laboratory Webmap Service) Sources: < http://mapserve3.nrel.gov/ArcGIS/Services>, 2011)
6. BLM Solar Energy Study Areas (U.S. Department of Energy and Interior, 2011)
7. West-Wide Programmatic EIS Energy Corridors (U.S. Department of Energy National Argonne Lab, 2008)
8. Slope Percent layer (U.S. Geological Survey Digital Elevation Model data [2009])
9. Biological Constraints
    a. Areas of Critical Environmental Concern (Bureau of Land Management, 2007)
    b. Critical Habitat (United States Fish and Wildlife Service, 2010)
    c. Wilderness Areas (US National Atlas and USGS, 2010)
    d. Wildlife Refuges (US Fish and Wildlife Service, 2011)
    e. Forests and Parks (Tele Atlas and ESRI, 2010)
    f. Bodies of Water (USGS, EPA, and ESRI, 2010)
10. Base mapping options (Aerial, Streets, Topo) – ESRI Webmap Services (WMS), additional information may be found at: http://www.esri.com/software/arcgis/arcgis-online-map-and-geoservices/map-services).
11. Greater sage-grouse habitat (Nevada Department of Wildlife, Greater Sage-grouse Habitat Categorization Map, 2012)
12. Suitability Analysis (suitability based on combined effect of the following layers)
    a. Slope
    b. Land Ownership
    c. Environmental Constraints
    d. Wetlands
    e. Waters of the U.S.
    f. Dry Lake/Pond
    g. Wilderness Areas
    h. Wildlife Refuge
    i. Areas of Critical Environmental Concern (ACEC),
    j. Critical Habitat
13. Parks
    a. National Park, State Forest
    b. ii. State and County Parks

Planning and Environmental Linkages

Planning and Environmental Linkages (PEL)

NDOT seeks to use unified and dedicated efforts to deliver transportation solutions that improve the quality of life for Nevadans. Improvements to the transportation system are typically accomplished through infrastructure projects. Federal and state transportation improvement funds and NDOT's construction program and projects are scheduled and delivered through the STIP. For 40 years, Congress directed the sequencing of funding flow, triggered by metropolitan and statewide transportation planning processes that serve as the basis for project decisions and incorporate an emphasis on public involvement, environmental considerations, and other factors.

The National Environmental Policy Act NEPA established a national environmental policy intentionally focused on federal activities and the desire for a sustainable environment balanced with other, essential, present and future needs of Americans. Additional information about NEPA may be found at www.epa.gov/compliance/nepa/index.html.

If the planning project manager decides that the PEL program is appropriate for the project, then NDOT's PEL questionnaire and checklist will be used as tools to guide proper documentation and selection of information gathered during the planning process that will later be made available for input, review, and possible incorporation by reference during the NEPA project development process.

The questionnaire and checklist will be used to effectively influence the scope, content, and process employed for NDOT transportation planning studies that focus on specific transportation corridors or on transportation network subareas (versus statewide transportation studies). Completion of the questionnaire and checklist will support the PEL process and serve dual objectives:

- provide guidance to transportation planners on the level of detail needed to ensure that information collected and decisions made during the transportation planning study can be used during the NEPA process for a proposed transportation project
- provide the future NEPA study team with documentation on the outcomes of the transportation planning process, including the history of decisions made and the level of detailed analysis undertaken

Major issues to consider when conducting a transportation planning study that links to the future NEPA process include:

- identifying the appropriate level of environmental analysis for the study
- identifying the appropriate level of agency, stakeholder, and public involvement
- defining unique study concurrence points for seeking agreement from relevant resource agencies, stakeholders, and members of the public
- developing a process to ensure that the study will be recognized as valid within the NEPA process
- identifying when to involve resource agencies in the study, and to what extent they influence decision making

These issues should be considered throughout the transportation planning study process. Users of the NDOT Planning and Environmental Linkages Questionnaire and Checklist should review the entire document at the beginning of the study to familiarize themselves with whatever local and general issues may be operative. The questionnaire is provided in two parts: one to be completed by transportation planners at the beginning of the study and one to be completed at the end. The checklist (Part 3) should be used by NEPA specialists throughout the study and should be finalized at the end of the study. The NDOT Planning and Environmental Linkages Questionnaire and Checklist may be found in its entirety on the ConnectingNevada.org website (see Project Documents webpage, Technical Memorandum #5 - Planning and Environmental Linkages).

Upon completion of the transportation planning study, if used, the questionnaire and checklist should be included as an appendix to the study's final report to document how the study meets the requirements of 23 C.F.R. § 450.212 or § 450.318 (Subpart B: Statewide Transportation Planning and Programming or Subpart C: Metropolitan Transportation Planning and Programming, respectively).

US 50 Cave Rock Tunnel, Lake Tahoe

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Lamoille Canyon, Humboldt-Toiyabe National Forest

The Planning Process

In Section 3: Connecting Nevada Planning Process, Keeping it Going

The Connecting Nevada Plan is really about the process of planning, and how we engage stakeholders in the process and move ideas forward.

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Connecting Nevada Implementation Plan

Overview

The Connecting Nevada Plan (Plan) serves as the long-range transportation plan for the Nevada Department of Transportation (NDOT) in partnership with stakeholders across the state. The Plan looks at a 50-year time horizon. The Plan is not required by any federal or state regulation but instead is a policy decision by NDOT. The Plan allows transportation leaders across the state to consider future transportation projects without the constraints of the existing regulated planning processes. The Plan creates the opportunity to discuss statewide transportation challenges and solutions on an ongoing basis with statewide stakeholders. It provides a forum for discussion of transportation as an enhancement to quality of life, economics, and community connection. It is not subject to Federal Highway Administration (FHWA) oversight or audit but seeks to have FHWA and other U.S. DOT administrative involvement in an advisory capacity. The Plan is multimodal in scope and is committed to the goal of sustainable growth and improvements in livability in the State of Nevada.

In order to implement the Plan and continue the process, it is important to understand the current statewide planning processes, and how the structure and objectives of the Connecting Nevada Plan differ from current processes. The implementation must consider how Connecting Nevada might interface within those processes and what resources are necessary to maintain the Plan.

Current Planning Processes and Requirements

Currently the Department's project development process follows well established federal guidelines governed by Federal Regulation 23CFR450. Subpart B of the regulation covers Statewide Transportation Planning and states that: The purpose of this subpart is to implement 23 U.S.C. 135, which requires each State to:

> *Carry out a continuing, comprehensive, and intermodal statewide transportation planning process, including the development of a statewide transportation plan and transportation improvement program, that facilitates the efficient, economic movement of people and goods in all areas of the State, including those areas subject to the requirements of 23 U.S.C. 134.*

In addition, Nevada Revised Statute 408.203 provides guidance on the Department's reporting responsibilities to the Nevada State Legislature. NRS 408.203 details the duties of Director regarding reports to Legislature and states that, The Director shall:

1. *Compile a comprehensive report outlining the requirements for the construction and maintenance of highways for the next 10 years, including anticipated revenues and expenditures of the Department, and submit it to the Director of the Legislative Counsel Bureau for transmittal to the Chairs of the Senate and Assembly Standing Committees on Transportation.*
2. *Compile a comprehensive report of the requirements for the construction and maintenance of highways for the next 3 years, including anticipated revenues and expenditures of the Department, no later than October 1 of each even-numbered year, and submit it to the Director of the Legislative Counsel Bureau for transmittal to the Chairs of the Senate and Assembly Standing Committees on Transportation.*
3. *Report to the Legislature by February 1 of odd-numbered years the progress being made in the Department's 12-year plan for the resurfacing of state highways. The report must include an accounting of revenues and expenditures in the preceding 2 fiscal years, a list of the projects which have been completed, including mileage and cost, and an estimate of the adequacy of projected revenues for timely completion of the plan.*

Nevada Revised Statutes Section 408.203

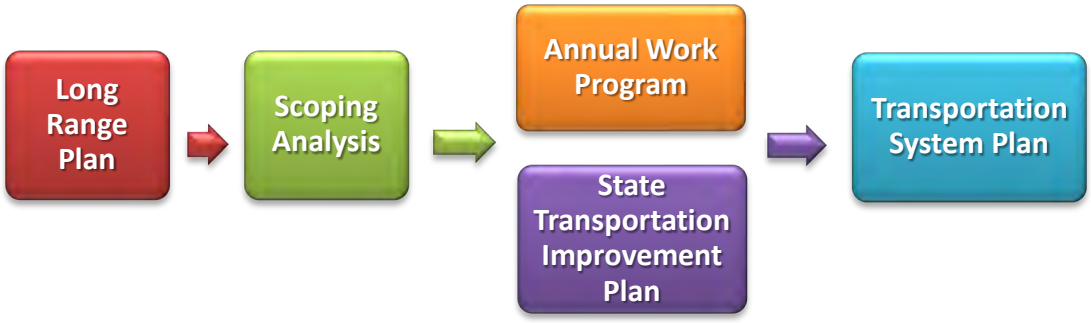
There are two basic elements of the planning process, the Long Range Plan and the Short Range Plan. Per regulations, the short range plan or STIP must be 4 to 5 years in length and is required to be fiscally constrained. In addition, the plan must demonstrate air quality conformity for non-attainment areas. The STIP only deals with roadways that are on the federal eligible functional classification system. Also the MPO's TIPs are adopted or rejected in whole and cannot be accepted on a piecemeal basis.

The state's Long Range Plan must cover at least 10 years, and is also required to be fiscally constrained. The local urbanized areas are governed by similar requirements under these same regulations.

MPO Long Range Plans are required to be fiscally constrained, and cover a period of 20 years. The projects identified in the STIP and MPO Transportation Improvement Plan (TIP) must be identical.

Nevada Revised Statute requires NDOT to produce an annual work program as well as the short and long range plans mentioned above. The basic flow of the planning process (Figure 29) is to have projects needed within the next 20 years, identified by NDOT or other stakeholders incorporated into the State Long Range Plan, the projects then undergo a Scoping Analysis, as well as approvals by local MPO's if necessary, and then flow into the 4-year STIP. NDOT incorporates the MPO long range plan into the TSP.

Figure 29. Current NDOT State Planning Process



Plan Structure

The Connecting Nevada Plan establishes broad based goals for long term transportation development in Nevada and includes specific projects that should be considered as the state continues to grow. The Plan includes projects that are also included in the State Long Range Plans, and the STIP. In addition, the Plan includes projects that have been offered by Stakeholders as future needs. The project list includes projects at various stages of development, some that have already been analyzed in detail and others that are new "ideas" and are in the beginning stages of development. The Plan is structured to be inclusive and not to limit the number of potential beneficial transportation improvements. The Plan is meant to enhance connections between communities and foster discussion among stakeholders. The Plan utilizes the State 10 year plan and the MPO's 20 year plans and discusses needs that can connect the plans together. The Plan is multimodal and considers the future modes that may be necessary to meet the goals of the Plan. Finally tools that have been created as part of the Plan can be utilized by NDOT and stakeholders to complete high-level evaluation of the various connections and scenarios.

Objective of the Implementation Process

NDOT desires to ensure that the Connecting Nevada Plan is dynamic and is updated on a regular basis. Over time it is envisioned that new projects suggested by stakeholders through the Plan outreach efforts and needs analysis will flow down into the State Long Range Plan (LRP). A project may also eventually flow down into the STIP and the MPOs' TIPs. In addition, the Plan must foster and enhance communication among stakeholders to consider issues and concerns and respond to changes as necessary to meet the transportation needs of the state.

It is also important that the Connecting Nevada Plan be consistent with current stakeholder outreach efforts for the STIP and LRP update process. NDOT's current efforts are an ongoing proactive outreach effort. Each federal fiscal year the Department

reaches out to the four state MPO's, all counties and the recognized Native American Communities.

The start of this outreach process includes workshops in January and February that are held to educate the public and agencies about programs that provide funding for transportation improvement projects and to assist participants in completing applications for these programs. Following the workshops NDOT conducts County consultatation (tours) with each county and meets with their representatives to discuss available funds and desired projects. Prior to these tours the STIP and AWP is delivered to all participants to allow the opportunity for review and comment on the work proposed in their area.

All consultation meetings are agendized and open to the public in accordance with the State of Nevada's Open Meeting Law (NRS Chapter 241). NDOT staff also meet with Nevada's Congressional Delegation to obtain input on the desires of the State's national elected officials. The Department in cooperation with the entities establishes the Statewide Transportation Improvement Program (STIP).

As part of the consultation process, NDOT presents the draft document to the Statewide Transportation Technical Advisory Committee (STTAC). The STTAC serves as an advisory board to NDOT's Director and the State Transportation Board, and members include representatives of federal, local, tribal and state agencies/entities, along with interest groups such as motor carriers, and aviation, transit and bicycle interests.

A notice is published in local newspapers statewide, announcing a draft document is available for public comment. The STIP is a public process and includes placing copies of the STIP and the Annual Work Program at various libraries throughout the State. In addition NDOT presents the documents in open meetings to the governing boards of each entity.

Approved projects then proceed through extensive design, environmental and other reviews before being constructed, depending upon funding. Public meetings are often used within this process to gather further public feedback and to share information with project stakeholders. The Connecting Nevada process is coordinated and consistent with these and other NDOT outreach and planning efforts.

Connecting Nevada Update Process

There are three parts to the updating process that require consideration.

1. Project updates

   Each project in the plan must be kept up to date and provide relevant information on where the project is in the implementation process.

2. Stakeholder outreach

   The stakeholder outreach activities for requesting new plan input must be continued on appropriate level to maintain good communication between agencies and stakeholders that are key to planning the transportation future in the State.

3. Maintain planning tools

   The tools that were developed during the Connecting Nevada Initial Plan Phase must be updated periodically to determine any necessary changes or additional elements that should be considered to maintain their relevant data analysis capabilities. These tools include the Nevada Statewide Travel Demand Model, the Connecting Nevada website and webmap (and the datasets inherent in each of these). The Connecting Nevada Planning Tools are described in more detail in Section 2: Planning Tools.

Project Updates

Each project on the Connecting Nevada Project list will be assigned a project sponsor (either internal or external to NDOT). The sponsor may be the person/entity that originated the project or another person/entity that is willing to sponsor the project. The project sponsor will initially complete a Project Initiation Form (PIF) for the project. The PIF will be similar to the draft PIF being developed by NDOT's Scoping Section or as is being developed by NDOT on a statewide basis. Each year at a set time the Department will contact the project sponsor and request an update to the PIF. The project sponsor will update the PIF and return to NDOT. NDOT will review and comment on the updated PIF as appropriate. Once accepted the revised PIF will be placed in the Planning Portal database (the repository for planning information being developed by NDOT).

At a minimum, every 3 years the Plan project list will be updated, projects can be added or removed from the list at this time.

Projects will be evaluated based on adherence to the Connecting Nevada Plan's five key priorities, as identified through the project's stakeholder involvement.

- Safety
- Economic Development
- Partnership Development
- Improved Access
- Environmental Issues

Project Criteria

Specific criteria that may be considered in evaluating projects relative to each criteria follow.

Safety Evaluation

In order to meet this evaluation criteria the project should improve an unsafe condition, reduce potential for accidents for cars, pedestrians and non-motorized vehicles, improve safety of truck operations, and not adversely affect bicycle or pedestrian movement. Nevada has seen a 41% decrease in roadway fatalities since 2006, due in large part to the "four Es" of engineering, enforcement, education and emergency response that contributes to the reduction in fatalities (see zerofatalitiesnv.com). The Nevada Strategic Highway Safety Plan identifies key areas of focus on the types of roadway improvements being made to improve safety.

Economic Development

The project should encourage economic development through better access to businesses, improve access to jobs, and increase capacity for freight and goods movement or other types of improvements that will enhance the economy of the local area and the state. *The evaluation criteria should encourage discussion of public private partnerships to develop projects.*

Partnership Development

The project should encourage or engage partners such as federal agencies, county, city and business officials to work together to cooperatively develop transportation improvements.

Improved Access

The project adds access to any mode (including vehicular, rail, aviation, transit, pedestrian or bicycle) to improve the transportation system. The project may add a link between roadways, add a safer path for pedestrians and bicycles, remove an existing or projected bottleneck, significantly improve travel time or speed, improve connectivity to regional intermodal facilities or emergency facilities, decrease delay, improve mobility and accessibility for low-income travel markets, promote alternative modes.

Environmental Issues

The project should be evaluated for the impacts on the environment, including habitat connectivity.

Levels of Projects

The Connecting Nevada Plan's project list includes three different levels of projects:

1. Priority Planned Projects [Projects with NEPA clearance or are currently included in the STIP]
2. Future Needs [Projects that have undergone planning analysis, including planning and environmental linkages]
3. Stakeholder Comments [Projects that have been identified by project stakeholders but have not been subject to any formal analysis]

An optional feature related to project information would be for the database to be web based. Details for each plan element would be linked to a summary table or map graphic. Interested parties could activate a link from the table/map to access the project PIF, or the linkages could be hyperlinks or GIS based. A follow-up activity for Connecting Nevada would be to make the Plan consistent with the departments overall GIS strategy.

Plan Updates Through Stakeholder Outreach

Every 3 years NDOT will update the Connecting Nevada Plan. The exact timing of the request will be determined in cooperation with NDOT's existing Statewide Transportation Technical Advisory Committees (STTAC) committee and staff. It is recommended that the Department time the request to be at a time that does not conflict with the RTP/TIP update process. NDOT will send an e-mail request for participation to:

- Any person/entity that already is listed as a project sponsor
- MPO's within the State of Nevada
- County and City Public Works Departments
- Departments of Aviation
- Railroad operators
- Private/business interests
- Federal agencies (including the FHWA, FTA, FRA, BLM, and others)
- Existing Connecting Nevada stakeholders
- Other persons/entities that the Department wants to include in the process

The Department will evaluate each project based on the Plan's current five key priorities. The Department can then add or reject a project to the plan. One option would be to form a review committee comprised of department staff and outside representatives to review update submissions. This committee would have a similar representation as the Technical Advisory Committee (TAC) and Steering Committee (SC) committees that were developed to guide the initial Connecting Nevada Plan.

Projects could move from the Stakeholder Comment group to the next group through a number of avenues. The project sponsor may secure funding for a planning study that analyses feasibility, costs, needs, etc. This study would then recommend further study or determine the project is not feasible. The sponser would then update the PIF and the plan may move into a Future Need or be removed if not feasible. Each of the Future Needs must be brought forward by the Sponsor to the next level by completing further study, developing a funding approach, meeting priority status requirements and may be placed in the STIP. This process would follow the normal State and local processes currently in place.

Projects may also be removed from the Connecting Nevada Plan by the Sponsor if the needs change, the project is determined to be infeasible, or does not meet the criteria of the Connecting Nevada Plan. This process would be completed in cooperation and coordination with the the Sponsor and the NDOT Connecting Nevada TAC.

The review committee may also add projects that they believe meet the criteria of the plan, or remove projects that they feel do not meet the criteria. Any changes will be coordinated with project sponsors or stakeholders to provide appropriate outreach.

The premise of Connecting Nevada is to develop an inclusive list of projects and not to exclude projects. Whether the projects advance or not, and the timing is what may differentiate projects ultimately. This list does not guarantee that projects will be constructed; the list is a place to start the discussion.

Table 13 summarizes the resources and effort necessary to sustain Connecting Nevada.

Table 13. Connecting Nevada Update Process Resources

Update Element	Personnel Resource Estimate			Other Resources
	Duration	Low	High	
Yearly Updates				
Project Update	intermittent during the year	0.1 FTE (200 hours)	0.1 FTE (200 hours)	Excel, Word
Stakeholder Involvement	attend periodic board and committee meetings	0.1 FTE (200 hours)	0.2 FTE (400 hours)	PowerPoint presentation, travel for meetings across state
	Yearly update total	**0.2 FTE (400 hours)**	**0.3 FTE (600 hours)**	
3-year update				
Call for project update	six weeks	.1 FTE (200 hours)	.1 FTE (200 hours)	Excel, e-mail, mailings
Update manager		.3 FTE (700 hours)	.3 FTE (700 hours)	
Prepare update Plan	four to six months	3 FTE (2,000 hours)	3 FTE (3,000 hours)	Graphics, needs analysis, travel demand modeling, update maps
Stakeholder involvement	six to eight meetings across state and a TAC/SC group	2 FTE (800 hours)	4 FTE (1,600 hours)	Meeting boards, handouts, press releases, travel budget
Update Travel Demand Model	two months	2 FTE (600 hours)	2 FTE (600 hours)	Computer time and software expense
Update GIS Maps	two months	2 FTE (400 hours)	2 FTE (400 hours)	GIS computer and software expense, updates for data
	3-year update total	**2.5 FTE (5,100 hours)**	**3.5 FTE (7,100 hours)**	

In addition to updating the project list, stakeholders would be requested to evaluate the overall effectiveness of the Connecting Nevada Plan. Items that would be used as a basis for evaluating the Plan include:

- Are the five key priorities that were established in the initial Connecting Nevada Plan still appropriate?
- Are there any major changes such as additional MPO's or other jurisdictional elements?
- Any new regulations/ statutes that affect the plan and the priorities?
- Is the stakeholder involvement providing good communication and cooperation among the entities across the state?
- How is the Plan working, is it beneficial to the state's overall transportation planning process?

Developing a simple questionnaire for stakeholders to consider during the outreach process will allow NDOT to maintain and enhance the Connecting Nevada Plan over time so that it remains an integral part of the transportation planning process in Nevada. Sample questions to consider are as follows:

- Is the outreach process effectively allowing a reasonable vision of future transportation needs?
- Is there increased cooperation and communication statewide in the transportation planning process?
- Do projects that are identified have a path to advance over time?
- Does the plan track project progress effectively?
- Is the information within the Planning Tools and website up to date and useful to stakeholders?
- Are there any improvements to process or tools that need to take place over next update cycle?
- Is the Statewide Model an effective tool for scenario planning and other big picture needs analysis efforts?

Tools Update

The study website will be reviewed and updated to reflect changes and updates as they occur.

As part of the Connecting Nevada Plan tools such as the Travel Demand Model, the web based mapping and the PEL Document were prepared for use by NDOT and stakeholders. As part of the periodic updating process, NDOT and stakeholders will evaluate the effectiveness of these tools and make recommendations for any improvements or refinements.

Travel Demand Model

In addition, on a less frequent basis, but at least every 3 years (consistent with the Plan update), the Travel Demand Model should be evaluated for compatible socioeconomic information, population and traffic analysis zones to maintain a relevant and accurate

model. This effort will need to reach out to the MPO's statewide and also neighboring states, to incorporate their forecasts.

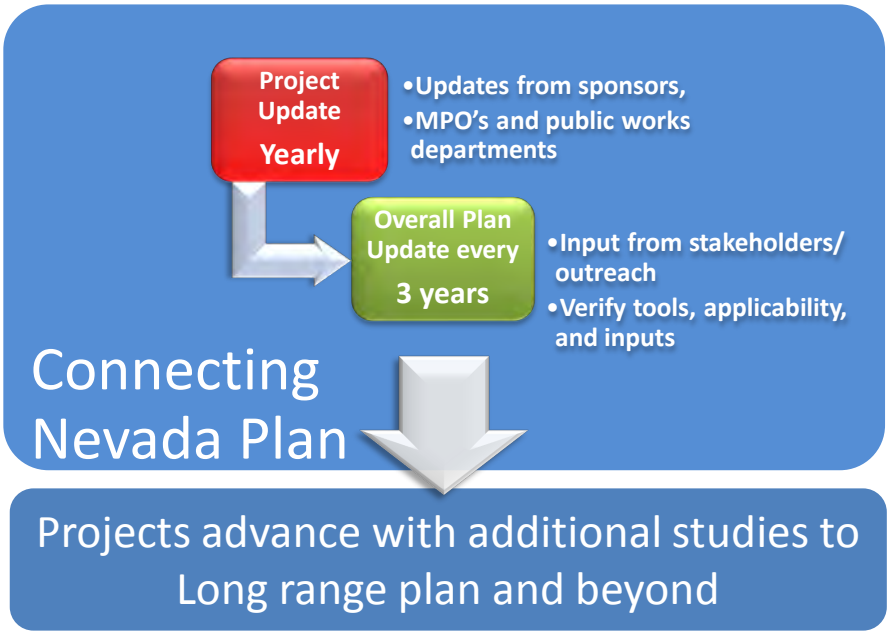
Planning and Environmental Linkages

Environmental regulations and environmental issues are continually being refined and updated. Therefore, the PEL document should be updated for any changes in regulations and processes for environmental work as time passes. Need for update would be reviewed every 3 years to determine any required changes to the PEL document and these would be updated as part of the update of the Plan. In addition, comments from stakeholders as they use the tools and will be reviewed and improvements made in response to these comments.

Webmap

The webmaps, in particular those related to traffic volumes, and various habitat or other sensitive areas should be updated to reflect current information. The GIS group will need to update the information on a periodic basis. It is recommended that every 3 years these maps be reviewed and updated to show current information.

Figure 30. Connecting Nevada Process and Interface with Current State Planning Process



Department Resource/Processes Assessment

The current Connecting Nevada Plan effort is being administered by the Transportation/Multimodal Planning Section as a planning study. It has an assigned NDOT Project Manager, who is overseeing a consultant team that is preparing the Plan on NDOT's behalf. The Department's current processes do not include provisions for updating the Plan on an ongoing basis. Currently, no personnel are assigned or committees in place for updating the Connecting Nevada Plan. Therefore as part of this implementation plan, a gap assessment related to resources and processes has been completed as well as recommendations for appropriate resources and process improvements to consider in order to implement the Connecting Nevada Plan over time.

Gap Analysis

In order to update the Connecting Nevada Plan project list on an annual basis and to update the Plan itself on a 3-year basis the Department will need to dedicate personnel resources, most likely on a part time basis. A single individual would be needed as the Connecting Nevada Plan update manager. In addition a technical advisory committee will need to be assembled. It was initially imagined that the Steering Committee, assembled to provide NDOT guidance for Connecting Nevada Phase II, would provide ongoing guidance to Connecting Nevada as a technical advisory committee (refer to Appendix A for a listing of Connecting Nevada Phase II Steering Committee members). The committee could be made up of Department and outside agency personnel. They would review the overall plan, comment and guide the process in a similar manner to the Phase II Process.

The initial plan includes a webmap and data layers, however the project list is in a spreadsheet database. In the future NDOT may wish to add projects to the webmap and if the plan is placed into a GIS based database then additional Information Technology support will be needed to support the initial plan conversion and subsequent plan update efforts.

At times when the plan requires a major update the Department may need to dedicate additional financial and personnel resources for a specific time frame. There is also the possibility that the department could supplement their own personnel resources and use consultant help for all or part of a major update, including the stakeholder outreach which was an extensive effort during Connecting Nevada Phase II.

In addition to the actual Connecting Nevada Plan the current project deliverable includes NDOT's first Statewide Travel Demand Forecast Model. The initial model development has been the responsibility of the consultant team however the maintenance and update of the model will be the Department's responsibility. The Department may need to dedicate specific personnel resources for this effort. There may also be the need to purchase software updates for TransCad, the modeling program.

The stakeholder involvement needs to be continued on a regular basis both for project updates and for the more significant plan update effort. This stakeholder involvement will require maintenance of the stakeholder and sponsor database, presentations at various board and committee meetings as well as consideration of a separate public meeting series similar to that done for the Initial Plan when a major update occurs. The stakeholder outreach may be accomplished by current NDOT staff or with staff supplemented with consultants. Resources for stakeholder involvement would include travel time, display boards and presentation materials, video materials, handouts and other meeting materials and news release publications.

Recommendations

The Connecting Nevada goal of expanding the Department's planning horizon from 20 years to over 50 years is a worthwhile effort and should have specific resources dedicated to the effort. It is recommended to:

- Assign a specific NDOT Update Manager for Connecting Nevada. The position can be part time however it will require significant effort. The Update Manager needs to have the ability to dedicate the appropriate amount of time to manage the maintenance and update of the Connecting Nevada Plan.
- Complete yearly project updates and 3-year Plan updates to maintain the Plan as a dynamic process and vision for the state transportation system in the future.
- Establish an Advisory Committee to review the annual Connecting Nevada project updates and the 3-year overall plan update. The Advisory Committee could be composed of the same members as the current project Technical Advisory and Steering Committees.
- Convert the Connecting Nevada project database to a GIS database and included in the Department's overall GIS database effort. Also, the webmap tools should be integrated into the Departments GIS system and maintained by the GIS group at NDOT.
- Apply the Statewide Travel Demand Forecast model to assist in evaluating regionally significant projects during the Connecting Nevada annual project and 3-year plan update process.
- Review every 3 years to ensure that the Plan is compliant with new federal regulations.
- Develop website process and update procedures to keep the site up to date and relevant.
- Continue to identify public outreach opportunities (for example, speaking engagements, op-ed pieces in media]
- Review other documents associated with project (for example Transit Propensity) to ensure continuing relevancy.
- Further classify projects as short-, medium-, or long-range in the Connecting Nevada Plan List of Projects. (Projects identified as such would still need to move through the appropriate NDOT process for advancement)

A successful implementation of Connecting Nevada will result in an expanded process that creates a 50-year vision for the State's transportation infrastructure needs.

Appendices

Appendix A

Technical Advisory Committee (as of January 11, 2013)

Steering Committee (as of January 11, 2013)

Appendix B

FAF3 Freight Flow Summary

Appendix C

Table C-1: FAF3 Commodity Flows

Appendix D

Table D-2: FAF3 Pass-Through Commodity Flows

Technical Advisory Committee (as of January 11, 2013)

Member Name	Representing
Ryan Arnold	Las Vegas Convention and Visitors Bureau (Dist I)
Natalie Caffaratti	Scoping, NDOT
James Caviola	CA Group, Inc., Consultant Team
Dan Doenges	Carson Area Metropolitan Planning Organization (CAMPO)
Thor Dyson	District II, NDOT
David Fraser	Nevada League of Cities
Mike Fuess	District II, NDOT
Mike Gainor	RTC of Southern NV
Michelle Gardner-Lilley	Transit, NDOT
Eric Glick	Aviation/Rail/Freight, NDOT
Tom Greco	NDOT/Washoe RTC
Brad Hellwig	IGT (Dist II)
Wes Henderson	Nevada Association of Counties
Raymond Hess	RTC of Southern NV
Martyn James	Regional Transportation Commission (RTC) of Southern Nevada
Michael LaBianca	HDR, Consultant Team
Mary Martini	District I, NDOT
Tim Mueller	NDOT Project Manager
Mike Murphy	District III, NDOT
Matt Murray	Newmont Mining (Dist III)
Keith Norberg	Tahoe Metropolitan Planning Organization (TMPO)
Coy Peacock	Transportation/Multimodal Planning, NDOT
Patrick Pittenger	Carson Area Metropolitan Planning Organization (CAMPO)
Sondra Rosenberg	Federal Programs, NDOT
Lisa Schettler	Ops/ITS, NDOT
Leah Sirmin	Federal Highway Administration (FHWA)
Tom Skanke	Las Vegas Convention and Visitors Bureau (Dist I)
Bill Story	Bicycle and Pedestrian Program, NDOT
Lolene Terry	HDR, Consultant Project Manager
Bill Thompson	Aviation and Freight Planning, NDOT
Jason Van Havel	NDOT Project Manager
Xuan Wang	Traffic Info, NDOT

Steering Committee (as of January 11, 2013)

Member Name	Representing NDOT
Ruth Borrelli	Right of Way
John Burgess	Location
Natalie Caffaratti	Design
Jennifer Cooper	Transportation/Multimodal Planning
Cleveland Dudley	Transportation/Multimodal Planning
Steve Jackson	Roadway Systems
Alauddin Khan	Performance Analysis
Tony Letizia	Transportation/Multimodal Planning
Bob Madewell	Traffic Information
Steve Merrill	Location
Tim Mueller	Transportation/Multimodal Planning
Grahame Ross	GIS
Paul Saucedo	Right of Way
Lisa Schettler	Traffic Operations
Tony Smiraglia	Project Scoping
Kent Steele	Project Scoping
Dennis Taylor	Transportation/Multimodal Planning
John Terry	Project Management
Randy Travis	Traffic Information
Jason Van Havel	Transportation/Multimodal Planning
Xuan Wang	Traffic Information

FAF3 Freight Flow Summary

FAF 2010

	From Nevada		To Nevada		Within Nevada		Total	
Mode	Tons[a]	Value[b]	Tons[a]	Value[b]	Tons[a]	Value[b]	Tons[a]	Value[b]
Air	15	622	94	1,467	9	47	117	2,136
Rail	3,142	234	7,912	1,314	0	0	11,054	1,548
Other	714	8,347	2,581	15,472	2,182	1,426	5,477	25,245
Truck	13,461	23,359	23,529	42,214	76,603	41,946	113,593	107,519
Total	17,332	32,562	34,116	60,468	78,794	43,418	130,241	136,448

FAF 2040

	From Nevada		To Nevada		Within Nevada		Total	
Mode	Tons[a] (thousands)	Value[b] ($ millions)	Tons[a] (thousands)	Value[b] ($ millions)	Tons[a] (thousands)	Value[b] ($ millions)	Tons[a] (thousands)	Value[b] ($ millions)
Air	50	2,537	227	4,135	24	161	302	6,833
Rail	3,344	251	8,644	2,309	-	-	11,988	2,560
Other	1,839	28,005	4,186	65,556	2,888	3,795	8,913	97,356
Truck	26,637	53,721	53,881	118,760	128,961	93,408	209,479	265,890
Total	31,869	84,514	66,939	190,760	131,874	97,364	230,682	372,639

Connecting Nevada 2060

	From Nevada		To Nevada		Within Nevada		Total	
Mode	Tons[a] (thousands)	Value[b] ($ millions)	Tons[a] (thousands)	Value[b] ($ millions)	Tons[a] (thousands)	Value[b] ($ millions)	Tons[a] (thousands)	Value[b] ($ millions)
Air	76	4,791	356	8,895	34	276	466	13,962
Rail	5,019	474	13,548	4,967	-	-	18,567	5,441
Other	2,759	52,891	6,561	141,011	4,071	6,502	13,392	200,404
Truck	39,979	101,460	84,448	255,454	181,791	160,030	306,218	516,944
Total	47,833	159,616	104,914	410,327	185,896	166,808	338,643	736,751

[a] (thousands)
[b] ($ millions)

Table C-1: FAF3 Commodity Flows by Air

Commodity	2010					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.0004	0.0080	0.0207	1.0725		
Cereal grains	0.0001	0.0001	0.0001	0.0001		
Other ag prods.	0.0098	0.0219	0.0170	0.0418		
Animal feed	0.0003	0.0012	0.0004	0.0110		
Meat/seafood	1.1461	18.6260	3.6230	61.4639	0.5780	0.1592
Milled grain prods.	0.0003	0.0005	0.0001	0.0003		
Other foodstuffs	0.0586	0.1458	0.0005	0.0243		
Alcoholic beverages	0.0003	0.0017	0.8302	0.1129		
Tobacco prods.	0.0001	0.0001	0.0001	0.0004		
Building stone						
Natural sands						
Gravel						
Nonmetallic minerals	0.0003	0.0002	0.0001	0.0001		
Metallic ores	0.0001	0.0001	0.0001	0.3227		
Coal						
Crude petroleum						
Gasoline						
Fuel oils						
Coal-n.e.c.	0.0001	0.0003	0.0001	0.0001		
Basic chemicals	0.0040	0.8937	0.0099	0.3058		
Pharmaceuticals	0.0225	80.7647	1.4162	106.7808	0.0119	4.3197
Fertilizers			0.0001	0.0001		
Chemical prods.	0.3425	2.3452	3.3138	61.5974		
Plastics/rubber	1.1585	10.9622	0.4205	23.8346		
Logs						
Wood prods.	0.0011	0.0057	0.0004	0.0060		
Newsprint/paper	0.0001	0.0001	0.4539	0.4722		
Paper articles	0.0027	0.0646	0.0009	0.0120		
Printed prods.	0.7676	6.9918	0.2890	16.2272		
Textiles/leather	0.4331	25.3103	0.7932	42.0922	0.0168	0.0282
Nonmetal min. prods.	0.0461	0.3261	64.8645	44.0887		
Base metals	0.2353	2.0123	0.0032	0.3885		
Articles-base metal	0.4123	3.5239	0.3778	29.5140		
Machinery	0.1326	25.3871	8.8121	106.7131		
Electronics	0.9615	321.9363	1.8251	149.7448		
Motorized vehicles	0.2401	25.8990	2.7407	46.0312		
Transport equip.	0.0159	3.8491	1.4770	662.3130		
Precision instruments	0.0342	11.0323	0.0437	38.5534		
Furniture	0.0571	3.3376	0.0429	1.4389		
Misc. mfg. prods.	7.5493	59.2308	2.1941	62.7887	8.0945	41.8340
Waste/scrap						
Mixed freight	0.9995	19.3483	0.1908	11.4224	0.3128	0.1602
Unknown			0.0020	0.0163		
Total	**14.63**	**622.03**	**93.76**	**1,467.39**	**9.01**	**46.50**

Table C-1: FAF3 Commodity Flows by Air

Commodity	2040					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.0019	0.0355	0.1641	4.0336		
Cereal grains	0.0000	0.0000	0.0000	0.0000		
Other ag prods.	0.0408	0.0933	0.0407	0.1235		
Animal feed	0.0005	0.0021	0.0005	0.0270		
Meat/seafood	4.0893	61.1090	2.9800	54.2785	1.1433	0.315
Milled grain prods.	0.0005	0.0012	0.0000	0.0007		
Other foodstuffs	0.1955	0.7205	0.0030	0.1857		
Alcoholic beverages	0.0005	0.0035	2.8879	0.3958		
Tobacco prods.	0.0000	0.0000	0.0000	0.0001		
Building stone						
Natural sands						
Gravel						
Nonmetallic minerals	0.0007	0.0005	0.0000	0.0002		
Metallic ores	0.0000	0.0000	0.0003	2.9915		
Coal						
Crude petroleum						
Gasoline						
Fuel oils						
Coal-n.e.c.	0.0002	0.0007	0.0000	0.0000		
Basic chemicals	0.0083	1.6545	0.0376	1.4113		
Pharmaceuticals	0.2023	650.8256	2.5970	184.1207	0.1249	45.4546
Fertilizers			0.0000	0.0000		
Chemical prods.	0.5265	4.3206	9.7834	202.2268		
Plastics/rubber	2.2143	33.7851	0.7365	37.1026		
Logs						
Wood prods.	0.0038	0.0206	0.0055	0.0633		
Newsprint/paper	0.0000	0.0000	1.3435	1.3977		
Paper articles	0.0135	0.2665	0.0057	0.0793		
Printed prods.	0.5180	15.1258	0.2847	13.7875		
Textiles/leather	0.8189	33.2957	3.0135	157.3249	0.028	0.047
Nonmetal min. prods.	0.1350	1.0455	154.8297	104.9084		
Base metals	0.0907	0.9649	0.0163	0.3609		
Articles-base metal	0.7572	12.1739	0.6355	55.6615		
Machinery	0.4115	97.5002	19.9306	266.8309		
Electronics	1.9840	824.7038	7.4824	407.5373		
Motorized vehicles	4.1727	439.7748	1.1372	51.8624		
Transport equip.	0.0521	13.8832	3.8653	1721.7556		
Precision instruments	0.1094	47.1705	0.4357	451.9480		
Furniture	0.0660	6.2247	0.1847	11.3586		
Misc. mfg. prods.	31.7860	253.6706	14.1421	358.7118	22.2376	114.9285
Waste/scrap						
Mixed freight	2.2311	38.4547	0.6565	44.6730	0.8019	0.4106
Unknown			0.0051	0.0411		
Total	**50.43**	**2,536.83**	**227.21**	**4,135.20**	**24.34**	**161.16**

Table C-2: FAF3 Commodity Flows by Rail

Commodity	2010					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish						
Cereal grains	0.1234	0.0178	47.3853	5.6433		
Other ag prods.	10.4105	8.5577	11.8589	1.3639		
Animal feed	166.3103	8.1552	181.6882	40.8223		
Meat/seafood						
Milled grain prods.			8.8277	2.3334		
Other foodstuffs	0.1232	0.0556	78.3011	73.8979		
Alcoholic beverages			28.3982	18.3897		
Tobacco prods.						
Building stone			0.2666	0.0376		
Natural sands	55.0676	0.9104				
Gravel			0.0006	0.0001		
Nonmetallic minerals	536.2327	18.0240	21.8319	0.7084		
Metallic ores	2,248.4403	180.8801	5.5202	0.3869		
Coal			5,427.9609	116.9333		
Crude petroleum	0.0287	0.0130	44.8746	20.2817	0.0002	0.0000
Gasoline						
Fuel oils			285.4263	170.3371		
Coal-n.e.c.			333.0672	110.4403		
Basic chemicals	0.0030	0.0006	579.6732	145.0844		
Pharmaceuticals						
Fertilizers			21.6680	3.8560		
Chemical prods.	0.0406	0.0311	27.3260	7.3689		
Plastics/rubber	0.0736	0.0593	157.9854	199.5569		
Logs			0.0027	0.0006		
Wood prods.	26.8411	4.4666	73.3998	22.8361		
Newsprint/paper	1.1953	0.0569	94.4957	73.2626		
Paper articles	0.1530	0.1042	86.5414	56.0619		
Printed prods.	0.1077	0.2052	0.0302	0.0949		
Textiles/leather	0.0129	0.0071	2.5301	16.1845		
Nonmetal min. prods.	95.8519	11.6775	315.0457	26.6959		
Base metals			63.5078	69.5869		
Articles-base metal	0.0007	0.0093	4.3093	19.6101		
Machinery	0.0033	0.0326	0.0911	3.5639		
Electronics	0.0236	0.1148	0.1000	12.9743		
Motorized vehicles	0.0380	0.2114	8.2094	95.1280		
Transport equip.						
Precision instruments						
Furniture			0.0358	0.0793		
Misc. mfg. prods.	0.3807	0.2314	1.9792	0.7336		
Waste/scrap	0.1031	0.0177				
Mixed freight			0.0286	0.0614		
Unknown	0.0418	0.0512				
Total	**3,141.61**	**233.89**	**7,912.37**	**1,314.32**	**0.00**	**0.00**

Table C-2: FAF3 Commodity Flows by Rail

Commodity	2040					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish						
Cereal grains	0.0457	0.0077	76.1938	9.5279		
Other ag prods.	24.9295	20.7833	77.3166	8.9014		
Animal feed	224.3800	11.2661	126.4566	28.3408		
Meat/seafood						
Milled grain prods.			8.8653	3.0536		
Other foodstuffs	1.8229	1.8629	57.3881	50.3400		
Alcoholic beverages			56.5557	36.3995		
Tobacco prods.						
Building stone			0.3918	0.0461		
Natural sands	105.3445	1.8246				
Gravel			0.0008	0.0000		
Nonmetallic minerals	1,365.7212	48.6750	37.5247	1.8709		
Metallic ores	1,440.0186	136.8631	10.0664	0.9349		
Coal			4,839.5419	118.5665		
Crude petroleum	0.0322	0.0146	23.0340	10.4106	0.0002	0
Gasoline						
Fuel oils			249.7213	144.9970		
Coal-n.e.c.			497.5311	172.9610		
Basic chemicals	0.0159	0.0027	599.0109	218.7662		
Pharmaceuticals						
Fertilizers			12.2556	2.2746		
Chemical prods.	0.0564	0.0451	131.8281	25.4936		
Plastics/rubber	0.1738	0.1738	325.2770	448.5695		
Logs			0.0016	0.0004		
Wood prods.	70.7134	12.1434	219.6211	64.5661		
Newsprint/paper	1.0946	0.3789	195.9484	137.4995		
Paper articles	0.6144	0.4442	230.9221	146.3951		
Printed prods.	0.3422	0.6634	0.0866	0.3246		
Textiles/leather	0.0226	0.0133	2.1761	12.8906		
Nonmetal min. prods.	107.4266	13.4973	684.7444	58.6239		
Base metals			123.8545	133.7073		
Articles-base metal	0.0019	0.0258	19.1032	63.5052		
Machinery	0.0372	0.3703	0.2480	9.4049		
Electronics	0.0126	0.1512	3.1624	60.6813		
Motorized vehicles	0.1819	1.0692	28.9871	335.8945		
Transport equip.						
Precision instruments						
Furniture			0.5465	1.7579		
Misc. mfg. prods.	0.6713	0.4347	5.8505	2.1911		
Waste/scrap	0.2623	0.0544				
Mixed freight			0.0252	0.0912		
Unknown	0.0989	0.1403				
Total	**3,344.02**	**250.91**	**8,644.24**	**2,308.99**	**0.00**	**0.00**

Table C-3: FAF3 Commodity Flows by Truck

Commodity	2010					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	1.7311	4.6194	93.0866	97.3175	126.6118	195.5211
Cereal grains	43.8794	4.4114	401.2338	68.3338	1,802.9087	183.7883
Other ag prods.	112.9396	77.5795	2,677.5669	1,696.4857	918.8248	630.6491
Animal feed	730.9324	173.7932	260.7548	183.1054	167.0093	88.2148
Meat/seafood	26.5413	145.4976	234.3281	866.0689	192.6279	839.2331
Milled grain prods.	73.4684	147.4153	523.3462	610.7595	187.2910	373.5496
Other foodstuffs	682.1424	918.1099	1,637.3346	1,814.7785	1,679.1072	1,888.5193
Alcoholic beverages	45.9825	445.4692	525.3812	651.1788	950.3226	1,386.8001
Tobacco prods.	1.3571	36.8224	4.3380	81.4579	10.2757	240.4748
Building stone	9.3283	1.6780	77.7422	25.9502	424.1435	75.0702
Natural sands	1,110.1825	19.6171	596.3968	8.6150	3,193.7060	44.7662
Gravel	129.3740	1.9013	648.0119	19.5000	12,242.2392	125.4791
Nonmetallic minerals	1,175.7730	130.0523	238.3181	41.0896	9,056.6408	410.1025
Metallic ores	2,333.1740	2,492.8392	26.9971	13.9468	0.6405	2.1325
Coal	0.3882	0.0127	107.3412	2.9330	16.5283	0.5454
Crude petroleum	65.4317	29.5727	39.2819	17.7540	0.0527	0.0268
Gasoline	123.0868	106.9199	721.7738	542.8659	398.6306	333.1866
Fuel oils	79.0885	50.4695	141.7910	100.1626	633.0671	448.6505
Coal-n.e.c.	139.5128	74.1395	457.4919	800.5456	1,052.9195	439.2955
Basic chemicals	108.8124	175.1122	1,097.1902	286.3718	150.2687	100.8418
Pharmaceuticals	255.9282	1,334.3845	22.7377	1,663.6324	17.2552	572.4942
Fertilizers	25.3593	10.8464	276.4247	70.9983	508.0501	86.7850
Chemical prods.	366.6093	1,805.5098	451.3653	1,234.0589	211.3585	537.8081
Plastics/rubber	476.0614	1,100.8427	530.1944	1,500.9792	116.2934	474.2575
Logs	40.9955	20.5233	21.9264	4.8196	493.3343	29.4781
Wood prods.	104.5427	158.0112	572.5429	679.8005	1,415.8614	1,071.6512
Newsprint/paper	57.2352	89.9476	617.5204	440.3486	203.9416	394.6979
Paper articles	115.5326	216.9331	313.2008	466.7863	173.8379	428.6482
Printed prods.	165.7929	506.2724	158.6912	828.4353	135.4692	308.3540
Textiles/leather	231.2054	1,682.9142	319.0683	3,172.4272	230.2628	1,057.5762
Nonmetal min. prods.	1,996.6168	317.4481	3,674.3959	1,072.6349	22,930.6892	2,059.0822
Base metals	63.3096	654.7173	657.1861	926.8055	506.6792	769.5369
Articles-base metal	261.5859	708.7910	598.5952	1575.8456	868.2446	2352.5009
Machinery	158.5734	823.8440	269.0496	2509.6008	1517.9581	12824.1957
Electronics	155.9655	2396.1009	301.3243	4308.9241	152.9460	2135.4498
Motorized vehicles	99.3645	624.5302	341.7625	3164.9476	319.8959	2036.5421
Transport equip.	3.2737	8.0133	7.6964	105.2876	6.9289	87.7398
Precision instruments	1.2345	50.6755	94.5820	742.1585	4.4762	177.7098
Furniture	45.0465	164.4037	324.1673	1454.4808	101.9052	667.3266
Misc. mfg. prods.	1044.9315	1797.3645	710.8419	1850.3442	404.0001	1272.3951
Waste/scrap	255.2965	26.5716	605.2688	12.5178	10478.2425	464.4819
Mixed freight	483.9206	3758.2232	2071.7241	6415.1120	875.4302	2292.0093
Unknown	59.5959	65.6523	78.8942	84.0567	1725.7023	2038.1971
Total	**13,461.10**	**23,358.55**	**23,528.87**	**42,214.22**	**76,602.58**	**41,945.76**

Table C-3: FAF3 Commodity Flows by Truck

Commodity	2040					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	11.5212	28.5285	112.1304	144.1914	224.8766	395.6478
Cereal grains	38.3620	4.0710	2,023.1896	418.2076	1875.1435	193.4243
Other ag prods.	310.9896	236.8466	6,663.0879	4,244.7047	2640.0601	1947.4632
Animal feed	963.8112	223.9082	751.1699	426.1703	278.6937	157.0644
Meat/seafood	67.2914	399.8257	503.6707	1,707.5032	438.1203	1922.1391
Milled grain prods.	97.7829	176.1449	1,217.4540	1,360.0007	317.6722	610.5509
Other foodstuffs	1,590.9639	1,831.1667	3,755.5924	3,943.0654	4175.486	5049.266
Alcoholic beverages	87.2517	978.4264	1,400.8244	1,789.0390	1705.2391	2579.3652
Tobacco prods.	0.1784	4.0668	1.3170	18.9904	3.7486	83.0679
Building stone	37.9560	6.8220	197.5390	49.9290	711.9739	126.0118
Natural sands	2,559.1281	44.9011	1,445.2195	17.3508	4736.0448	68.3647
Gravel	615.9265	8.4464	420.2041	8.8459	19761.4972	193.1404
Nonmetallic minerals	2,682.4661	336.4821	413.0345	78.2766	17790.1832	809.4228
Metallic ores	3,874.4293	3,932.0146	35.8453	21.9431	0.6655	2.2062
Coal	2.0196	0.0648	142.6078	3.8446	24.6918	0.815
Crude petroleum	93.8324	42.4942	45.0400	20.3514	0.1056	0.0548
Gasoline	170.3720	149.2032	1,196.3293	946.3269	484.5048	407.4364
Fuel oils	125.2586	78.8782	162.1134	114.0158	840.8963	581.0452
Coal-n.e.c.	183.1406	95.2599	579.9433	881.2594	1427.0067	592.4966
Basic chemicals	75.6997	115.3418	846.4092	439.6656	130.0134	98.9618
Pharmaceuticals	1,074.8637	5,380.0068	129.4222	9,802.9712	36.8025	1362.0804
Fertilizers	8.9275	3.8434	454.2783	115.5607	350.0968	54.3661
Chemical prods.	452.1255	2,131.0629	1,774.9190	5,148.4808	342.0309	913.1104
Plastics/rubber	581.9586	1,390.5079	1,205.8869	2,917.3017	226.025	964.7265
Logs	120.4179	51.7194	51.6612	4.3727	710.5649	42.438
Wood prods.	201.5234	246.9568	535.7804	609.4267	1846.9461	1443.9836
Newsprint/paper	64.7342	112.7361	1,188.8666	902.6359	423.9704	837.6462
Paper articles	511.0728	965.9175	522.7994	740.5041	409.0028	1138.6903
Printed prods.	153.1673	500.4784	201.5541	857.2166	158.7753	363.1301
Textiles/leather	548.1987	3,637.1865	574.7354	4,890.5430	762.2637	3330.9479
Nonmetal min. prods.	2,064.0136	355.3113	7,421.2478	2,035.6102	33620.8628	2996.512
Base metals	36.6246	496.5452	1,116.7205	1,597.0550	405.3978	633.4785
Articles-base metal	193.7285	551.8010	968.7686	2541.0921	937.7893	2541.8486
Machinery	237.8831	1396.4058	699.9982	6632.1142	3240.8528	27421.4725
Electronics	250.7464	4548.2757	767.7013	11868.7395	380.3315	5469.5785
Motorized vehicles	926.8965	6759.8035	482.5253	3884.8902	1225.3384	8051.2306
Transport equip.	2.9276	10.2397	31.1619	550.9380	13.5531	221.0196
Precision instruments	10.9618	520.6152	1977.1647	15819.0965	55.4509	1780.7961
Furniture	74.5975	257.1442	578.8311	2326.8429	183.5836	1211.8062
Misc. mfg. prods.	4225.2337	9008.2599	2818.7164	8545.9699	1847.2016	5517.6736
Waste/scrap	308.7427	31.8751	1763.7014	26.4628	18247.2915	808.6081
Mixed freight	921.0780	6584.7677	6538.9613	20123.6641	2115.3186	5902.8585
Unknown	77.7260	87.0943	163.2898	185.0930	3855.3730	4582.0555
Total	**26,636.53**	**53,721.45**	**53,881.41**	**118,760.26**	**128961.45**	**93408.00**

Table C-4: FAF3 Commodity Flows by Other Modes

Commodity	2010					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.0214	0.0369				
Cereal grains						
Other ag prods.	0.0577	0.0252	8.2644	23.5427		
Animal feed	7.4559	1.3559	4.5726	6.9075	4.1642	0.0717
Meat/seafood	14.0223	89.2649	1.7382	15.1020	0.8835	45.3617
Milled grain prods.	7.8541	19.0750	5.7262	9.9242	0.1319	0.8567
Other foodstuffs	16.4423	55.9092	200.1571	159.8248	2.4219	31.3725
Alcoholic beverages	0.2475	5.2284	11.1122	55.8241		
Tobacco prods.	0.1853	46.0370	0.0352	4.0637	0.0045	6.0256
Building stone			0.6314	0.1119	15.8970	1.8596
Natural sands	99.6734	3.1952	0.0048	0.0001	278.9898	1.0680
Gravel	0.1889	0.0001			1,693.9432	33.7758
Nonmetallic minerals	188.4037	21.1355	1,317.1869	25.1322		
Metallic ores	18.7625	117.6296	4.2760	0.1727		
Coal						
Crude petroleum	0.0000	0.0000				
Gasoline					25.4499	5.6351
Fuel oils					83.4704	18.3167
Coal-n.e.c.	0.1120	0.1033	98.2116	113.9269	0.5656	1.7691
Basic chemicals	6.0966	29.4737	5.3529	14.2794	0.2010	0.9777
Pharmaceuticals	9.7628	1,375.8639	12.8464	1,574.8550	0.5900	97.6255
Fertilizers			0.0117	0.1147		
Chemical prods.	20.5131	299.6191	46.6359	308.3604	2.2842	73.3402
Plastics/rubber	17.5380	281.8754	106.8595	280.1751	4.0130	55.6088
Logs						
Wood prods.	13.2656	31.1154	114.2770	58.7799	0.3164	4.4186
Newsprint/paper	2.4867	6.6791	33.7703	53.4062	2.1258	2.8132
Paper articles	30.3803	241.5809	18.5784	54.5164	3.6038	40.9782
Printed prods.	14.7221	321.9195	27.1893	494.8773	0.8801	31.3366
Textiles/leather	37.7213	1,640.6327	52.5615	1,254.0763	6.3039	59.6766
Nonmetal min. prods.	66.3024	80.5225	105.6145	82.7742	0.2047	1.0515
Base metals	1.6504	30.3381	54.3943	64.1577	1.9926	4.2484
Articles-base metal	18.9379	460.1505	56.8670	329.5729	2.6237	74.6959
Machinery	9.6646	376.1324	20.6713	435.5917	1.0282	98.1343
Electronics	14.2072	1029.6489	62.7629	4354.3241	12.1307	141.2677
Motorized vehicles	27.4219	312.5601	122.6777	1465.3870	9.8742	101.0522
Transport equip.	0.0045	0.1635	0.1794	107.2014		
Precision instruments	7.6839	333.5869	10.8378	1654.2727	0.0413	27.2026
Furniture	2.6873	47.7842	9.3907	98.3090	0.1461	6.6558
Misc. mfg. prods.	37.1737	757.1397	51.6206	1667.9569	2.4513	49.2088
Waste/scrap	0.8871	0.1134	0.0126	0.0153		
Mixed freight	21.5146	318.6569	15.5235	703.9344	25.1910	409.8024
Unknown	0.4181	12.4742	0.0046	0.7133		
Total	**714.47**	**8,347.03**	**2,580.56**	**15,472.18**	**2,181.92**	**1,426.21**

Table C-4: FAF3 Commodity Flows by Other Modes

Commodity	2040					
	From Nevada		To Nevada		Within Nevada	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.0343	0.0775				
Cereal grains						
Other ag prods.	0.1776	0.1816	37.7137	56.9661		
Animal feed	11.8620	1.8983	6.1672	10.6180	3.7269	0.0641
Meat/seafood	39.3716	251.1010	3.7236	32.7909	2.2889	117.5178
Milled grain prods.	5.1450	12.3891	15.1621	18.5701	0.0337	0.219
Other foodstuffs	40.0845	99.1327	315.3059	312.3475	7.4941	98.9954
Alcoholic beverages	0.7567	12.8234	31.9895	159.0337		
Tobacco prods.	0.0454	15.0313	0.0112	1.2174	0.0017	2.3106
Building stone			1.1639	0.0442	27.564	3.2244
Natural sands	316.7692	7.6273	0.0036	0.0000	169.172	0.6476
Gravel	0.3541	0.0002			2380.9717	51.1637
Nonmetallic minerals	517.0933	51.1380	1,772.5230	34.6694		
Metallic ores	31.3911	188.9330	5.6926	0.2220		
Coal						
Crude petroleum	0.0000	0.0000				
Gasoline					29.468	6.5248
Fuel oils					87.8098	19.2689
Coal-n.e.c.	0.1137	0.1038	69.5866	230.5798	0.757	2.4103
Basic chemicals	11.4022	21.8290	11.2975	31.2582	0.3733	0.9038
Pharmaceuticals	36.9654	5,738.7933	66.8432	9,670.3597	0.9937	327.2432
Fertilizers			0.0089	0.0874		
Chemical prods.	27.3660	365.7883	198.1965	1,294.6253	3.8294	130.1314
Plastics/rubber	20.1198	292.5901	170.0937	469.5281	6.6529	69.183
Logs						
Wood prods.	42.6542	77.9544	121.5290	61.4043	0.5246	7.7812
Newsprint/paper	5.9970	10.0671	45.0748	89.2515	4.7471	6.2611
Paper articles	27.7093	187.3235	27.2748	80.4276	2.7432	33.2961
Printed prods.	11.3707	261.6483	29.7392	568.4805	0.9772	32.7467
Textiles/leather	96.2236	4,838.5322	76.9890	2,026.6541	24.5693	225.799
Nonmetal min. prods.	64.6919	70.9612	198.5932	145.0210	0.3221	1.6937
Base metals	0.6061	8.2081	124.6818	121.1000	1.9444	3.6078
Articles-base metal	18.6482	439.7929	78.2604	380.1712	2.7722	70.6079
Machinery	17.8864	709.8170	60.3897	1097.3962	2.1196	204.5695
Electronics	21.6738	1619.5367	168.5753	12949.1097	33.8899	316.9644
Motorized vehicles	124.0032	2794.5325	122.2519	1660.7891	34.2383	601.4813
Transport equip.	0.0077	0.2717	1.6066	444.5267		
Precision instruments	101.7959	5531.3266	162.8860	24985.0345	0.7619	471.4327
Furniture	3.6549	63.1738	15.7281	171.4213	0.2267	12.8324
Misc. mfg. prods.	192.9799	3549.8617	211.9837	7130.5615	12.6086	230.5241
Waste/scrap	1.9489	0.4154	0.0108	0.0139		
Mixed freight	46.8430	770.7454	35.3711	1319.5472	44.3361	745.8409
Unknown	0.7512	11.1218	0.0140	2.1947		
Total	**1,838.50**	**28,004.73**	**4,186.44**	**65,556.02**	**2887.92**	**3795.25**

Table D-1: FAF3 Pass-Through Commodity Flows by Rail

Commodity	2010			
	From California		To California	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.0312	0.0668	0.5339	0.6552
Cereal grains	1,391.2412	394.7994	9,114.7896	1,859.4949
Other ag prods.	94.2002	167.8748	215.0916	157.0962
Animal feed	92.0990	23.6020	2,669.8757	582.1175
Meat/seafood	155.8845	497.9315	123.2664	286.9058
Milled grain prods.	44.1987	23.8855	1,889.4207	730.9378
Other foodstuffs	2,140.7966	1,341.9965	3,166.1897	1,742.1446
Alcoholic beverages	167.0227	177.1396	874.7215	637.4139
Tobacco prods.	0.3536	1.7317	0.0293	0.1495
Building stone	7.9535	0.5377	24.1685	1.1249
Natural sands	0.3255	0.0281	433.9631	33.2816
Gravel	0.0147	0.0115	26.9186	0.7945
Nonmetallic minerals	86.9109	15.0114	510.5620	85.1050
Metallic ores	9.2536	0.6365	29.7217	18.7502
Coal	0.0481	0.0030	1,784.9497	48.4628
Crude petroleum	24.0866	10.8865	0.0218	0.0098
Gasoline	0.5173	0.3801	1.4639	1.2519
Fuel oils	3.7990	0.2484	2.3006	0.7578
Coal-n.e.c.	2,280.7669	860.2371	4,799.2675	2,176.4626
Basic chemicals	992.1771	1,109.4438	4,068.7940	3,602.5763
Pharmaceuticals	0.0491	0.8908	0.4748	12.3494
Fertilizers	265.8868	69.3677	739.8446	184.0118
Chemical prods.	94.3576	116.5480	220.0099	296.1026
Plastics/rubber	130.9301	229.9082	1,186.9058	1,510.6300
Logs	1.3758	0.3626	61.0329	28.0220
Wood prods.	569.5556	150.7271	1,977.2128	676.6778
Newsprint/paper	109.0445	72.4955	2,160.5574	1,162.7866
Paper articles	26.4321	17.1801	351.1811	249.0547
Printed prods.	3.4477	9.4689	49.8625	39.3700
Textiles/leather	4.1308	11.2423	166.0415	2,144.4621
Nonmetal min. prods.	902.4019	262.2013	642.2139	144.1585
Base metals	427.9898	510.4031	1,756.4298	1,172.6635
Articles-base metal	190.6207	418.9424	107.8350	199.2418
Machinery	2.4503	13.7846	37.6518	274.5710
Electronics	358.9366	4,115.5673	39.3556	213.5930
Motorized vehicles	110.1576	596.6011	1,959.0761	16,253.7734
Transport equip.	16.1494	66.1189	1.8566	9.5227
Precision instruments	0.0559	1.1449	2.0633	54.6150
Furniture	79.9880	202.0269	8.3469	32.3101
Misc. mfg. prods.	169.2402	719.4117	18.3911	72.5204
Waste/scrap	654.7816	131.8494	319.3892	372.1150
Mixed freight	15.5069	11.5385	146.3166	275.5663
Unknown	10.3306	6.1975	43.5020	51.6084
Total	**11,635.50**	**12,360.43**	**41,731.60**	**37,395.22**

Table D-1: FAF3 Pass-Through Commodity Flows by Rail

Commodity	2040			
	From California		To California	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.1244	0.2129	0.5606	1.0260
Cereal grains	9,483.4209	2,539.1603	6,764.1307	1,993.3285
Other ag prods.	242.5840	341.2586	1,034.5094	551.4142
Animal feed	188.2705	55.9519	2,386.9518	519.0549
Meat/seafood	404.1611	1,238.7140	141.1386	302.4901
Milled grain prods.	390.2176	233.2525	1,925.7450	724.1389
Other foodstuffs	9,402.6992	6,953.1723	2,836.9139	1,821.0325
Alcoholic beverages	1,076.1574	822.1144	1,314.3679	1,000.2347
Tobacco prods.	0.6475	3.3553	0.0170	0.0934
Building stone	13.0185	0.8003	65.9299	1.8442
Natural sands	0.3700	0.0270	1,425.2725	116.1284
Gravel	0.0303	0.0185	155.4914	2.5377
Nonmetallic minerals	203.9828	26.3610	1,682.0444	265.1657
Metallic ores	342.5453	32.2247	153.2981	149.6577
Coal	0.2119	0.0220	1,505.2565	40.8664
Crude petroleum	44.2686	20.0079	0.0219	0.0100
Gasoline	0.6169	0.5224	3.1313	2.2113
Fuel oils	5.1236	0.4062	4.2205	1.2803
Coal-n.e.c.	4,339.9358	1,691.8116	9,213.3650	3,739.8249
Basic chemicals	3,972.6206	4,664.9617	3,714.7159	7,266.8682
Pharmaceuticals	0.3267	7.7220	2.5433	45.9335
Fertilizers	298.7437	78.1373	484.2310	133.0839
Chemical prods.	593.3406	700.5404	518.3369	744.4759
Plastics/rubber	480.1769	786.1964	2,395.9950	3,359.3805
Logs	1.1662	0.3391	71.8675	37.1087
Wood prods.	623.1636	177.6857	3,585.5756	1,202.9305
Newsprint/paper	559.9026	240.1636	3,067.1774	1,594.4431
Paper articles	93.3705	55.1390	951.8226	637.9609
Printed prods.	5.1809	12.9900	30.5367	35.1983
Textiles/leather	18.8429	39.5883	144.2671	1,864.5034
Nonmetal min. prods.	2,314.1324	636.7789	821.7795	232.6234
Base metals	1,343.1466	1,317.2999	2,335.2265	1,680.6567
Articles-base metal	777.4449	1,381.4933	192.8142	412.1444
Machinery	11.5962	71.4458	145.9271	948.7312
Electronics	911.0416	11,259.2433	97.0830	517.0966
Motorized vehicles	370.6842	1,962.5307	2,536.8032	20,835.8980
Transport equip.	83.4857	470.7937	8.7184	24.8048
Precision instruments	0.1110	2.5079	3.0748	84.1459
Furniture	482.7921	1,072.2382	66.6289	220.4697
Misc. mfg. prods.	721.2411	2,981.1081	69.4523	228.2935
Waste/scrap	4,550.5137	964.8370	1,112.2662	1,218.8178
Mixed freight	43.3455	33.5614	171.6980	328.8502
Unknown	79.9759	68.1354	213.6871	285.2370
Total	**44,474.73**	**42,944.83**	**53,354.59**	**55,172.00**

Table D-2: FAF3 Pass-Through Commodity Flows by Truck

Commodity	2010			
	From California		To California	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	36.9270	31.0978	703.2468	1,314.2998
Cereal grains	657.1209	153.5889	685.4235	274.7521
Other ag prods.	9,722.1551	11,608.5252	5,218.3234	5,853.5764
Animal feed	1,588.4103	967.3608	3,141.8733	2,104.7433
Meat/seafood	1,627.5443	5,842.9655	3,515.2074	11,238.7095
Milled grain prods.	2,124.8634	3,066.7465	3,752.5582	4,990.3538
Other foodstuffs	13,558.9658	18,310.3061	8,366.6340	14,014.8147
Alcoholic beverages	3,594.3400	5,139.9443	660.7665	1,024.3382
Tobacco prods.	2.5390	18.0929	8.5414	305.8041
Building stone	647.8857	251.0813	509.9263	145.6033
Natural sands	185.8976	18.3003	1,289.2792	48.9887
Gravel	424.0139	15.4515	596.7479	14.0764
Nonmetallic minerals	763.3605	195.3590	2,122.4667	437.4502
Metallic ores	119.5886	71.7712	50.4161	535.5013
Coal	0.7006	0.0427	4.2013	1.0355
Crude petroleum	215.4213	97.3625	0.2008	0.0907
Gasoline	853.8345	688.9548	98.2996	81.5267
Fuel oils	290.3500	134.9113	153.8442	64.1779
Coal-n.e.c.	2,232.8301	1,749.9263	1,228.7176	984.6695
Basic chemicals	1,319.3062	3,908.7295	5,144.9003	5,628.3651
Pharmaceuticals	274.7604	10,374.2685	571.5131	19,523.7652
Fertilizers	707.7379	319.1612	257.3572	110.8905
Chemical prods.	2,769.1737	7,756.4266	3,636.7137	12,583.1178
Plastics/rubber	5,116.8037	17,918.4338	4,174.3662	13,191.4659
Logs	50.7620	37.8550	210.0462	108.0532
Wood prods.	3,016.2894	2,564.4042	5,436.9425	4,606.4787
Newsprint/paper	1,230.9562	1,269.2809	3,394.0401	3,226.5874
Paper articles	944.7469	1,877.3031	2,081.2528	3,839.3901
Printed prods.	1,082.8129	4,123.9416	896.8207	3,725.5365
Textiles/leather	4,119.9160	38,889.6197	1,769.6685	16,238.3489
Nonmetal min. prods.	8,709.4751	5,908.7010	4,025.3509	3,238.6627
Base metals	2,465.4805	6,474.4148	2,698.6436	7,225.9189
Articles-base metal	3161.2777	13930.0073	2374.9225	8793.3451
Machinery	2953.0689	27693.4883	2024.0904	21832.1762
Electronics	4011.4593	72560.4719	1905.0790	26017.3919
Motorized vehicles	4760.0178	33282.9804	3322.8327	30367.5675
Transport equip.	110.1899	3881.8714	100.7243	2280.1359
Precision instruments	736.7773	11725.4353	122.1986	5019.5550
Furniture	3159.1092	10038.8638	952.5254	6454.3181
Misc. mfg. prods.	3113.4121	19726.3183	2159.1740	10959.4520
Waste/scrap	2523.7629	1313.5525	1562.6455	968.1750
Mixed freight	4540.7477	15847.6057	1961.7130	9945.8555
Unknown	134.4315	155.8754	357.1263	432.3072
Total	**99,659.22**	**359,940.80**	**83,247.32**	**259,751.37**

Table D-2: FAF3 Pass-Through Commodity Flows by Truck

Commodity	2040			
	From California		To California	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	55.9005	84.3215	1,308.9828	2,675.8635
Cereal grains	2,696.0917	711.4674	1,266.8405	298.1312
Other ag prods.	24,337.4883	28,826.5354	11,555.9756	13,757.1431
Animal feed	3,828.9965	2,787.9576	2,913.5391	2,082.8250
Meat/seafood	4,137.0158	15,029.1087	4,746.1685	15,164.0482
Milled grain prods.	8,514.6230	12,097.0904	4,532.3566	5,893.5200
Other foodstuffs	53,638.6415	72,084.2953	10,288.3512	15,839.9848
Alcoholic beverages	11,355.7455	16,195.2361	1,088.8597	1,562.8454
Tobacco prods.	3.9332	27.7550	0.5467	16.0099
Building stone	713.1601	233.0605	1,291.7733	292.1835
Natural sands	147.0706	18.9845	3,105.7545	148.6423
Gravel	210.1001	6.2739	1,334.0236	32.2683
Nonmetallic minerals	1,131.6807	254.2721	7,899.6217	1,846.8720
Metallic ores	131.6808	109.9447	58.0716	879.2994
Coal	2.1734	0.2305	8.2402	1.7326
Crude petroleum	373.8673	168.9687	0.3114	0.1753
Gasoline	1,350.0862	1,127.6183	105.2666	96.8367
Fuel oils	379.8067	173.1492	211.7845	81.2183
Coal-n.e.c.	4,668.5717	2,743.4530	1,977.2458	1,382.9549
Basic chemicals	4,857.9119	14,321.1786	4,287.5734	7,661.2518
Pharmaceuticals	765.6031	28,100.5441	2,408.0803	105,974.8058
Fertilizers	933.4439	384.7987	201.7724	106.6737
Chemical prods.	13,824.6461	40,561.1659	7,415.3510	24,884.2548
Plastics/rubber	15,599.3366	48,302.8119	7,287.1553	21,870.4782
Logs	33.5078	19.8488	485.5277	244.2939
Wood prods.	3,411.3284	3,121.7499	5,565.5487	4,633.1523
Newsprint/paper	3,958.3909	3,927.1565	3,238.3577	3,220.5799
Paper articles	3,113.3138	5,809.9669	2,861.4440	5,155.8233
Printed prods.	1,693.8309	6,022.4645	801.1310	3,324.0321
Textiles/leather	10,312.1065	99,740.2828	2,764.4967	23,878.8394
Nonmetal min. prods.	19,091.9249	12,738.2429	5,262.5738	4,686.4080
Base metals	5,511.8930	13,617.5961	2,938.7447	7,535.6133
Articles-base metal	9465.8484	32979.1302	4219.2667	9512.2111
Machinery	11948.0499	102210.3460	4170.8969	47175.4608
Electronics	14722.3525	242328.3705	4128.5022	58669.3299
Motorized vehicles	10687.9292	64935.6052	5582.9275	51429.1304
Transport equip.	464.3508	14009.9816	198.5218	3779.9888
Precision instruments	15008.2448	224628.5635	825.1103	39508.8625
Furniture	12340.3881	29117.2519	2669.1224	14739.6166
Misc. mfg. prods.	15598.3285	91239.2738	6549.3886	35128.7869
Waste/scrap	16151.5564	6694.7347	2928.1539	2776.4546
Mixed freight	17570.0974	58602.3946	3350.0328	16701.4936
Unknown	870.0227	1201.0889	1367.7058	1849.8492
Total	**325,611.04**	**1,297,294.27**	**135,201.10**	**556,499.95**

Table D-3: FAF3 Pass-Through Commodity Flows by Other Modes

Commodity	2010			
	From California		To California	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.2123	0.5589	1.8697	10.7867
Cereal grains	1,250.3108	183.0675	882.3607	642.7195
Other ag prods.	1,051.9369	2,004.3722	2,283.2766	3,027.6220
Animal feed	662.0721	203.2400	4,121.1639	2,868.9838
Meat/seafood	276.9576	946.6310	308.2336	931.9871
Milled grain prods.	420.8817	402.3587	890.4626	968.0933
Other foodstuffs	2,277.4039	3,339.2364	1,207.4037	2,124.5483
Alcoholic beverages	1,675.8219	3,034.0694	857.5341	944.0844
Tobacco prods.	2.3967	108.5970	1.5391	40.7786
Building stone	123.3943	23.4534	88.2877	8.1874
Natural sands	155.0849	11.2345	171.3049	9.3914
Gravel	10.3735	0.1394	45.6484	1.8122
Nonmetallic minerals	62.5901	51.3587	815.0826	160.9418
Metallic ores	52.7226	2.3505	242.6846	777.8861
Coal	0.8786	0.1984	1.2559	0.0838
Crude petroleum				
Gasoline	0.8208	0.8798	1,933.8355	1,211.0533
Fuel oils	6.2904	1.3665	19.3974	11.7158
Coal-n.e.c.	287.7949	228.0641	513.3608	772.8700
Basic chemicals	613.9678	1,586.6589	661.3022	1,981.0688
Pharmaceuticals	100.5543	10,045.7511	173.3686	11,314.8515
Fertilizers	247.7399	147.7117	661.9768	119.0855
Chemical prods.	537.1248	4,122.1345	1,411.6128	4,213.5172
Plastics/rubber	2,008.0241	7,570.8624	3,537.7460	7,723.7451
Logs	9.4985	2.9483	132.4914	70.8666
Wood prods.	683.1206	917.3563	1,330.8545	729.1656
Newsprint/paper	181.7212	262.7553	2,128.6890	1,413.1198
Paper articles	244.2940	822.6016	336.3718	861.4362
Printed prods.	249.5579	2,831.9574	323.9525	3,679.4126
Textiles/leather	1,993.8989	28,396.8757	541.9133	11,026.2088
Nonmetal min. prods.	1,274.8481	3,444.5017	877.9529	1,278.1925
Base metals	610.9947	1,783.2394	1,229.0006	2,284.8896
Articles-base metal	1543.0847	8380.5955	345.2247	3150.3239
Machinery	1395.7535	17202.6013	615.0357	9023.9565
Electronics	2304.3332	72735.1265	597.7674	28640.6682
Motorized vehicles	1934.3800	19980.5878	2152.1486	19506.9465
Transport equip.	67.2149	6849.5147	27.8168	3090.6251
Precision instruments	291.1669	21685.8469	117.5588	12090.6374
Furniture	1258.8799	3980.6065	425.0815	1126.8449
Misc. mfg. prods.	1500.0953	23581.5187	438.8317	14963.4386
Waste/scrap	714.8025	125.5713	4382.1488	2207.0475
Mixed freight	274.6281	3328.4889	527.6796	4246.7308
Unknown	55.7411	79.1245	217.2885	1092.0545
Total	**28,413.37**	**250,406.11**	**37,578.52**	**160,348.38**

Table D-3: FAF3 Pass-Through Commodity Flows by Other Modes

Commodity	2040			
	From California		To California	
	Annual Tons (thousands)	Annual value ($ millions)	Annual Tons (thousands)	Annual value ($ millions)
Live animals/fish	0.6811	1.8502	2.7863	13.1278
Cereal grains	3,358.1026	586.7183	1,345.2536	1,074.3950
Other ag prods.	2,942.5972	5,482.4511	5,121.4781	3,953.4029
Animal feed	1,316.8183	522.0437	3,326.3562	2,775.4407
Meat/seafood	823.8489	2,542.2636	546.8588	1,451.9251
Milled grain prods.	2,263.7452	1,865.6536	1,059.9254	977.9199
Other foodstuffs	9,642.9410	13,754.1981	1,393.2915	2,301.0125
Alcoholic beverages	4,772.5827	9,542.4414	915.6595	1,128.2310
Tobacco prods.	3.5061	150.7701	0.1438	5.0383
Building stone	189.2161	40.2202	157.3989	9.1679
Natural sands	79.1364	4.8424	390.4762	39.4276
Gravel	9.1563	0.2152	277.8136	9.8237
Nonmetallic minerals	213.8518	125.5871	1,765.1046	266.7483
Metallic ores	56.1232	3.3816	408.9139	1,904.9070
Coal	2.1467	0.4422	1.8222	0.1185
Crude petroleum				
Gasoline	1.1070	1.0034	702.7444	420.0138
Fuel oils	8.3673	2.5229	35.1501	18.3272
Coal-n.e.c.	310.4825	244.7943	656.3313	1,733.4702
Basic chemicals	2,288.3492	5,364.3087	1,380.0110	3,668.5551
Pharmaceuticals	419.5085	66,253.7428	765.3726	51,581.3717
Fertilizers	275.5798	152.1328	1,376.6628	239.6363
Chemical prods.	2,591.4165	19,773.2467	3,066.9746	10,748.2347
Plastics/rubber	7,014.0237	22,629.6179	9,027.7785	19,551.7557
Logs	10.2919	3.1532	223.6501	129.5795
Wood prods.	1,082.2589	1,343.2509	1,369.8982	917.2561
Newsprint/paper	562.6373	785.6414	2,583.4594	1,826.5415
Paper articles	641.8180	1,993.4066	527.3893	1,104.9911
Printed prods.	620.6065	4,454.5582	272.5609	3,573.3881
Textiles/leather	5,686.8888	74,126.3944	970.5372	15,285.6576
Nonmetal min. prods.	3,507.1644	7,779.7175	1,659.7346	2,259.9380
Base metals	1,469.1017	4,022.7526	1,158.5679	1,960.4761
Articles-base metal	6549.6893	22802.0151	802.5628	3100.7925
Machinery	5969.7196	64134.3249	1339.1136	17304.8683
Electronics	9663.3543	246221.4028	1445.1069	52335.5545
Motorized vehicles	3419.2816	37526.8156	3986.7722	35864.4476
Transport equip.	268.7110	20504.3617	88.7823	8621.6042
Precision instruments	5400.1681	567529.7334	898.5091	113037.1179
Furniture	7326.7285	16487.5216	945.1754	2731.1890
Misc. mfg. prods.	6990.4294	107755.5220	1424.9076	42841.5967
Waste/scrap	4413.3437	581.5859	18174.2114	13584.3222
Mixed freight	1213.0160	14585.9838	667.7198	5903.4512
Unknown	536.1216	514.1881	996.0375	3956.4329
Total	**103,914.62**	**1,342,196.78**	**73,259.00**	**430,211.26**

1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

May 30, 2013

To: **Department of Transportation Board of Directors**
From: **Rudy Malfabon, Director**
Subject: **June 10, 2013 Transportation Board of Directors Meeting**
Item #14: **Old Business**

Summary:

This item is to provide follow up and ongoing information brought up at previous Board Meetings.

Analysis:

a. Report on Construction Working Group Activities – *Informational item only.*
Please see Attachment A.

b. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
Please see Attachment B.

c. Monthly Litigation Report - *Informational item only.*
Please see Attachment C.

d. 2012 Calendar Year Litigation Report with Outside Counsel Costs – *Informational item only.*
Please see Attachment D.

e. Fatality Report dated May 21, 2013 - *Informational item only.*
Please see Attachment E.

List of Attachments:

a. Report on Construction Working Group Activities – *Informational item only.*
b. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
c. Monthly Litigation Report - *Informational item only.*
d. 2012 Calendar Year Litigation Report – *Informational item only.*
e. Fatality Report dated May 21, 2013 - *Informational item only.*

Recommendation for Board Action:

Informational item only.

Prepared by:

Rudy Malfabon, Director

Attachment A
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

June 10, 2013

To: **Transportation Board of Directors**

From: **Len Savage, Chairman Construction Working Group**
Richard Nelson, P.E., F.ASCE, Assistant Director, Operations

Subject: **June10, 2013 Transportation Board of Directors Meeting**

Item #14a **Construction Working Group Semi-Annual Report**

The Construction Working Group (CWG) is a subcommittee of the Transportation Board. CWG members include Len Savage (chair), Controller Kim Wallin, and Member Frank Martin. This report covers the activities of the Construction Working Group (CWG) from January through June 2013.

Construction Working Group Activities

During this reporting period the CWG has scheduled three meetings.

- February 11, 2013 – canceled due to the lack of a quorum
- March 11, 2013
- May 13, 2013

The meeting agendas are attached as appendix "A".

Time is devoted each meeting to provide a briefing on the status of construction projects which includes the summary of projects closed, project closeout status, and status of active projects. A closed executive session provides the opportunity to receive information from counsel regarding potential or existing litigation on construction projects.

NDOT conducted its annual Resident Engineer meeting in Reno February 26-28 to discuss process, procedures, and specifications. CWG Chair Savage attended the first day and made opening remarks to those in attendance. His participation was well received.

Construction Project Closeout Performance

During this reporting period NDOT has closed out a total of 19 projects with an average time to closeout a project of 11 months. This represents an improvement of 6 months time from last year. During the first half on 2013 we have closed about one project every week and are on a pace to exceed last year's total of 37 projects closed. The CWG reviews a summary of every project closed out including the total project costs and asks questions regarding abnormalities. Summaries of the projects closed out since the last reporting to the Transportation Board are attached in Appendix "B".

Future Activities

The CWG has determined that the work of the CWG can progress in a meaningful manner through quarterly meetings with more frequent meetings as the specific issues demand. Future, regular meetings of the CWG will held on a quarterly basis.

Since the inception of the CWG NDOT staff has provided informational briefings on all the processes and procedures associated with the delivery of our construction program from bid evaluation through closeout and on the nine priority items initially identified. This process laid necessary foundation to allow the CWG to work with staff to initiate a period of process improvement. The CWG has identified several topics to investigate that have high potential to improve the delivery of NDOT's construction program. They are:

- Contractor payment processes,
- NDOT's policy of making contractor payments bi-weekly versus monthly payments and the impacts on cash flow,
- NDOT's contract retention,
- Continued improvement in the contract closeout procedures,
- Design Consultant completeness and accountability,
- Periodic review of NDOT/Contractor liaison meeting discussions,
- Implication of the recent audit of NDOT facilities and practice by the U.S. Environmental Protection Agency, and
- Any other item(s) as the Transportation Board sees fit.

Department of Transportation
Board of Directors – Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
February 11, 2013 – 45 minutes after the close of the Transportation Board Meeting
CANCELLED

CANCELLED
AGENDA

1. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*

2. **Approval of Minutes** – (Discussion/Possible Action) – *Approval of the December 10, 2012, CWG meeting minutes.*

3. **Construction Training and Meetings** – (Discussion Only) – *Briefing on the training opportunities provided to Resident Engineer construction crews throughout the year.*
   A. Resident Engineer's Conference
   B. Construction Academy
   C. Special Topic Classes; e.g. Construction Contract Change Orders, Office Manager, Testing, and others

4. **Crew Reduction Rational and Analysis** – (Discussion Only) – *At the January 2013 Transportation Board Meeting Director Malfabon announced that NDOT would be eliminating two construction crews; one in District 1 and one in District 2. The Construction Division provided a staffing analysis to the Director. The impact to the Construction program will be discussed.*

5. **Accountability** – (Discussion Only) – *Accountability was one of the priority items identified during the creation of the Construction Working Group. Strategies to improve accountability will be discussed.*

6. **Old Business** – (Discussion Only)

7. **Briefing on Status of Construction Projects** – (Discussion Only)
   A. Summary of Projects Closed / 2012 Closeout Performance
   B. Project Closeout Status
   C. Status of Active Projects

8. **Closed session** – (Discussion Only) – *To receive information from counsel regarding potential or existing litigation on construction projects.*

9. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*

Notes:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration.
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room.
- Copies of non-confidential supporting materials provided to the Board are available upon request.

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123 East Washington
Las Vegas, Nevada

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada

Department of Transportation
Board of Directors – Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
March 11, 2013 – 45 minutes after the close of the Transportation Board Meeting

AGENDA

1. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*

2. **Approval of Minutes** – (Discussion/Possible Action) – *Approval of the December 10, 2012, CWG meeting minutes.*

3. **Construction Training and Meetings** – (Discussion Only) – *Briefing on the training opportunities provided to Resident Engineer construction crews throughout the year.*
   A. Resident Engineer Meeting
   B. Resident Engineer Academy
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4. **Crew Reduction Rational and Analysis** – (Discussion Only) – *At the January 2013 Transportation Board Meeting Director Malfabon announced that NDOT would be eliminating two construction crews; one in District 1 and one in District 2. The Construction Division provided a staffing analysis to the Director. The impact to the Construction program will be discussed.*

5. **Accountability** – (Discussion Only) – *Accountability was one of the priority items identified during the creation of the Construction Working Group. Strategies to improve accountability will be discussed.*

6. **Old Business** – (Discussion Only)

7. **Briefing on Status of Construction Projects** – (Discussion Only)
   A. Summary of Projects Closed / 2012 Closeout Performance
   B. Project Closeout Status
   C. Status of Active Projects

8. **Closed session** – (Discussion Only) – *To receive information from counsel regarding potential or existing litigation on construction projects.*

9. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*

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Governor's Office
Capitol Building
Carson City, Nevada

Department of Transportation
Board of Directors – Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
May 13, 2013 – 45 minutes after the close of the Transportation Board Meeting

AGENDA

1. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*

2. **Approval of Minutes** – (Discussion/Possible Action) – *Approval of the March 11, 2013, CWG meeting minutes.*

3. **Legislative Update** – (Discussion Only) – *Update on NDOT, Transportation, and Construction Related bills proceeding through the Legislature.*

4. **Briefing on Civil Rights Programs** – (Discussion Only) – *Briefing of NDOT Civil Rights Program, DBE Program Requirements, Title VI, Good Faith Efforts and Roles and Responsibilities.*

5. **CWG Discussion** – (Discussion/Possible Action) – *Discuss the future direction and frequency of the CWG meetings.*

6. **Old Business** – (Discussion Only)
   A. March 20, 2013, NDOT/Industry Liaison Meeting draft minutes

7. **Briefing on Status of Construction Projects** – (Discussion Only)
   A. Summary of Projects Closed
   B. Project Closeout Status
   C. Status of Active Projects

8. **Public Comment** – (Discussion Only) – *No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.*

9. **Closed session** – (Discussion Only) – *To receive information from counsel regarding potential or existing litigation on construction projects.*

Notes:

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Capitol Building
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NDOT Construction Contracts Closed Out
January thru May 2013

Appendix B

Contract	Description	Contractor	Resident Engineer	NDOT/Consultant	Original Bid	CCO Amount	% CCO	Qty Adjustments	% Adjustments	Total Paid	Amount Over/Under	% Change	Agreement Estimate (budget)	% Agr. Est.
3350	I 80, ROSNEY GRADE	AGGREGATE INDUSTRIES	Crew 908-Rupinski	BRADSHAW, JOHN	$ 8,922,921.99	$ 3,163,228.25	35.5%	$ (1,407,612.47)	-15.8%	$ 10,678,537.77	$ 1,755,615.78	120%	$ 9,453,009.00	113%
3383	SR 574, CHEYENNE AVENUE	LAS VEGAS PAVING	Crew 926- Sulahria	MIRANDA, EDUARDO	$ 9,677,150.00	$ 88,176.09	0.9%	$ 423,186.34	4.4%	$ 10,188,512.43	$ 511,362.43	105%	$ 10,356,209.00	98%
3390	SR 564, LAKE MEAD PKWY	LAS VEGAS PAVING	Crew 901- Alhwayek	PETERSON, CHRISTOPHER	$ 13,543,210.00	$ 1,062,126.84	7.8%	$ (428,457.99)	-3.2%	$ 14,176,878.85	$ 633,668.85	105%	$ 14,543,982.00	97%
3402	I 80 E. NIGHTINGALE INTERCHANGE	ROAD AND HIGHWAY BUILDERS	Crew 904 - Boge	BRADSHAW, JOHN	$ 11,464,464.00	$ 654,400.00	5.7%	$ 765,459.76	6.7%	$ 12,884,323.76	$ 1,419,859.76	112%	$ 12,433,091.00	104%
3417	US 395, CARSON CITY BYPASS AESTHETICS	Q&D CONSTRUCTION	Crew 907- Lani	JOYCE, LUCY	$ 1,021,452.00	$ -	0.0%	$ 14,305.68	1.4%	$ 1,035,757.68	$ 14,305.68	101%	$ 1,143,169.00	91%
3436	I 80, PILOT PEAK INTERCHANGE	ROAD AND HIGHWAY BUILDERS	Crew 918 - Yates	BRADSHAW, JOHN	$ 11,535,535.00	$ 121,097.14	1.0%	$ 897,722.19	7.8%	$ 12,554,354.33	$ 1,018,819.33	109%	$ 12,481,526.00	101%
3444	SR 604, LAS VEGAS BLDV, MILL AND OVERLAY	LAS VEGAS PAVING	Crew 901- Alhwayek	BRADSHAW, JOHN	$ 5,035,000.00	$ 172,198.58	3.4%	$ (366,348.10)	-7.3%	$ 4,840,850.48	$ (194,149.52)	96%	$ 5,401,284.00	90%
3446	US 395, WATERLOO LN TO JNCT WITH US50	A. TEICHERT & SON	HDR - Selmi	JOHNSON, NICHOLAS	$ 12,913,116.86	$ 372,516.35	2.9%	$ 1,252,531.86	9.7%	$ 14,538,165.07	$ 1,625,048.21	113%	$ 13,838,963.00	105%
3449	US 395, CA/NV STATE LINE (TOPAZ PARK RD)	MKD CONSTRUCTION	Crew 907- Lani	PETERS, VICTOR	$ 379,000.00	$ 18,053.00	4.8%	$ 15,928.57	4.2%	$ 412,981.57	$ 33,981.57	109%	$ 449,320.00	92%
3452	SR 828, FARM DISTRICT ROAD	DON GARCIA EXCAVATING & PAVING	Crew 904- Boge	BIRD, STEVE	$ 368,864.40	$ 2,887.39	0.8%	$ 80,809.58	21.9%	$ 452,561.37	$ 83,696.97	123%	$ 423,751.00	107%
3460	SR 373, CA/NV STATE LINE TO US 95	LAS VEGAS PAVING	CM WORKS- Ferguson	FINERTY, JENICA / PARSONS	$ 3,895,000.00	$ (65,734.39)	-1.7%	$ 403,794.76	10.4%	$ 4,233,060.37	$ 338,060.37	109%	$ 4,185,314.00	101%
3467	US 50 AND SR 28, RETROFIT DROP INLETS	MKD CONSTRUCTION	Crew 911- Angel	SOLTANI, AMIR/ ATKINS	$ 446,162.00	$ 20,247.00	4.5%	$ 242,626.26	54.4%	$ 709,035.26	$ 262,873.26	159%	$ 517,393.00	137%
3469	US 50, US 95 & SR 362, HAWTHORNE	ROAD AND HIGHWAY BUILDERS	BMG- R. Bowling	PETERSON, CHRISTOPHER	$ 7,862,633.00	$ (8,559.43)	-0.1%	$ 305,916.28	3.9%	$ 8,159,989.85	$ 297,356.85	104%	$ 8,429,445.65	97%
3470	I 15, CA/NV LINE TO N. SLOAN INT.	INTERSTATE IMPROVEMENT	Crew 906- Petrenko	PETERSON, CHRISTOPHER	$ 8,061,738.13	$ 50,760.86	0.6%	$ (120,302.71)	-1.5%	$ 7,992,196.28	$ (69,541.85)	99%	$ 8,646,542.93	92%
3473	DISTRICT 3, VARIOUS INTERSECTION	BECO CONSTRUCTION	DISTRICT- B. RATLIFF	CERAGIOLI, JIM	$ 341,000.00	$ -	0.0%	$ 3,123.50	0.9%	$ 344,123.50	$ 3,123.50	101%	$ 409,300.00	84%
3475	CLARK CO, HENDERSON, FLASHING YELLOW SIG. MOD.	LLO INC	Crew 922- Christiansen	CERAGIOLI, JIM	$ 940,692.00	$ -	0.0%	$ 7,200.22	0.8%	$ 947,892.22	$ 7,200.22	101%	$ 1,046,540.00	91%
3478	SR 722, US 50 TO CH/LA COUNTY LINE	SIERRA NEVADA CONSTRUCTION	Crew 040- Howerton	SOLTANI, AMIR/ PB AMERICA	$ 4,029,007.00	$ (550,000.00)	-13.7%	$ (151,917.68)	-3.8%	$ 3,327,089.32	$ (701,917.68)	83%	$ 4,314,857.00	77%
3479	US 93, NORTHERN NEV. RR NEAR CURRIE	GRANITE CONSTRUCTION	CH2MHILL- M. Johnson	SOLTANI, AMIR/ CA GROUP	$ 8,654,654.00	$ 71.38	0.0%	$ 17,028.85	0.2%	$ 8,671,754.23	$ 17,100.23	100%	$ 9,273,087.00	94%
3511	US 6, MICROSURFACING	INTERMOUNTAIN SLURRY SEAL	Crew 915- Strganac	BUSH, ANITA	$ 632,222.00	$ 33,360.00	5.3%	$ 17,915.46	2.8%	$ 683,497.46	$ 51,275.46	108%	$676,478.00	101%
			Totals		$ 109,723,822.38	$ 5,134,829.06	3.0%	$ 1,972,910.36	5.2%	$ 116,831,561.80	$ 7,107,739.42	108%	$ 118,023,261.58	98%
			Number of Projects Over/ Under Agr. Estimate (Budget)								Projects Over	8	Projects under	11

Contract No.: 3350
NDOT Project No.: 73364
FHWA Project No.: IM-080-3(057)
County: Lander/ Eureka
Length: 11.08 miles
Location: I 80 in Lander County from 0.42 miles west of the Rosney Creek Grade Separation to the LA/EU county line. LA 15.89 to 26.97
Work Description: 1.5 inch coldmill, 2.5 inch Plantmix Bituminous Surface with Open Grade. Minor bridge repairs to H-1011(E&W), I-810(E&W).
Contract Awarded: April 28, 2008
Notice to Proceed: May 28, 2008
Work Completed: July 20, 2009
Work Accepted: October 16, 2009
Final Payment: May 8, 2013

Contractor: Aggregate Industries SWR Inc.

Resident Engineer: NDOT Crew 908 – C. Rupinski

Designer: John Bradshaw

Project Performance:

Engineers Estimate:	$11,225,464.20
Bid Price:	$8,922,921.99
Final Contract Amount:	$10,678,537.77
Dollar Amount Over/Under Bid:	$1,755,615.78
Percent Over/Under Bid:	120%
Construction Engineering Costs:	$1,081,457.85
Total Change Orders:	$3,163,228.25
Percent Change Orders:	35.5%
Settlements/Claims:	none
Original Working Days:	100
Updated Working Days:	100
Charged Working Days:	100
Liquidated Damages:	- $15,647.80

Project Cost Breakdown:

Preliminary Engineering:	$377,052.63 (3.53%)
Right of Way:	$8,891.06
Construction Engineering:	$1,081,457.85 (10.13%)
Construction Contract:	$10,678,537.77
Total Project Cost:	$12,145,939.31

Contract No.: 3383
NDOT Project No.: 73161, 73407, 60354
FHWA Project No.: STP-0574(002), STP-0574(003), STP-0574(004)
County: Clark
Length: 10.33 miles
Location: On SR 574, Cheyenne Avenue, from US 95 Losee Road, from Civic Center Drive to Nellis Boulevard and from Rancho Drive to I-15
Work Description: Cold mill and place plantmix bituminous surface with open-grade restripe from 4-6 lanes, including median island and signal modifications
Contract Awarded: July 30, 2009
Notice to Proceed: August 31, 2009
Work Completed: August 31, 2010
Work Accepted: May 11, 2011
Final Payment: February 15, 2013

Contractor: Las Vegas Paving Corp

Resident Engineer: NDOT Crew 926 – Abid Sulahria (acting)

Designer: Eduardo Miranda (NDOT)

Project Performance:

Engineers Estimate:	$9,765,326.09
Bid Price:	$9,677,150.00
Final Contract Amount:	$10,188,512.43
Dollar Amount Over/Under Bid:	$511,362.43
Percent Over/Under Bid:	105%
Construction Engineering Costs:	$730,047.23
Total Change Orders:	$88,176.09
Percent Change Orders:	0.9%
Settlements/Claims:	none
Original Working Days:	220
Updated Working Days:	220
Charged Working Days:	220
Liquidated Damages:	- $6,175.16

Project Cost Breakdown:

Preliminary Engineering:	$180,316.38 (1.77%)
Right of Way:	$15,908.73
Construction Engineering:	$730,047.23 (7.17%)
Construction Contract:	$10,188,512.43
Total Project Cost:	$11,114,784.77

Contract No.: 3390
NDOT Project No.: 60348
FHWA Project No.: DE-0564(004) & STP-0564(005)
County: Clark
Length: 4.30 Miles
Location: On SR 564, Leak Mead Pkwy, from Boulder Hwy (SR 582) to Lake Mead National Recreation Area & SR564, Boulder Hwy SR 582 to Ash St.
Work Description: Widen Existing Roadway to 6 Lanes
Contract Awarded: November 17, 2009
Notice to Proceed: January 4, 2010
Work Completed: December 2, 2010
Work Accepted: March 7, 2011
Final Payment: March 27, 2013

Contractor: Las Vegas Paving Corporation

Resident Engineer: NDOT Crew 901 – S. Alhwayek

Designer: Nickolas Johnson

Project Performance:

Engineers Estimate:	$15,259,903.55
Bid Price:	$13,543,210.00
Final Contract Amount:	***$14,176,878.85
Dollar Amount Over/Under Bid:	$633,668.85
Percent Over/Under Bid:	105%
Construction Engineering Costs:	$922,552.18
Total Change Orders:	$1,062,126.84
Percent Change Orders:	7.8%
Settlements/Claims:	none
Original Working Days:	220
Updated Working Days:	220
Charged Working Days:	220
Liquidated Damages:	- $79.00

Project Cost Breakdown:

Preliminary Engineering:	not captured
Right of Way:	not captured
Construction Engineering:	$922,552.18 (6.51%)
Construction Contract:	$14,176,878.85
Total Project Cost:	$15,099,431.03 (excluding PE & ROW)

Contractor billed for $40,261.42 plus $50,000.00 retention returned to the Department*

Contract No.: 3402
NDOT Project No.: 60404 & 73493
FHWA Project No.: ARRA-080-1(165)
County: Churchill
Length: 14.862 miles
Location: On I-80 from 8.7 miles East of Nightingale Interchange to the Churchill Pershing county line.
Work Description: 1.5 inch coldmill and 2 inch plantmix bituminous surface overlay with ¾ inch open grade wearing course
Contract Awarded: November 17, 2009
Notice to Proceed: December 21, 2009
Work Completed: March 11, 2011
Work Accepted: May 23, 2011
Final Payment: December 4, 2012

Contractor: Road and Highway Builders

Resident Engineer: NDOT Crew 904 – Larry Boge

Designer: John Bradshaw (NDOT)

Project Performance:

Engineers Estimate:	$13,880,854.35
Bid Price:	$11,464,464.00
Final Contract Amount:	$12,884,323.76
Dollar Amount Over/Under Bid:	$1,419,859.76
Percent Over/Under Bid:	112%
Construction Engineering Costs:	$1,023,324.56
Total Change Orders:	$654,400.00
Percent Change Orders:	5.7%
Settlements/Claims:	none
Original Working Days:	130
Updated Working Days:	130
Charged Working Days:	108
Liquidated Damages:	- $2,500.00

Project Cost Breakdown:

Preliminary Engineering:	$4,945.59 (0.04 %)
Right of Way:	$6,314.96
Construction Engineering:	$1,023,324.56 (7.94%)
Construction Contract:	$12,884,323.76
Total Project Cost:	$13,918,908.87

Contract No.: 3417
NDOT Project No.: 60448
FHWA Project No.: ARRA-395-1
County: Carson City
Length: 0.85
Location: On US 395, Carson City Bypass. At the 5th Street Grade Separations and Fairview Interchange, Carson City ****** Supplemental Notice 05/17/10******
Work Description: Construct landscape and aesthetic treatments
Contract Awarded: June 8, 2010
Notice to Proceed: July 12, 2010
Work Completed: September 16, 2011
Work Accepted: December 10, 2012
Final Payment: March 20, 2013

Contractor: Q & D Construction Inc.

Resident Engineer: NDOT Crew # 907- S. Lani

Designer: John Letoile

Project Performance:

Engineers Estimate:	$1,089,787.00
Bid Price:	$1,021,452.00
Final Contract Amount:	$1,035,757.68
Dollar Amount Over/Under Bid:	$14,305.68
Percent Over/Under Bid:	101%
Construction Engineering Costs:	$42,938.11
Total Change Orders:	$0.00
Percent Change Orders:	0.0%
Settlements/Claims:	none
Original Working Days:	40
Updated Working Days:	40
Charged Working Days:	40
Liquidated Damages:	$0.00

Project Cost Breakdown:

Preliminary Engineering:	not captured
Right of Way:	not captured
Construction Engineering:	$42,938.11 (4.15%)
Construction Contract:	$1,035,757.68
Total Project Cost:	$1,078,695.79 (excluding PE & ROW)

Contract No.: 3436
NDOT Project No.: 73560
FHWA Project No.: IM-080-5(038)
County: Elko
Length: 15.129 miles
Location: I 80 from 3.16 miles W. of the Pilot Peak Interchange to the NV/UT State Line.
Work Description: 2 inch coldmill, 3 inch plantmix bituminous overlay with Open Grade.
Contract Awarded: December 3, 2010
Notice to Proceed: March 7, 2011
Work Completed: November 18, 2011
Work Accepted: April 9, 2012
Final Payment: January 2, 2013

Contractor: Road and Highway Builders

Resident Engineer: NDOT Crew 918 – Mike Yates

Designer: John Bradshaw (NDOT)

Project Performance:

Engineers Estimate:	$12,821,850.61
Bid Price:	$11,535,535.00
Final Contract Amount:	$12,554,354.33
Dollar Amount Over/Under Bid:	$1,018,819.33
Percent Over/Under Bid:	109%
Construction Engineering Costs:	$567,531.36
Total Change Orders:	$121,097.14
Percent Change Orders:	1.0%
Settlements/Claims:	none
Original Working Days:	150
Updated Working Days:	150
Charged Working Days:	136
Liquidated Damages:	- $3,350.00

Project Cost Breakdown:

Preliminary Engineering:	$100,412.46 (0.80%)
Right of Way:	$5,657.06
Construction Engineering:	$567,531.36 (4.52%)
Construction Contract:	$12,554,354.33
Total Project Cost:	$13,227,955.21

Contract No.: 3444
NDOT Project No.: 73573
FHWA Project No.: SPSR-0604(028)
County: Clark/ Elko
Length: 7.526 Mile
Location: SR 604 LV Blvd, from N. Craig Rd. to Junction of Apex Interchange Ramps 3 & 4; A Functional Cl. Break at 2004 N. Urban Limits of LV. MP CL 50.395 TP C; 57.921
Work Description: 2 inch Coldmill with 2 inch Plantmix Bituminous Surface Overlay and Open Grade.
Contract Awarded: March 16, 2011
Notice to Proceed: May 2, 2011
Work Completed: September 30, 2011
Work Accepted: January 6, 2012
Final Payment: May 7, 2013

Contractor: Las Vegas Paving Corporation

Resident Engineer: NDOT Crew 901 – S. Alhwayek

Designer: John Bradshaw

Project Performance:

Engineers Estimate:	$4,916,434.86
Bid Price:	$5,035,000.00
Final Contract Amount:	*$4,840,850.48
Dollar Amount Over/Under Bid:	- $194,149.52
Percent Over/Under Bid:	96%
Construction Engineering Costs:	$305,312.58
Total Change Orders:	$172,198.58
Percent Change Orders:	3.4%
Settlements/Claims:	none
Original Working Days:	100
Updated Working Days:	100
Charged Working Days:	80
Liquidated Damages:	- $0.00

Project Cost Breakdown:

Preliminary Engineering:	$183,689.59 (3.79%)
Right of Way:	$10,720.76
Construction Engineering:	$305,312.58 (6.31%)
Construction Contract:	$4,840,850.48
Total Project Cost:	$5,340,573.41

*Contractor billed for $82,769.30 plus $50,000.00 retention returned to Department

Contract No.: 3446
NDOT Project No.: 60495, 73505
FHWA Project No.: NH-395-1(023)
County: Douglas, Carson City
Length: 15.179 Miles
Location: On US 395 from 1.2 miles S. of Waterloo Lane to the Junction with US 50 in Carson City.
Work Description: Remove 2 ¾" PBS Cold Milling, Replace with 2" Plantmix Bituminous Surface overlay and Open-Graded Wearing Course
Contract Awarded: May 19, 2011
Notice to Proceed: June 20, 2011
Work Completed: October 17, 2012
Work Accepted: November 7, 2012
Final Payment: February 19, 2013

Contractor: A. Teichert & Son Inc DBA

Resident Engineer: HDR – Gary Selmi

Designer: Nick Johnson (NDOT)

Project Performance:

Engineers Estimate:	$10,452,284.45
Bid Price:	$12,913,116.86
Final Contract Amount:	$14,538,165.07
Dollar Amount Over/Under Bid:	$1,625,048.21
Percent Over/Under Bid:	113%
Construction Engineering Costs:	$2,912,224.75
Total Change Orders:	$372,516.35
Percent Change Orders:	2.9%
Settlements/Claims:	none
Original Working Days:	150
Updated Working Days:	145
Charged Working Days:	145
Liquidated Damages:	- $6,346.30

Project Cost Breakdown:

Preliminary Engineering:	$423,255.15 (2.91%)
Right of Way:	$37,141.25
Construction Engineering:	$2,912,224.75 (20.03%)
Construction Contract:	$14,538,165.07
Total Project Cost:	$17,910,786.22

Contract No.: 3449
NDOT Project No.: 73541
FHWA Project No.: SPF-395-1(028)
County: Douglas
Length: .242 miles
Location: On US 395 from 0.75 miles North of the California/Nevada Stateline to 0.99 miles North of the California/Nevada Stateline (Topaz Park Road)
Work Description: Construct acceleration lane
Contract Awarded: May 26, 2010
Notice to Proceed: June 27, 2011
Work Completed: October 7, 2011
Work Accepted: December 5, 2012
Final Payment: March 21, 2013

Contractor: MKD Construction Inc.

Resident Engineer: NDOT Crew # 907- S. Lani

Designer: Steve Merrill

Project Performance:

Engineers Estimate:	$366,763.50
Bid Price:	$379,000.00
Final Contract Amount:	$412,981.57
Dollar Amount Over/Under Bid:	$33,981.57
Percent Over/Under Bid:	109%
Construction Engineering Costs:	$136,186.19
Total Change Orders:	$18,053.00
Percent Change Orders:	4.80%
Settlements/Claims:	none
Original Working Days:	25
Updated Working Days:	33
Charged Working Days:	33
Liquidated Damages:	- 0.00

Project Cost Breakdown:

Preliminary Engineering:	$94,274.85 (22.83%)
Right of Way:	$4,547.26
Construction Engineering:	$136,186.19 (32.98%)
Construction Contract:	$412,977.12
Total Project Cost:	$647,985.42

Contract No.: 3452
NDOT Project No.: 73515
FHWA Project No.: STP-0828(001)
County: Lyon
Length: 1.10 Miles
Location: On SR 828, Farm District Road, Between US 50A to Crimson Lane in the City of Fernley.
Work Description: Construct a 10 foot wide Plantmix Bituminous Bike Path, Striping, Signing and Extending Culverts.
Contract Awarded: July 11 2011
Notice to Proceed: August 15 2011
Work Completed: September 21 2011
Work Accepted: September 19 2012
Final Payment: January 29 2013

Contractor: Don Garcia Excavating & Paving

Resident Engineer: NDOT Crew 904 – Larry Boge

Designer: Steve Bird (NDOT)

Project Performance:

Engineers Estimate:	$319,763.00
Bid Price:	$368,864.40
Final Contract Amount:	$452,561.37
Dollar Amount Over/Under Bid:	$83,696.97
Percent Over/Under Bid:	123%
Construction Engineering Costs:	$82,587.83
Total Change Orders:	$2,887.39
Percent Change Orders:	0.8%
Settlements/Claims:	none
Original Working Days:	30
Updated Working Days:	30
Charged Working Days:	30
Liquidated Damages:	$0.00

Project Cost Breakdown:

Preliminary Engineering:	$318,760.22 (70.43%)
Right of Way:	not captured
Construction Engineering:	$82,587.83 (18.25%)
Construction Contract:	$452,561.37
Total Project Cost:	$853,909.42 (excluding ROW)

Contract No.: 3460
NDOT Project No.: 60511
FHWA Project No.: SPSR-0373(001)
County: Nye
Length: 16.3 Miles
Location: On SR 373 from the California/ Nevada State line to US 95
Work Description: Overlay with 2" Plantmix Bituminous Surface and 3/4" Open-Grade wearing course.
Contract Awarded: July 11, 2011
Notice to Proceed: August 15, 2011
Work Completed: June 27, 2012
Work Accepted: August 2, 2012
Final Payment: February 26, 2013

Contractor: Las Vegas Paving Corporation

Resident Engineer: CM Works - Keith Ferguson

Designer: Jenica Finnerty (NDOT) / Parsons

Project Performance:

Engineers Estimate:	$4,661,599.00
Bid Price:	$3,895,000.00
Final Contract Amount:	*$4,233,060.37
Dollar Amount Over/Under Bid:	$338,060.37
Percent Over/Under Bid:	109%
Construction Engineering Costs:	$883,754.73
Total Change Orders:	- $65,734.39
Percent Change Orders:	-1.7%
Settlements/Claims:	none
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	60
Liquidated Damages:	- $15,906.75

Project Cost Breakdown:

Preliminary Engineering:	$87,850.00 (2.08%)
Right of Way:	not captured
Construction Engineering:	$883,754.73 (20.88%)
Construction Contract:	$4,233,060.37
Total Project Cost:	$5,204,665.10 (excluding ROW)

*Total amount of $155,122.86 was paid to the contractor at final payment.

Contract No.: 3467
NDOT Project No.: 60517
FHWA Project No.: SP-000M (175)
County: Douglas & Washoe
Length: 2.30 miles in Washoe & 9.30 in Douglas
Location: On US-50 in Douglas County & SR-28 in Washoe County
Work Description: Retrofit drop inlets for Lake Tahoe bike traffic/safety
Contract Awarded: August 12, 2011
Notice to Proceed: September 12, 2011
Work Completed: July 19, 2012
Work Accepted: August 27, 2012
Final Payment: April 5, 2013

Contractor: MKD Construction, Inc.

Resident Engineer: NDOT Crew # 911- J. Angel

Designer: Amir Soltani

Project Performance:

Engineers Estimate:	$415,992.00
Bid Price:	$446,162.00
Final Contract Amount:	$709,035.26
Dollar Amount Over/Under Bid:	$262,873.26
Percent Over/Under Bid:	159%
Construction Engineering Costs:	$105,780.58
Total Change Orders:	$20,247.00
Percent Change Orders:	4.50%
Settlements/Claims:	none
Original Working Days:	90
Updated Working Days:	90
Charged Working Days:	48
Liquidated Damages:	0.00

Project Cost Breakdown:

Preliminary Engineering:	$66,400.00 (7.54%)
Right of Way:	not captured
Construction Engineering:	$105,780.58 (14.92%)
Construction Contract:	$709,035.26
Total Project Cost:	$881,215.84 (excluding ROW)

Contract No.: 3469
NDOT Project No.: 60514
FHWA Project No.: STP-095-5(018)
County: Mineral
Length: 18.90 miles
Location: US 50 N. of SR362 to N. of Dutch Creek: US 95 N. Boundary of Ammo Depot to S. of Walker Reservation; SR 362 from US 95 S. Hawthorne
Work Description: Coldmilling and placing plantmix bituminous surface with open-grade
Contract Awarded: September 22, 2011
Notice to Proceed: March 5, 2012
Work Completed: September 14, 2012
Work Accepted: September 16, 2012
Final Payment: March 18, 2069

Contractor: Road & Highway Builders LLC

Resident Engineer: Randy Bowling, Bowling Mamola Group

Designer: Christopher Petersen

Project Performance:

Engineers Estimate:	$7,921,907.00
Bid Price:	$7,862,633.00
Final Contract Amount:	$8,159,989.85
Dollar Amount Over/Under Bid:	$297,356.85
Percent Over/Under Bid:	104%
Construction Engineering Costs:	$1,953,085.31
Total Change Orders:	-$8,559.43
Percent Change Orders:	-0.1%
Settlements/Claims:	none
Original Working Days:	150
Updated Working Days:	150
Charged Working Days:	98
Liquidated Damages:	- $5,676.80

Project Cost Breakdown:

Preliminary Engineering:	not captured
Right of Way:	not captured
Construction Engineering:	$1,953,085.31 (25.89%)
Construction Contract:	$8,159,989.55
Total Project Cost:	$9,497,158.88 (excluding PE & ROW)

Contract No.: 3470
NDOT Project No.:73664
FHWA Project No.: IM-015-1(148)
County: Clark
Length: 26.46Miles
Location: I-15 from CA/NV State Line to North of Sloan Interchange.
Work Description: Profile Grind, Saw and Seal Joints, Dowel Bar Retrofit and Remove/Replace existing median Portable Barrier Rail with Permanent Median Barrier.
Contract Awarded: October 27 2011
Notice to Proceed: December 12 2011
Work Completed: August 3 2012
Work Accepted: December 5 2012
Final Payment: February 4 2013

Contractor: Interstate Improvement Inc.

Resident Engineer: NDOT Crew 906 – Glenn Petrenko

Designer: Christopher Peterson (NDOT)

Project Performance:

Engineers Estimate:	$10,102,588.75
Bid Price:	$8,061,738.13
Final Contract Amount:	$7,992,196.28
Dollar Amount Over/Under Bid:	**-** $69,541.85
Percent Over/Under Bid:	99%
Construction Engineering Costs:	$327,352.10
Total Change Orders:	$50,760.86
Percent Change Orders:	0.6%
Settlements/Claims:	none
Original Working Days:	180
Updated Working Days:	180
Charged Working Days:	139
Liquidated Damages:	- $0.00

Project Cost Breakdown:

Preliminary Engineering:	$49,152.37 (0.59%)
Right of Way:	$2,129.37
Construction Engineering:	$327,352.10 (3.91%)
Construction Contract:	$7,992,196.28
Total Project Cost:	$8,370,830.12

Contract No.: 3473
NDOT Project No.: 73671
FHWA Project No.: SI – 0032 (086)
County: Elko, White Pine, Nye, Lander, Humboldt, Eureka
Length: 0 miles, various intersections
Location: Various intersections in Dist. III
Work Description: Install intersection safety improvements (solar flashing stop beacons, transverse rumble strips and advance stop ahead signs).
Contract Awarded: October 7, 2011
Notice to Proceed: November 14, 2011
Work Completed: May 16, 2012
Work Accepted: September 26, 2012
Final Payment: October 9, 2012

Contractor: Beco Construction Co Inc

Resident Engineer: NDOT Crew # 963- B. Ratliff

Designer: Lori Campbell

Project Performance:

Engineers Estimate:	$443,180.00
Bid Price:	$341,000.00
Final Contract Amount:	$344,123.50
Dollar Amount Over/Under Bid:	$3,123.50
Percent Over/Under Bid:	101%
Construction Engineering Costs:	$34,597.90
Total Change Orders:	$0.00
Percent Change Orders:	0.0%
Settlements/Claims:	none
Original Working Days:	40
Updated Working Days:	40
Charged Working Days:	23
Liquidated Damages:	- $52,988.10

Project Cost Breakdown:

Preliminary Engineering:	$7,154.60 (1.23%)
Right of Way:	$3,858.47
Construction Engineering:	$34,597.90 (5.96%)
Construction Contract:	$344,123.50
Total Project Cost:	$389,734.47

Contract No.: 3475
NDOT Project No.: 73663
FHWA Project No.: SI – 0032(085)
County: Clark
Length: --- (various intersections)
Location: Various intersections in District I
Work Description: Signal modifications Clark County (Henderson). Replacement of 5P/P heads to 4P/P heads utilizing flashing yellow.
Contract Awarded: November 11, 2011
Notice to Proceed: December 26, 2011
Work Completed: June 19, 2012
Work Accepted: August 2, 2012
Final Payment: March 09, 2013

Contractor: Acme Electric

Resident Engineer: NDOT Crew # 922- D. Christensen

Designer: Jim Ceregioli

Project Performance:

Engineers Estimate:	$964,554.00
Bid Price:	$940,692.00
Final Contract Amount:	$947,892.22
Dollar Amount Over/Under Bid:	$7,200.22
Percent Over/Under Bid:	101%
Construction Engineering Costs:	$82,482.36
Total Change Orders:	$0.00
Percent Change Orders:	0.00%
Settlements/Claims:	none
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	43
Liquidated Damages:	0

Project Cost Breakdown:

Preliminary Engineering:	$12,712.08 (1.34%)
Right of Way:	$498.69
Construction Engineering:	$82,482.36 (8.70%)
Construction Contract:	$947,892.22
Total Project Cost:	$1,043,585.35

Contract No.: 3478
NDOT Project No.: 60518
FHWA Project No.: SPSR-0722(001)
County: Churchill
Length: 16.62 Miles
Location: On SR 722 from US 50 to the Churchill/ Lander County line
Work Description: Plantmix Bituminous Surface Overlay with Double Chip Seal
Contract Awarded: January 11, 2012
Notice to Proceed: February 13, 2012
Work Completed: September 6, 2012
Work Accepted: November 20, 2012
Final Payment: March 5, 2013

Contractor: Sierra Nevada Construction Inc.

Resident Engineer: NDOT Crew C040 – Shawn Howerton

Designer: Amir Soltani

Project Performance:

Engineers Estimate:	$4,066,693.80
Bid Price:	$4,029,007.00
Final Contract Amount:	$3,327,089.32
Dollar Amount Over/Under Bid:	-$701,917.68
Percent Over/Under Bid:	83%
Construction Engineering Costs:	$172,154.84
Total Change Orders:	-$550,000.00
Percent Change Orders:	-13.7%
Settlements/Claims:	none
Original Working Days:	60
Updated Working Days:	60
Charged Working Days:	57
Liquidated Damages:	- $0.00

Project Cost Breakdown:

Preliminary Engineering:	$104,840.00 (2.90%)
Right of Way:	not captured
Construction Engineering:	$172,154.84 (4.78%)
Construction Contract:	$3,327,089.32
Total Project Cost:	$3,604,084.16 (excluding ROW)

Contract No.: 3479
NDOT Project No.: 60527
FHWA Project No.: SPF-093-4 (028)
County: Elko
Length: 18.96 miles
Location: US 93 from Northern Nevada Railroad near Currie to 18.9 miles North MP EI 11.80 to EI 30.76
Work Description: 3" cold in-place recycle, 3" inch overlay with ½" chip seal
Contract Awarded: December 16, 2011
Notice to Proceed: January 23, 2012
Work Completed: September 13, 2012
Work Accepted: December 3, 2012
Final Payment: April 24, 2013

Contractor: Granite Construction Co.

Resident Engineer: CH2MHILL - M. Johnson

Designer: Amir Soltani

Project Performance:

Engineers Estimate:	$8,824,036.00
Bid Price:	$8,654,654.00
Final Contract Amount:	$8,671,754.23
Dollar Amount Over/Under Bid:	$17,100.23
Percent Over/Under Bid:	100%
Construction Engineering Costs:	$1,378,403.88
Total Change Orders:	$71.38
Percent Change Orders:	0.0%
Settlements/Claims:	none
Original Working Days:	80
Updated Working Days:	85
Charged Working Days:	85
Liquidated Damages:	- $1500.00

Project Cost Breakdown:

Preliminary Engineering:	$90,850.00 (0.90%)
Right of Way:	not captured
Construction Engineering:	$1,378,403.88 (13.59%)
Construction Contract:	$8,671,754.23
Total Project Cost:	$10,141,008.11 (excluding ROW)

Contract No.: 3511
NDOT Project No.: 60550
FHWA Project No.: SPF-006-2(010))
County: Nye
Length: 14.77 miles
Location: Micro-surfacing on US 6, Mileposts NY-51.23 -66.00
Work Description: Cold-in-place recycle with double chip seal of existing roadway
Contract Awarded: June 21, 2012
Notice to Proceed: July 23, 2012
Work Completed: September 25, 2012
Work Accepted: December 5, 2012
Final Payment: February 26, 2013

Contractor: Intermountain Slurry Seal Inc.

Resident Engineer: NDOT Crew 915 - Martin Strganac

Designer: Anita Bush (NDOT)

Project Performance:

Engineers Estimate:	$1,063,148.22
Bid Price:	$632,222.00
Final Contract Amount:	$683,497.46
Dollar Amount Over/Under Bid:	$51,275.46
Percent Over/Under Bid:	108%
Construction Engineering Costs:	$46,957.64
Total Change Orders:	$33,360.00
Percent Change Orders:	5.3%
Settlements/Claims:	none
Original Working Days:	20
Updated Working Days:	20
Charged Working Days:	14
Liquidated Damages:	- $0.00

Project Cost Breakdown:

Preliminary Engineering:	not captured
Right of Way:	not captured
Construction Engineering:	$46,957.64 (6.43%)
Construction Contract:	$683,497.46
Total Project Cost:	$730,455.10 (excluding PE & ROW)

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MAY 15, 2013

Vendor	Case/Project Name	Contract Period	Contract and Amendment	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Nossaman, LLP	Pioneer Program Legal and Financial Planning NDOT Agmt No. P282-09-002	9/23/09 - 7/1/13 Amendment #1 Amendment #2 Amendment #3 Amendment #4	9/23/2009 2/23/2010 10/6/2010 10/26/2010 8/31/2011	$ 125,000.00 $ 80,000.00 $ 30,000.00 $ 30,000.00 $ 365,000.00	$ 630,000.00	$ 193,621.07
Nossaman, LLP	Project Neon Legal and Financial Planning NDOT Agmt No. P014-13-015	3/11/13 - 3/11/15	3/11/2013	$ 1,400,000.00	$ 1,400,000.00	$ 1,400,000.00
Chapman Law Firm	*NDOT vs. Ad America* 8th JD - 4 Eminent Domain Cases Project Neon - Las Vegas NDOT Agmt No. P301-11-004	6/14/2011 - 8/31/13 Amendment #1	6/14/2011 8/30/2012	$ 406,675.00 Expansion of Scope	$ 406,675.00	$ 70,675.79
Snell & Wilmer, LLP	*Peek Construction vs. NDOT* 1st JD 120C 00030 1B Contract # 3407 (Wells Wildlife Crossing) NDOT Agmt No. P082-12-004	3/1/2012 - 6/30/14	3/1/2012	$ 150,000.00	$ 150,000.00	$ 27,767.04
Snell & Wilmer, LLP	*Peek Construction vs. NDOT* 1st JD 120C 00032 1B Contract # 3377 (Kingsbury Grade) NDOT Agmt No. P083-12-004	3/1/2012 - 3/30/2015 Amendment #1	3/1/2012 2/18/13	$150,000.00 $75,000.00 $225,000.00	$ 225,000.00	$ 25,604.46
Snell & Wilmer, LLP	*Construction Claims Williams Brother, Inc.* Contract # 3392 (Various in Las Vegas) NDOT Agmt No. P084-12-004	3/1/2012 - 6/30/14	3/1/2012	$ 30,000.00	$ 30,000.00	$ 26,822.50
Chapman Law Firm	*NDOT vs. Blue Diamond R.V. and Storage* 8th JD A610962 RE: Work Order 20359000 NDOT Agmt No. P155-12-004	4/24/2012 - 4/24/14 Amendment #1	4/24/2012 8/30/2012	$ 107,425.00 $ 88,250.00	$ 195,675.00	$ 15,382.26
Chapman Law Firm	*NDOT vs. Carrie Sanders* 8th JD - A-12-664693-C Project Neon - Las Vegas NDOT Agmt No. P192-12-004	6/12/12 - 6/12/14	6/12/2012	$ 541,800.00	$ 541,800.00	$ 504,490.16
Chapman Law Firm	*NDOT vs. Gendall* 8th JD - A-12-666487-C Project Neon - Las Vegas NDOT Agmt No. P325-12-004	6/12/12 - 6/12/14	6/12/2012	$ 541,800.00	$ 541,800.00	$ 520,275.21
Chapman Law Firm	*NDOT vs. Robarts 1981 Decedents Trust* 8th JD - 12-665880-C Project Neon - Las Vegas NDOT Agmt No. P452-12-004	10/23/12 - 10/12/14	10/23/2012	$ 475,725.00	$ 475,725.00	$ 451,041.47

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MAY 15, 2013

Vendor	Case/Project Name	Contract Period	Contract and Amendment	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Chapman Law Firm	*NDOT vs. Catello Family Trust* 8th JD - A-12-671920-C Project Neon - Las Vegas NDOT Agmt No. P476-12-004	11/16/12 - 11/30/15	11/16/2012	$ 449,575.00	$ 449,575.00	$ 437,684.89
Chapman Law Firm	*NDOT vs. MLK-ALTA* 8th JD - A-12-658642-C Project Neon - Las Vegas NDOT Agmt No. P508-12-004	1/14/13 - 1/14/15	1/14/2013	$ 455,525.00	$ 455,525.00	$ 437,658.55
Chapman Law Firm	*NDOT vs. Highland Partnership 1980* 8th JD - Project Neon - Las Vegas NDOT Agmt No. P507-12-004	1/14/13 - 1/14/15	1/14/2013	$ 449,575.00	$ 449,575.00	$ 446,518.75
Chapman Law Firm	*NDOT vs. Highland 2000-I, LLC* 8th JD - A-12-671915-C Project Neon - Las Vegas NDOT Agmt No. P501-12-004	1/14/13 - 1/14/15	1/14/2013	$ 449,575.00	$ 449,575.00	$ 427,421.38
Laura FitzSimmons, Esq.	Condemnation Litigation Consultation NDOT Agmt No. P510-12-004	12/16/12 - 12/30/14	12/16/2012	$ 300,000.00	$ 300,000.00	$ 142,342.00
Lemons, Grundy, Eisenberg	*NDOT vs. Ad America (Appeal)* 8th JD - A-11-640157-C Project Neon - Las Vegas NDOT Agmt No. P037-13-004	1/22/13 - 1/22/15	1/22/2013	$205,250.00	$ 205,250.00	$ 166,330.20
Sylvester & Polednak, Ltd.	NDOT vs. Wykoff 8th JD - A-12-656578-C Warms Springs Project - Las Vegas NDOT Agmt No. P071-13-004	2/27/13 - 2/27/15	2/27/2013	$275,000.00	$ 275,000.00	$ 201,752.30
Sylvester & Polednak, Ltd.	NDOT vs. Railroad Pass 8th JD - A-12-665330-C Boulder City Bypass Project NDOT Agmt No. P072-13-004	2/27/13 - 2/27/15	2/27/2013	$ 275,000.00	$ 275,000.00	$ 273,239.75
Sylvester & Polednak, Ltd.	NDOT vs. K & L Dirt 8th JD - A-12-666050-C Boulder City Bypass Project NDOT Agmt No. P073-13-004	2/27/13 - 2/27/15	2/27/2013	$ 275,000.00	$ 275,000.00	$ 274,950.00
Sylvester & Polednak, Ltd.	NDOT vs. I-15 & Cactus Cactus Project - Las Vegas 8th JD - A-12-664403-C NDOT Agmt No. P074-13-004	2/27/13 - 2/27/15	2/27/2013	$ 200,000.00	$ 200,000.00	$ 199,550.00
Sylvester & Polednak, Ltd.	JYTYJK, LLC dba Wireless Toyz vs. NDOT 8th JD A-13-681291-C Project Neon - Las Vegas NDOT Agmt No. P127-13-004	4/19/13 - 2/28/13	4/19/2013	$ 175,000.00	$ 175,000.00	$ 175,000.00

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MAY 15, 2013

Vendor	Case/Project Name	Contract Period	Contract and Amendment	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Watt, Tieder, Hoffar & Fitzgerald	Pacific Coast Steel vs. NDOT K3292 - I-580 2nd JD CV12-02093 NDOT Agmt No. P160-13-004	4/30/13 - 4/30/15	4/30/2013	$ 275,000.00	$ 275,000.00	$ 227,305.52
* BH Consulting Agreement	*Management assistance, policy cecommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.*	6/30/12 - 6/30/16	6/30/2012	$ 77,750.00	$ 77,750.00	$ 76,340.00

* Pass Through - Federally mandated 800 MHz rebanding project fully reimbursed by Sprint Nextel.

Monthly Litigation Report to the Nevada Department of Transportation - May 15, 2013				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. 2.5 Acres @ Dean Martin, LLC	Eminent domain - I-15 Cactus			
NDOT vs. AD America, Inc. (Cactus - Direct)	Eminent domain - I-15 Cactus	$ 68,232.51	$ 15,163.33	$ 83,395.84
NDOT vs. Bawcon	Eminent domain - Elko			
NDOT vs. Catello Family Trust, Carmine V.	Eminent domain - Project Neon	$ 10,620.75	$ 1,269.36	$ 11,890.11
NDOT vs. Falcon Capital	Eminent domain - I-580			
NDOT vs. Fitzhouse/Westcare	Eminent domain - Project Neon			
NDOT vs. Gendall Trust	Eminent domain - Project Neon	$ 19,748.50	$ 1,776.29	$ 21,524.79
NDOT vs. Highland Partnership 1980, LLC	Eminent domain - Project Neon	$ 3,056.25	$ -	$ 3,056.25
NDOT vs. Highland 2000-I, LLC	Eminent domain - Project Neon	$ 19,861.50	$ 2,292.12	$ 22,153.62
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	$ 450.00	$ -	$ 450.00
NDOT vs. Jenkins, Carrie, aka Carrie Sanders	Eminent domain - Project Neon	33,861.75	3,448.09	$ 37,309.84
NDOT vs. Jericho Heights, LLC	Eminent domain - Boulder City Bypass			
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	$ 50.00	$ -	$ 50.00
NDOT vs. KP & TP, LLC, Roohani, Khusrow	Eminent domain - I-15 and Warm Springs			
NDOT vs. MLK-ALTA	Eminent domain - Project Neon	$ 15,897.50	$ 1,968.95	$ 17,866.45
NDOT vs. Railroad Pass Investment Group	Eminent domain - Boulder City Bypass	$ 1,750.00	$ 10.25	$ 1,760.25
NDOT vs. Union Pacific Railroad Co.	Eminent domain - Recnstr. of SR 317			
NDOT vs. Woodcock, Jack	Eminent domain - I-15 and Warm Springs			
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	$ 62,525.00	$ 10,722.70	$ 73,247.70

Monthly Litigation Report to the Nevada Department of Transportation - May 15, 2013				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Inverse Condemnations				
54 B LLC	Inverse condemnation			
AD America, Inc. vs. NDOT (Cactus-Inverse)	Inverse condemnation - I-15 Cactus	$ 20,990.00	$ 2,867.83	$ 23,857.83
AD America, Inc. vs. NDOT (NEON-Inverse)	Inverse condemnation - Project Neon	$ 223,244.50	$ 29,478.65	$ 252,723.15
AD America, Inc. vs. NDOT (SouthPoint)	Inverse condemnation - I-15 Cactus	$ 13,578.55	$ 1,363.94	$ 14,942.49
Blue Diamond RV & Storage vs. NDOT	Inverse condemnation - Blue Diamond Road	$ 163,992.27	$ 16,300.47	$ 180,292.74
JYTYJK, LLC dba Wireless Toyz vs. NDOT	Inverse condemnation - Project Neon			
MLK-ALTA vs. NDOT	Inverse condemnation - Project Neon			
Nassiri, Fred vs. NDOT	Inverse condemnation			
P8 Arden, LLC vs. NDOT	Inverse condemnation - Blue Diamond Road			
Robarts 1981 Decedents Trust vs. NDOT	Inverse Condemnation - Project Neon	23,408.75	1,274.78	$ 24,683.53
Rural Telephone vs. Dorsey Ln, NDOT	Public utility seeks permanent easement			
Torts				
Allstate Insur. vs. Las Vegas Paving;NDOT	Plaintiff alleges property damage and negligence			
Austin, Renee vs. State, NDOT	Plaintiff alleges negligence causing personal injury			
Calkins, Allan Bruce vs. Baptista vs. NDOT	Plaintiff alleges negligence personal injury (3rd party)			
Chadwick, Estate of Lonnie Joe vs. NDOT	Estate alleges transfer of property without court order			
Ewasko vs. State, NDOT	Plaintiff alleges negligence in design of truck ramp			
Harper, Kenneth J. vs. NDOT	Plaintiff alleges negligence/personal injury/wrongful death			
Marshall, Charles vs. State, NDOT	Plaintiff alleges personal injury			
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access			
State Farm Fire and Casualty Co. vs. NDOT	Plaintiff alleges negligence in failure to maintain roadway			
Tefft vs. State, NDOT	Plaintiff's allege breached duty in construction of median			
Contract Disputes				
Peek Construction vs. State, NDOT	Plaintiff alleges delays on Contract 3377, SR 207	$ 191,205.50	$ 8,190.04	$ 199,395.54
Peek Construction vs. State, NDOT	Plaintiff alleges delays on Contract 3407, US-93	$ 118,288.50	$ 3,944.46	$ 122,232.96
Pacific Coast Steel vs. State, NDOT	Plaintiff alleges delays/incomplete design on I-580 Galena	$ 81,000.68	$ 600.28	$ 81,600.96
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Plaintiff alleges 14th Amendment violation - discrimination			
Cooper, Jennifer vs. State, NDOT	Plaintiff appeals trial verdict of alleged decrimination			
Lau, Stan vs. State, NDOT	Plaintiff is appealing termination			

2012 Calendar Year Litigation Report with Outside Counsel Costs to the Nevada Department of Transportation				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. 2.5 Acres @ Dean Martin, LLC	Eminent domain - I-15 Cactus			
NDOT vs. AD America, Inc. (Cactus - Direct)	Eminent domain - I-15 Cactus	$ 25,370.00	$ 5,164.49	$ 30,534.49
NDOT vs. Bawcon	Eminent domain - Elko			
NDOT vs. Catello Family Trust, Carmine V.	Eminent domain - Project Neon	$ -	$ -	$ -
NDOT vs. Falcon Capital	Eminent domain - I-580			
NDOT vs. Fitzhouse/Westcare	Eminent domain - Project Neon			
NDOT vs. Gendall Trust	Eminent domain - Project Neon	$ 11,919.75	$ 1,724.32	$ 13,644.07
NDOT vs. Highland Partnership 1980, LLC	Eminent domain - Project Neon	$ -	$ -	$ -
NDOT vs. Highland 2000-I, LLC	Eminent domain - Project Neon	$ -	$ -	$ -
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	$ -	$ -	$ -
NDOT vs. Jenkins, Carrie, aka Carrie Sanders	Eminent domain - Project Neon	$ 9,853.75	$ 1,353.81	$ 11,207.56
NDOT vs. Jericho Heights, LLC	Eminent domain - Boulder City Bypass			
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	$ -	$ -	$ -
NDOT vs. KP & TP, LLC, Roohani, Khusrow	Eminent domain - I-15 and Warm Springs			
NDOT vs. MLK-ALTA	Eminent domain - Project Neon	$ -	$ -	$ -
NDOT vs. Railroad Pass Investment Group	Eminent domain - Boulder City Bypass	$ -	$ -	$ -
NDOT vs. Union Pacific Railroad Co.	Eminent domain - Recnstr. of SR 317			
NDOT vs. Vegas Group, LLC	Eminent domain - Project Neon	$ 69,119.00	$ 25,872.13	$ 94,991.13
NDOT vs. Wall Street	Eminent domain - Project Neon	$ 48,048.44	$ 3,519.25	$ 51,567.69
NDOT vs. Woodcock, Jack	Eminent domain - I-15 and Warm Springs			
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	$ -	$ -	$ -

2012 Calendar Year Litigation Report with Outside Counsel Costs to the Nevada Department of Transportation				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Inverse Condemnations				
AD America, Inc. vs. NDOT (Cactus-Inverse)	Inverse condemnation - I-15 Cactus	$ 3,957.50	$ 99.72	$ 4,057.22
AD America, Inc. vs. NDOT (NEON-Inverse)	Inverse condemnation - Project Neon	$ 75,018.75	$ 13,284.25	$ 88,303.00
AD America, Inc. vs. NDOT (SouthPoint)	Inverse condemnation - I-15 Cactus	$ 10,674.80	$ 419.37	$ 11,094.17
Blue Diamond RV & Storage vs. NDOT	Inverse condemnation - Blue Diamond Road	$ 156,514.22	$ 15,950.27	$ 172,464.49
MLK-ALTA vs. NDOT	Inverse condemnation - Project Neon			
NV Energy vs. Highland A.V.A. and NDOT	Inverse condemnation - Project Neon			
NV Energy vs. Westcare Works and NDOT	Inverse condemnation - Project Neon			
P8 Arden, LLC vs. NDOT	Inverse condemnation - Blue Diamond Road			
Robarts 1981 Decedents Trust vs. NDOT	Inverse Condemnation - Project Neon	20,150.00	1,198.22	$ 21,348.22
Rural Telephone vs. Dorsey Ln, NDOT	Public utility seeks permanent easement			
Torts				
Armstrong, Connie; Estate vs. State	Plaintiff alleges negligence and wrongful death			
Austin, Renee vs. State, NDOT	Plaintiff alleges negligence causing personal injury			
Calkins, Allan Bruce vs. Baptista vs. NDOT	Plaintiff alleges negligence personal injury (3rd party)			
Chadwick, Estate of Lonnie Joe vs. NDOT	Estate alleges transfer of property without court order			
Ewasko vs. State, NDOT	Plaintiff alleges negligence in design of truck ramp			
Garza, Gilbert, et al. vs. NDOT	Plaintiff alleges negligence causing wrongful death			
Harper, Kenneth J. vs. NDOT	Plaintiff alleges negligence/personal injury/wrongful death			
Marshall, Charles vs. State, NDOT	Plaintiff alleges personal injury			
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access			
State Farm Fire and Casualty Co. vs. NDOT	Plaintiff alleges negligence in failure to maintain roadway			
Tefft vs. State, NDOT	Plaintiff's alleges breached duty in construction of median			
Contract Disputes				
Ames Construction, Inc. vs. NDOT	Plaintiff alleges breach of contract	$ 495.00		$ 495.00
Granite Construction Company	Plaintiff alleges NDOT improperly required resubmital of bids			
Peek Construction vs. State, NDOT	Plaintiff alleges delays on Contract 3377, SR 207	$ 141,296.00	$ 6,453.44	$ 147,749.44
Peek Construction vs. State, NDOT	Plaintiff alleges delays on Contract 3407, US-93	$ 97,728.50	$ 3,250.22	$ 100,978.72
Pacific Coast Steel vs. State, NDOT	Plaintiff alleges delays/incomplete design on I-580 Galena	$ 33,306.00	$ 600.28	$ 33,906.28
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Plaintiff alleges 14th Amendment violation - discrimination			
Cooper, Jennifer vs. State, NDOT	Plaintiff appeals trial verdict of alleged decrimination			
Lau, Stan vs. State, NDOT	Plaintiff is appealing termination			

Attachment E

5/21/2013

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LVMPD, RENO PD.

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

CURRENT			SAME DATE LAST YEAR			# CHANGE	
Yesterday	Crashes	Fatals	Yesterday	Crashes	Fatals	Crashes	Fatals
5/20/2013	1	3	5/20/2012	2	3	-1	0
MONTH	9	14	MONTH	14	15	-5	-1
YEAR	97	108	YEAR	97	105	0	3

CRASH AND FATAL COMPARISON BETWEEN 2012 AND 2013, AS OF CURRENT DATE.

COUNTY	2012 Crashes	2013 Crashes	% CHANGE	2012 Fatalites	2013 Fatalities	% Change	2012 Alcohol Crashes	2013 Alcohol Crashes	% Change	2012 Alcohol Fatalities	2013 Alcohol Fatalities	% Change
CARSON	0	**3**		0	**3**		0	1		0	1	
CHURCHILL	0	0		0	0		0	0		0	0	
CLARK	72	**72**	0.0%	80	**80**	0.0%	25	13	-48.0%	26	19	-26.9%
DOUGLAS	1	**1**	0.0%	1	**1**	0.0%	0	1		0	1	
ELKO	5	**0**	-100.0%	5	**0**	-100.0%	1	0	-100.0%	1	0	-100.0%
ESMERALDA	0	**0**		0	**0**		0	0		0	0	
EUREKA	1	**0**	-100.0%	1	**0**	-100.0%	0	0		0	0	
HUMBOLDT	2	**0**	-100.0%	2	**0**	-100.0%	1	0	-100.0%	1	0	-100.0%
LANDER	3	**0**	-100.0%	3	**0**	-100.0%	1	0	-100.0%	1	0	-100.0%
LINCOLN	1	**4**	300.0%	1	**4**	300.0%	1	2	100.0%	1	2	100.0%
LYON	0	**1**		0	**1**		0	1		0	1	
MINERAL	1	**1**	0.0%	1	**1**	0.0%	0	0		0	0	
NYE	4	**5**	25.0%	4	**8**	100.0%	0	0		0	0	
PERSHING	1	**1**	0.0%	1	**1**	0.0%	0	0		0	0	
STOREY	0	**0**		0	**0**		0	0		0	0	
WASHOE	6	**9**	50.0%	6	**9**	50.0%	1	3	200.0%	1	3	200.0%
WHITE PINE	0	**0**		0	**0**		0	0		0	0	
YTD	97	**97**	0.0%	105	**108**	2.9%	30	21	-100.0%	31	27	-12.9%
TOTAL 12	**234**	-----	-58.5%	**257**	-----	-58.0%	**37**		**-43.24%**	**42**	-----	**-35.71%**

2012 AND 2013 ALCOHOL CRASHES AND FATALITIES ARE BASED ON PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2012 AND 2013, AS OF CURRENT DATE.

COUNTY	2012 Vehicle Occupants	2013 Vehicle Occupants	% Change	2012 Peds	2013 Peds	% Change	2012 Motor-Cyclist	2013 Motor-Cyclist	% Change	2012 Bike	2013 Bike	% Change	2012 Other	2013 Other
CARSON	0	1		0	**2**		0	**0**		0	0		0	0
CHURCHILL	0	**0**		0	0		**0**	0		0	0		0	0
CLARK	48	**48**	0.0%	17	**20**	17.6%	13	**10**	-23.1%	1	**2**	100.0%	1	0
DOUGLAS	0	**1**		1	0	-100.0%	0	0		0	0		0	0
ELKO	5	0	-100.0%	0	0		0	0		0	0		0	0
ESMERALDA	0	0		0	0		0	0		0	0		0	0
EUREKA	1	0	-100.0%	0	0		0	0		0	0		0	0
HUMBOLDT	2	0	-100.0%	0	0		0	0		0	0		0	0
LANDER	3	0	-100.0%	0	0		0	0		0	0		0	0
LINCOLN	1	**4**	300.0%	0	0		0	0		0	0		0	0
LYON	0	**1**		0	0		0	0		0	0		0	0
MINERAL	1	**1**	0.0%	0	0		0	0		0	0		0	0
NYE	2	**5**	150.0%	1	**1**	0.0%	0	**2**		1	0	-100.0%	0	0
PERSHING	1	**1**	0.0%	0	0		0	0		0	0		0	0
STOREY	0	**0**		0	0		0	0		0	0		0	0
WASHOE	3	**5**	66.7%	3	**1**	-66.7%	0	**3**		0	0		0	0
WHITE PINE	0	0		0	**0**		0	**0**		0	0		0	0
YTD	**67**	**67**	0.0%	**22**	**24**	9.1%	**13**	**15**	15.4%	**2**	**2**	0.0%	**1**	**0**
TOTAL 12	**155**		**-56.77%**	**58**		**-58.62%**	**37**		**-59.46%**	**3**		**-33.33%**	**4**	

Total 2012 257