



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
February 10, 2014 – 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. January 13, 2014 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
4. Contracts, Agreements, and Settlements – *Informational item only.*
5. Condemnation Resolution No. 422 – *For possible action.*

SR 650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County, NV
8 owners; 6 parcels
6. Public Auction – *For possible action.*

Disposal of NDOT property located along a portion of SR 160 (Blue Diamond Road) east of Jones Boulevard in Clark County, NV SUR 08-12 and SUR 10-09
7. Briefing on the SR-207 Kingsbury Grade CMAR Project – *Informational item only.*
8. Construction Working Group Semi-Annual Report – *Informational item only.*
9. Briefing on the Nevada Pacific Parkway Project – *Informational item only.*
10. Quarterly Briefing on I-11 and Intermountain West Corridor Study – *Informational item only.*
11. Old Business
 - a. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - b. Monthly Litigation Report – *Informational item only.*
 - c. Fatality Report dated January 27, 2014 – *Informational item only.*
 - d. Interlocal Agreements and Amendments from January 1, 2012 through January 17, 2014 – *Informational item only.*
 - e. Quarterly Report on the Freeway Service Patrol – *Informational item only.*
12. 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.*
13. 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.
- Request for such supporting materials should be made to Holli Stocks at (775) 888-7440 or hstocks@dot.state.nv.us. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and if available on-line, at www.nevadadot.com.

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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

Washoe County
75 Court Street
Reno, Nevada

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Governor Brian Sandoval
Lt. Governor Brian Krolicki
Controller Kim Wallin
Frank Martin
Tom Skancke
Len Savage
Tom Fransway
Rudy Malfabon
Bill Hoffman
Dennis Gallagher

Sandoval: -- the Department of Transportation Board of Director's meeting to order. Happy New Year everyone. Before we commence with the Agenda, I'd like to welcome our new member, Tom Skancke. I'm very pleased to have him here. Hopefully, you've all had an opportunity to review his background, but he's certainly is considered one of the top transportation experts, not just in Nevada, but in the United States of America. Tom, I want to welcome you and ask you to introduce yourself.

Skancke: Thank you, Governor. It is an honor for me to be here today and serve with you and the other members of this state board. For the better part of 20 years of my career, I've spent in the transportation strategy and advocacy arena. And I've had the chance to work with the Department of Transportation in the state of Nevada for the past 20 years. And I think the team that is assembled here and the work that they do is pretty spectacular. I've had the chance to work with several DOTs across the country in my career, and I think what the Nevada Department of Transportation, with the size of the budget that we have and the -- and the amount of projects that we have to deal with, I think the team here does an amazing job.

I want to thank you, Governor, for the opportunity to serve and for appointing me to this Board. It is -- it's the first state board that I've ever been appointed to, and when you called me to ask to serve I was overwhelmed with the fact that you would consider me to serve here. So I appreciate the opportunity and look forward to working with you and the rest of the Board and the Department going forward.

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Sandoval: Thank you very much, Tom. And I understand that we do have a lot of press here and just for everyone's benefit so you all know what -- the order that I'm go into is. It's my intent to go through Agenda Item No. 5 and then jump to Agenda Item No. 15. We should be able to move pretty swiftly through the first five items and then again we'll go to 15.

So the first item on the Agenda is presentation of retirement plaques to 25 plus year employees. Director Malfabon.

Malfabon: Thank you, Governor. We have several retirees, but I think that one of them that's present today is Bill Bass. So I would like Bill to come on up and have a photo opportunity with the Board.

Sandoval: Will you tell us a little bit about Mr. Bass?

Malfabon: Yes. Mr. Bass served -- was it --

Bass: Thirty-five years.

Malfabon: -- 35 years, yes, on a -- he was a maintenance supervisor in -- I'm sorry.

Bass: Reno and I-80.

Malfabon: Yes. So I wanted to thank you for your 35 years of service.

Bass: Thank you.

Malfabon: We're sorry to see you go.

Bass: Thank you.

Malfabon: All of those years of experience going out the door. But we wish you the best.

Sandoval: And on behalf of the Board and all the people in the state of Nevada, 35 years that's a remarkable accomplishment. We appreciate your selfless service to the great state of Nevada. Enjoy. It's very well deserved.

Malfabon: Governor, Board members, I'm sorry. I apologize, I forgot the list of other retirees that were not present, but I did want to read off their names later. So we could go to --

Sandoval: Why don't you go ahead and do that now.

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Malfabon: Okay. Okay. Holli went to go get the list for me. I'm sorry.

Sandoval: Oh, okay. Then why don't we go ahead and move to the presentation of the awards.

Malfabon: Thank you, Governor. We received an award from the American Planning Association for the Virginia City Streetscape and Hanson Project and Visitors Welcome Center. This project enhanced Virginia Street by installing some historic gas lamps; kind of refurbished the walkway, the wooden path there and included new restrooms and visitor attractions to enhance the visitor and residential experience of the historic mining town.

It was mentioned by the American Planning Association that they recognized the project for exemplifying the best efforts of the planning community to affect the silver state in a positive way. The National American Planning Association subsequently named Virginia City's C Street as a Top 10 Great Street in the nation.

To accept the award is the head of our – Kristena Shigenaga is the assistant in roadway design, and she's going to kind of represent the project team for NDOT on this effort. She oversees the local planning group at NDOT that does a lot of contracts with local agencies that administer federal aid contracts. Kristena -- is she in the audience? I should have kept you all down here.

Okay. To recognize some of the other retirees, Governor, if I may. Mike Timko was a Highway Maintenance Worker III in Ely, 27 years of service. Pablo Villa Juardo was a Supply Tech II in the Reno equipment shop with 33 years. Janine Bliss was an Engineering Tech IV in right-of-way, 25 years. Rick Gainer, Supervisor III in Las Vegas, Construction Crew 902, 30 years. And Charles Jones, Highway Supervisor Maintenance I in Hawthorne, 32 years. Hawthorne.

Just -- I'm sure that you'll join me in thanking those folks for their several years of service to the -- not only to NDOT; to the state of Nevada.

Sandoval: Thank you, Mr. Director. And I, again, I think I can speak for all the Board how much we appreciate all the individuals that we recognize today for your service to the state. If you add all of the years up it's remarkable. And

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Mr. Bass, again, thank you for your service to the state of Nevada. Enjoy those grandkids.

Bass: Thank you.

Sandoval: All right. Mr. Director, we will proceed with Agenda Item No. 3, Director's Report.

Malfabon: Thank you, Governor. Just to give you an idea of the federal outlook for the next six months, this week Congress will be dealing with the federal debt ceiling before Wednesday. They'll start conducting hearings in the next few months on the transportation bill, Reauthorization Map 21. And there will be draft legislation soon, probably we hope around the middle of the year. And then one of the significant factors is that the highway trust fund will run out of cash. Basically, the fuel tax revenues are not enough to sustain the spending levels that Congress has approved previously for the state.

So going forward something has to happen, either a correction on the amount of federal funding to the states or some options that are being considered. Obviously, indexing the gas tax, raising the gas tax. Also there's a proposal considered to have a levy paid on oil at oil refineries. So there's various options being considered. None have been, you know, written up into a bill yet, but we will keep the Transportation Board informed as that progresses.

I will be visiting with the Congressional Delegation towards the end of February, along with -- it's the annual AASHTO group of state DOT directors goes to visit their delegations around the end of February each year.

We have some major projects that are advertising soon. US 50, which will be discussed a little bit later in Agenda Item 15 is advertising at the end of this month that'll make some safety improvements on US 50. Also I-80 Golconda to Pumpernickel Valley -- a substantial kind of pavement preservation project advertises also at the end of the month.

You'll receive a quarterly report on Project NEON later in the Agenda, but just briefly the Interim Finance Committee did approve the -- a work order for NDOT to receive and expend \$100 million of bond revenue for the right-of-way. Tomorrow we will go the Board of Finance to make that

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request subsequent to the Board approval of the resolution today. The Interim Finance Committee did request that I return to give an overview of the financial structure of the public-private partnership, so that will be explained more in depth to the IFC, not so much for their approval, but for their information.

And you'll see on the Board Agenda later on several agreements that need amendments or new agreements in support of Project NEON. The draft request for proposals has been released to the three teams that are vying for the project that have shortlisted.

A little update on Boulder City Bypass future Interstate 11. On phase 1, which is NDOT's project, we have a project advertised for the frontage road construction and utility relocation. On the RTC of Southern Nevada, phase 2 project. That's a design-build procurement. They've -- they had a request for proposals -- I'm sorry, a request for qualifications, so a shortlisting process. They had five teams that vied for the project and they recently shortlisted three teams; Ames Fisher. That's Ames Construction Fisher Sand and Gravel. Atkins is the designer -- the lead designer on that design-build team. El Dorado Mountain Constructors, which is Skanska USA Civil, Granite Construction and HDR is their designer. And Las Vegas Paving who is teamed up with CA Group as their design firm. So their next step is to go through an RFP process and then eventually award to one of those three teams.

The I-11 and Intermountain West Corridor study team in continuing to conduct more detailed analysis of the alternatives, particularly on the Arizona side; have a lot of meetings scheduled with stakeholders and they expect to wrap up their recommendations around May, and that's when we'll bring it back around May for final presentation to the Transportation Board on that I-11 study. It is jointly funded with Arizona DOT and NDOT.

That concludes the Director's Report.

Sandoval: Thank you, Director Malfabon. Questions for the Director? So, Rudy, with regard to the I-11, are things proceeding as expected with both states?

Malfabon: Yes, it's going to take Arizona a lot longer, Governor, since they haven't performed their environmental impact study for their alignment around the

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Phoenix area. It's pretty much -- a little bit more well-defined as you get closer to the Nevada border. There's, basically, US 93 that runs through there has been improved somewhat, but will have to be brought up interstate standards with controlled access. But it'll be a while before the Arizona I-11 section gets built all the way to Phoenix.

Sandoval: And is there any further developments with regard to (inaudible) north through Nevada 93 to 95?

Malfabon: The study will come up with alternatives, Governor. It won't have one east or west alignment preferred. That will come to pass during the environment study which will take several years to accomplish. But there will -- I anticipate that there will be a couple of alternatives. And when you get into the Las Vegas area, they're looking at other alternatives, not just up Interstate 515, the existing freeway, but also an alternative that would serve as kind of an east -- I mean a north-south alignment kind of in the foothill area where the -- there is no current beltway in Las Vegas that serves that area. So the beltway currently is more of a C-shape. So there's one section of the beltway that's missing that was constructed by Clark County. And this I-11 study will have an option that's going to look at something on the east side of the valley.

Sandoval: Any further questions?

Fransway: Yes.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. You asked Member -- or Mr. Director if, in fact, no legislation is passed to keep the highway trust fund afloat. How will that affect Nevada in any future -- any pending projects that we have? Will there be any emergency funding or --

Malfabon: What we anticipate is that we have to have -- we're developing a backup plan. We have our folks in financial management looking into those numbers. If there was a substantial correction from federal funds, we are basically anticipating that we need to have a budget based on those numbers. But we -- obviously, we're optimistic that Congress will bring to a resolution. When they've had this issue in the -- in the past and what they -- another option that they've done in the past was basically an infusion of

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funds from the general fund to the highway trust fund. That's what they've chosen to do in the past. There might not be as much appetite to do that in the future, but it's still an option that Congress could consider.

Fransway: Okay. Thank you. And I've heard rumors that the TIFIA fund is -- TIFIA grant is on the table. Some people, some legislators are looking at maybe deleting it. Have you heard anything on that?

Malfabon: I haven't heard of the TIFIA Program being stopped. It -- I have heard of the TIGER Grant program possibly stopping. And the idea was that members of Congress are feeling that when they eliminated earmarks that it just gave the discretion to the administration to administer certain grants such as TIGER. And they would like to consider the return of earmarks through some manner. And they looked at the Water Resources Bill that's being considered in Congress, where the Corp of Engineers defined what needed to be done and then that -- those projects got identified in the bill that's being considered. So the idea is that they would like to get a return to members being able to get a project specifically funded in the -- in the bills, but it has to be a bipartisan effort, and they're still working on how to do that. But I have not heard about any impact to the TIFIA Program. That's currently operating under the current bill, Map 21.

Fransway: I may have TIFIA and the TIGER Grant confused there, but I know the TIGER Grant is really important to this state also.

Malfabon: Yes.

Fransway: Okay. Thank you.

Sandoval: Rudy, just one follow-up. Will you -- perhaps you said this, but will you remind me, when is the -- kind of the crunch time -- the important moment regarding the budgeting process and then we should know one way or the other the decision?

Malfabon: They will know -- the bill expires September 30th, so the start of the new fiscal year, and that's about the same time frame when they anticipate that either towards the fall or later part of this year that they will run into the red in the highway trust fund. So that's the important things to consider. And we will, as I said, as the developments occur in Congress, we'll continue reporting monthly to the Transportation Board.

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Sandoval: So we're not too close to the brink yet?

Malfabon: No.

Sandoval: Okay.

Malfabon: And as anticipated, we hope that by the middle of the year that they'll have the draft legislation for the reauthorization of the transportation bill.

Sandoval: Any further questions for the Director?

Malfabon: Governor, I would also like to acknowledge, as part of my report, that AASHTO provided service pins for 25 years of service. Recipients were one retiree, Curtis Todd Montgomery, who retired last year from NDOT. I don't know if Todd Montgomery is here today -- apparently not -- and the other was, just so you can get one more bit of exercise, our Assistant Director of Planning, Tom Greco was acknowledged for 25 years.

What AASHTO does is counts the time that you serve for a state DOT. So even if you go to another -- for instance, when I worked a couple years at Washington State DOT, they kept track of that time. And so they keep track of that. It's probably overdue as far as acknowledging Tom's 25 years, but AASHTO did recognize him with a pin and a certificate. We forgot to get the frame. Our cost-cutting measures took root there. But I wanted to thank Tom for his years of service for the state of Nevada, for NDOT specifically for that 25 years. I know you've got more years of experience than that, but 25 at least with NDOT.

Now that really concludes the Director's Report.

Sandoval: Thank you, Mr. Director. We'll move on to Agenda Item No. 5, which is an approval of the December 9, 2013 meeting minutes. Have all the members had an opportunity to review the minutes and are there any changes?

Fransway: Governor?

Sandoval: Member Fransway.

Fransway: Thank you, Governor. Page 2, please, states that Member Fransway is on his cell phone participating in the meeting. Governor, I actually -- I was participating from NDOT district office in Winnemucca via teleconference.

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Sandoval: If we'd make that change to the minutes. Are there any other changes? If there are none, the Chair will accept a motion for approval of the December 9, 2013 Board of Directors meeting minutes with the change recommended by Member Fransway.

Wallin: Move to approve.

Sandoval: We have a motion --

Fransway: Second.

Sandoval: -- by Madam Controller. Second by Member Fransway. Any questions or discussion? All in favor say aye.

Group: Aye.

Sandoval: Opposed no? The motion passes unanimously. We'll move on -- or we will move to Agenda Item No. 15, Update on NDOT's Safety Efforts Beginning with (A), State Route 160, Blue Diamond Safety Concerns.

Malfabon: Thank you, Governor. I will present the first portion of this safety item specific to Blue Diamond. Our chief safety engineer is currently in Washington, D.C. attending a Transportation Research Board conference.

What we looked at was -- and tragically there was a fatality that occurred with a young lady that was crossing the street with a group of her friends. There's no traffic signal at this location at Blue Diamond and Cimarron. And on December 9th, I was asked to participate in a neighborhood meeting to -- along with Nevada Highway Patrol, Metro Police, the commissioner from -- that represented this district, Commissioner Susan Brager, State Senator Justin Jones and Assemblyman Healey, the Regional Transportation Commission of Southern Nevada was there as well as Clark County Public Works and NDOT.

And we were asked to listen to the public, answer their questions and concerns and discuss some of the options available. What we looked at was -- as you see in your packet, it gives you a little bit of the history of this -- the improvements on Blue Diamond and some of the changes that have occurred. But basically a lot of development occurred here in the southwest part of Las Vegas over the years. We made some improvements, widening.

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We did a speed study in November of 2010 and increased the speed limit to 55 miles per hour along this section, so very high speed.

We had not completed a signal warrant analysis. And before you can install a signal -- a traffic signal, whether it's county, city or state project to install a signal, you have to do this warrant analysis. By law, you can't just put in a signal anywhere. You have to have this signal warrant analysis by national standards. So we did that analysis; recently completed it last week and saw that at least three of the warrants -- signal warrants were met. So it does justify a signal being installed there. So now it becomes a question of what were some of the options to fund the project.

We did look at other options, too, at this location. If you could -- if you look at the intersection there you see some of the development that's occurring, but you see not all of it is fully developed. If you go to the next slide, you see kind of the nature of the roadway there. There's some housing that backs up to the -- to the highway. There's some commercial businesses along there. Off the street a ways would be some schools and a lot of the neighborhood. Next slide.

This shows you, if you look at the light-blue outline along the State Route 160 alignment there you'll see I-15 along the right edge of that slide. But you'll see a blue outline that basically is the limits of the existing street lighting and then you have some blue blocks that are at certain intersections. Those are streetlights that are only at the intersection. So it's not a very well-lit corridor as you get further out.

Typically, the installation of street lighting, while it can occur on a state project, often the county has the developers install the street lighting as they improve with commercial or residential property along that highway. So there are some intersections that are lit and some of them have signals. If you see on the most far right square -- blue square is Buffalo. There's an existing signal there. And then you have -- Cimarron is the one with the green outline around it. That's the unsignalized intersection, although there is lighting at that intersection.

Durango has a traffic signal. And in the other two squares up to El Capitan do not have traffic signals but they have lighting. And then you get up to

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the next location, I think it's Fort Apache. I don't think that -- I'm not sure that that's signalized or not, but it has lighting at the intersection.

So the green area is there where the fatality occurred. Next slide. Oh. Now, what we looked at in those areas was the option of do we put in a pedestrian flasher. When you have such high speeds there, we didn't -- I preferred having a traffic signal because that would stop traffic for the pedestrians. There are several lanes to cross. If you go back to the slide that showed the street -- kind of the street view. Go back -- there. So you can see that it -- as you get to the intersection there's a lot of lanes to cross and it's high speed. So I felt that the traffic signal is going to be the best solution at that location. That's what the community wants and we feel if traffic is stopped then it's safer for the pedestrians.

The thing that we noticed at Buffalo and Durango, the two existing signal systems is that they're -- they don't have pedestrian-activated signals. There's no crosswalks painted in the intersections either. So it wasn't anticipated at the time that there would be a lot of pedestrian activity there. Now that as they've developed some of the commercial property and more residential that -- a lot more folks are crossing at that -- those existing signalized intersection, as well as at Cimarron.

So what we're going to be doing, Governor, Board members, is to look at what federal funds are available. We know that we were all established with our federal program this current fiscal year, and you approved the stip document around November of last year. The -- but as we save on some projects or maybe can move some things around, we're hopeful that we can get about \$1 million of federal -- a combination of federal and state funds to make some improvements, specifically the traffic signal system at Cimarron and the crosswalks and pedestrian pushbuttons at Durango and at Buffalo.

The -- we just recently had the scoping which basically is the project construction estimate was received last week, so we're acting as quickly as we can. This meeting that we held with the community was in December. We've got the scoping and we just have to continue with the identification of the funding and then get that into our work program. But we feel that it's best to proceed with the traffic signal improvements. The other thing that we're going to be doing is what's called a road safety audit. It's a multidisciplinary approach where you get the maintenance guys, law

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enforcement, the engineers to drive along this corridor. We're going to do that from -- I believe it's from near I-15 all the way out to the Red Rock cutoff, State Route 159, so that's of substantial length. There could be a lot more improvements to follow based on the recommendations from that safety audit.

It was brought up about the speed limit during the community meeting and Nevada High Patrol -- the commander there and one of her troopers said that it's really not the issue of speed. It's people -- where we see a lot of accidents on this route -- on Blue Diamond is people kind of cheating at the -- at the stop signs on the cross streets; that they don't stop. They just kind of get out there and try to beat traffic and they get rear-ended, or people obviously making left turns when they should wait for traffic to clear.

So we believe that the, in conclusion, the installation of the signal and the other improvements for the crosswalks and ped pushbuttons at the other two signalized locations, Durango and Buffalo, will improve safety along Blue Diamond.

Sandoval: Thank you, Rudy. And it sounds a little vague. Are we going to get it done? I mean I guess let's just get to the nut of this.

Malfabon: I think that we will find the money, Governor, and we're going to fund the project. I wanted to talk with Clark County to see if they had any money available, but I believe that we can find between federal and state funds. It was looking positive -- on Friday, I was exchanging some e-mails with financial management. And, obviously, you'd like a confirmation. I would say that we're committed to doing this project. It's just identification of the funding, which I think that we can find in the next week.

Sandoval: And when would we commence construction?

Malfabon: We would have to start design. It would probably take us a few months to design the project. With this type of signal system they normally require -- a contractor requires about 120 days to acquire the steel poles, because they have to be fabricated specifically for this location. They're specialized. So I think that we're looking at probably a couple months for design and then a couple months for the procurement process, and then you have to have about four months for the ordering of the poles. So it's going to be towards the fall

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before they would see construction commence. And that's the earliest that we believe.

Sandoval: And do you have an estimate of what the budget would be for those projects? So we're talking about --

Malfabon: Yes.

Sandoval: -- the signal, putting in crosswalks and then the pedestrian buttons for those other two intersections.

Malfabon: The signals are approximately about three-quarters of a million dollars, \$750,000 about. The crosswalks at each location they're thinking about \$100,000-150,000 project at each of those locations.

Sandoval: Do we need to wait -- do you need a study and all those things to put in the crosswalks?

Malfabon: No. We feel that there's -- typically, we would do pedestrian counts, but we feel that we -- there's enough to see there with the commercial properties that have gone up on some of the street corners, the schools that are kind of up further on the side streets there. So we feel that there's enough just looking at the type of developments that's occurred that it justifies it. Normally, we would go out there and do a lot of counts. The -- definitely the -- I don't think that we have counted pedestrian activity at those two other locations, but we can see that what's happening at Cimarron is likely happening at the other two intersections. There's just improvements needed right now. And I think that that's an easy one that we can advance a lot sooner than the traffic signal. We could separate those projects separately and probably get that done a lot quicker.

Sandoval: Because I understand the piece about study and procurement with regard to the signals, even though I want that -- or I'd like to see that expedited. But with regard to installation of the crosswalks, you think we could get that done right away?

Malfabon: Yes. We could get that design expedited and get that contracted out a lot sooner and probably achieve that by end of summer.

Sandoval: Okay. Questions from other Board members? Member Skancke.

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Skancke: Thank you, Governor. Mr. Malfabon, how many miles are between Buffalo and Cimarron and Durango? Are those --

Malfabon: There's about miles -- one mile apart for each of those major streets.

Skancke: You know, as our economy continues to recover in Southern Nevada, that part of the valley is really going to start growing again and start building out in that -- in the west part -- southwest part of Las Vegas. It would appear to me that we might want to, at this juncture, look even beyond Durango and actually, maybe -- I'm not going to plan and draw. I'm an engineer, so I'm not going to do any of that from the DIAS, but I think as that part of the valley continues to grow, we're going to have to work with the RTC in Clark County and start looking out 10 years. This problem is, only in my opinion, going to continue as growth continues. And I think we should maybe be proactive and looking at what's going to happen as opposed to reactive, so that we don't have to put all these policies before the people in that neighborhood.

As I look at some of these slides, you know, there's no sidewalks. And by nature, people just don't use them if they're not there, but they will run across the street. And I think we should probably take a look at, from a regional perspective, not just state, but regional perspective of how we're going to direct people to those crosswalks, because there's no -- there's no rail, there's no fencing, there's no nothing along the 160 and that presents a problem. We've seen that along the 95. We've seen that in other parts of the valley and across the state. So it might be worth our while, and I'm happy to help any way that I can, but to bring the necessary parties together to have a long-term systemic conversation to some of these problems that are going to exist in the future.

Malfabon: We actually -- that's a great comment and we actually are putting together what's called a transition plan for Americans with Disabilities Act compliance, and it will address some of those routes where there's missing sidewalks, missing wheelchair ramps. But typically, as I mentioned with the street lighting, sidewalks, curb and gutter -- those are usually when development occurs. But I think that it's wise to look at areas where there's pedestrians. And we're aware of other locations such as North Las Vegas Boulevard where there's no sidewalks, but a lot of pedestrian activity, a lot of transient moves up and down that location.

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So we want to be -- definitely be proactive but we do want to work in partnership with the RTC of Southern Nevada, Clark County or the appropriate city to identify and help construct some of those areas.

In the case where a developer normally pays, I wanted to discuss with the county about the options of can we, basically, advance and construct it and then the county could recoup the expense later from -- as development occurs to get ahead of it, as you had mentioned.

Skandcke: Governor, if I could just have one quick follow-up.

Sandoval: Yes.

Skandcke: You know, the public doesn't understand, and I'm not certain how we do this best, but, you know, when there's a catastrophic event like that and you have to go out and do a study, which is required by federal law, when a family has a loss like that they just -- the public just doesn't understand that these are policies that have been in place for years. So a warrant study is required for just about everything a department does and it's mandated by federal government through all the legislation that's been passed.

So while we'd like to have these things done quicker, it's important, I think, for all of us to understand that there -- the process does slow this down. You would think you could just go out there and put a light up overnight and solve the problem. It's not possible under law. So that's why I'm suggesting that we maybe look further down the road, if you will, and be a little more proactive for what's coming.

Malfabon: Yes, as part of the road safety audit we are going to look at the signal warrants for further unsignalized intersections towards the west, so El Capitan and further west. But that's a great point. I -- the reason that we have to be -- to do that warrant analysis is because of liability concerns. If you put in a signal and it's not warranted and it causes accidents like rear-enders then you could get sued as an entity and be liable for those expenses.

Sandoval: Any other questions with regard to this Agenda item? And, Rudy, if you would put that as part of your report next month --

Malfabon: Yes.

Sandoval: -- for our next meeting so we can have an idea of how it's proceeding.

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Malfabon: Yes, Governor.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. Rudy, would this require amendment to the stip?

Malfabon: If it's federal funding, it would acquire -- require us to go to the RTC of Southern Nevada to include and amend their plan and then you would -- basically, just as -- later on the Agenda you'll see an amendment similar to add a project in or to -- it will require the process to be done, but we can still proceed with the design. I've talked with Federal Highway Administration about what improvements we can make at this unsignalized intersection, and they're very supportive considering the fatality that occurred and the fact that it meets signal warrants. They're supportive of the project.

Fransway: Okay. If that is the case, then we could do what we could to expedite the process, the action taken by this Board to amend the stip --

Malfabon: Yes.

Fransway: -- if it comes that way.

Malfabon: Yes, it'll come -- it'll come before the Board later.

Fransway: Thank you.

Martin: Governor?

Sandoval: Yes, Member Martin.

Martin: Good morning. I have some ideas that I've been discussing with Rick Nelson on how to expedite this thing, and I offered to help him in any way that we can down here by using some of the procurement processes we use in the private industry.

Sandoval: Thank you. And obviously will be welcome, anything we can do to expedite this matter and certain that you'll continue those conversations with Mr. Nelson and with the Director.

Martin: Absolutely.

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Sandoval: Thank you. All right. Any further questions or comments with regard to Agenda Item 15-A? Okay. We'll move to 15-B, overview of the US 50 road safety audit results.

Greco: Governor, good morning. For the record, Tom Greco, Assistant Director of Planning. And this overview of a road safety audit on, excuse me, US 50 is the outcome of a critical rise in the number of fatalities that happened on this roadway between last spring and -- actually in 2013, all of 2013. It initiated an RSA and it initiated a united effort -- next please -- by law enforcement.

The area in study begins on US 50 on this map in the bottom left, where the Carson Bypass intersects with 50. Moving to the north and east four miles is the end of -- is the crossing of Carson City and Lyon County. The remaining 14 miles of the study is in Lyon, and it goes through Dayton out to Silver Springs. Next please.

As a response to the numbers and issues that are on this roadway that are safety related; in August, there was a joint safety initiative with members that are listed on the left there. I'm sure that's not all. There are others that may not be listed there. And the efforts included, looking at the bottom right, additional enforcement out on the roadway, public meetings and outreach, additional DUI efforts and this RSA. Next please.

And in our RSA, a road safety audit, is a multi-disciplined effort with NDOT maintenance and NDOT design staff, NDOT safety staff, highway patrol, Public Works and anybody else interested in that segment of roadway with knowledge and expertise. This roadway on the western end is in an urbanized setting, and as it moves through Dayton and Stagecoach and Silver Springs it is much more rural and the speed limits vary between 35 on the eastern end -- no, excuse me, on the western end, 65 out on the eastern end. The volumes vary. Crash rates during the 2013 are above average, total crashes though. Fatal injury and property damage only are below the average for a roadway of this classification.

We looked at data between 2008 and through the end of 2012. Actually that's misstated, mid 2013, and the 20 fatalities are very concerning. Now, we also looked at the crash data between July and September of 2013, which is when the additional efforts were out on the roadway. There were zero fatalities versus July to September of 2012; there were four fatalities. So it would

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indicate that the efforts of additional enforcement education, DUI checkpoints are all a positive step. We're looking for the long-term answers, not just immediate band-aids, so the RSA will make recommendations that will mitigate the problems out there on a longer schedule. Next please.

So of the 65 recommendations that are within this RSA, I'd like to mention just a few of them. Raised medians at intersections reduce conflicts. When there are no restrictions, a lot of left-in, left-out movements will occur, and those conflicts generate a lot of crashes. So we're looking at a treatment much like this one, a raised center median at a number of the intersections within the study.

There are places that -- within this study there are placement of median barrier rail. There are additional places that would benefit by this, one of them being between Deer Run Road and Dump Road east of us. And we want to be more consistent with the installation of rumble strips both on the center line and on the edge lines. Next please.

Other mitigation measures will be median cable barrier, sidewalks, corridor lighting, additional intersection improvements, possible roundabouts, improving the bike lanes, getting the installations to match our existing bike plan. So the results of the RSA recommended mitigation in three groups; a priority 1-A, which may be -- may be done by our staff, our maintenance staff and may be done immediately. Our district maintenance staff began. We're working on these 21 items and will finish them up hopefully by spring. The 1-B group is an item that Carson staff may be interested in working on. And then the priority 2 group, a bunch of those. There is a contract going out this spring to do an \$8 million overlay on 50. We have included a large number of these mitigation measures to the worth of about \$1 million. That still leaves a number of measures that will need additional funding and additional planning further out. Next please.

So the zero tolerance campaign began in August of last year. It'll run through February of this year. We believe that it's a very successful approach to not just jump out with engineering efforts, but to look at all of these E's. Within the safety world it is known as the four E's. We have added the bottom one meaning everyone. Everyone is responsible to drive in a legal, respectable manner and with the goal of driving home at the end

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of the day safely. So that responsibility is everyone's. And with that summary, I'd open it to questions.

Sandoval: Thank you, Mr. Greco, and I appreciate this very thorough, excuse me -- did -- we just widened this road, didn't we, and did that help?

Greco: We did. There was a project last summer that widened the road from east of Dayton out towards Stagecoach. It adds additional capacity. It makes it easier to get between A and B. Sometimes the transition between an area that used to be rural and is moving more in the direction of urban or many spaces that are urban presents a challenge of trying to get traffic through at the least amount of restriction, but in a safer way.

So one of the recommendations of the RSA is to reevaluate the speed zones. We just got a study UNR or UNLV, I don't remember which, on treatment of speed reductions in rural areas with a slice of urban within the middle. We will be using that as a guideline of how to deal with the speed limits within this segment.

Sandoval: Thank you. Any other questions?

Malfabon: And, Governor, I wanted to add that the future widening projects are still planned on that section of US 50 to get out to the junction with, I think it's 95A --

Greco: Yes.

Malfabon: -- past Silver Springs. So there'll be, I think, two more stages to complete that widening project.

Sandoval: Member Fransway.

Fransway: Thank you, Governor. Tom, there are portions of that section of roadway that are designated, I guess you'd say, as daylight headlights use. And I'm wondering if that is an effort to mitigate the accident issue? And if it's not been designated as a safety corridor, perhaps we should do that in the form of some sort of signing or so that the traveling public understands that section of roadway has got challenges.

Greco: Member Fransway, it is a longstanding safety study zone, and the issue of requesting motorists to drive with their lights on is an effort to compare long

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stretches of rural road where drunk drivers do use their lights versus other stretches where they don't. And it appears to be a benefit.

Fransway: Thank you, Governor.

Sandoval: Madam Controller.

Wallin: Thank you, Governor. Tom, I have a question here. On your report, you talk about the -- I'm trying to go get my hands around the data here. And we talked about the traffic counts in 2003 being Carson City limits 24,000. Carson Lyon was 22,000. Dayton was 18,000. And then in 2007, it jumped up to -- Carson City was 32,000; Carson Lyon, 28,000; Dayton, 22,000. And then in 2012, it dropped back down to basically the same as it was in 2003. But our data here, we just talk about from 2008 for fatalities. So I was wondering in 2003, did we have the same types of fatalities? In 2007, did we jump up? I'm trying to get my hands around this to figure out is it because of -- what's changed? What's different? Do you have that information?

Greco: We don't. We are analyzing that and we will get you that answer. Obviously, with the economic downturn, volumes do tend to drop. And even though the volumes that are out there in 2012 pretty much equal what was in '03, those volumes will grow and we'll get that back to the volumes that were in '07. And if I understand what you're asking is what was the situation in '03 and what was the crash rate? What was it in '07 and what is it that's different in each of those?

Wallin: Yeah, because I'm curious because the traffic counts were so much higher in '07, but we don't have the fatalities. And it would have been nice to kind of see --

Greco: Yes.

Wallin: -- were we way high back then or are we lower? And is -- maybe then it's a result more like you're talking about, maybe enforcement and not engineering.

Greco: Sure. We will get you those answers. That's not a one-minute yes or no. Okay.

Wallin: All right. Thank you. Thank you very much.

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- Sandoval: Any further questions? All right. Thank you, Mr. Greco.
- Greco: Thank you.
- Malfabon: And, Governor, I just wanted to close that item by saying that that project, US 50 from Deer Run Road is advertised at the end of this month, and it will make some of the improvements that Mr. Greco had mentioned such as the channelization islands at State Route 341, the road to Virginia City, and the additional barrier rail in the median.
- Sandoval: Because the Controller's question is a good one, is that we have more fatalities now than we did back then when the road was two lanes and there was the same amount of traffic. So I'm hopeful that -- is that right?
- Wallin: Yes, and the fact that we don't know what 2007 was when we had a significant amount of traffic. We don't have those statistics there and it would be nice to see if our fatalities were less, well then to me it's not a matter of the road, it's a matter of the enforcement. And drivers are just getting careless and not obeying the law.
- Sandoval: Okay. Thank you very much. Okay. We'll move back to Agenda Item No. 4, Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board? Is there any member of the public in Las Vegas that would like to provide public comment to the Board?
- Unidentified: No one here, Governor.
- Sandoval: Thank you. We'll move to Agenda Item No. 6, Presentation Regarding the Interlocal Agreement with University of Nevada Las Vegas for the NDOT's Implementation of Oracle Business Intelligence.
- Malfabon: Thank you, Governor. Steve Merrill will present this item.
- Merrill: Thank you, Governor and Board members. For the record, my name is Steve Merrill. I'm the chief location engineer for Nevada DOT. Today, I'm just going to quickly go over our business intelligence project and hopefully be able to answer any questions that you might have with that. Next slide please.

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The things that I'm going to be going over really quickly is the strategic data plan and the next item is going to be the business intelligence goals and objectives. The next item would be the implementation partnership with UNLV and the selection process that we went through to select UNLV, cost comparison versus the outside vendors and lastly the business intelligence funding. Next slide please.

The strategic data plan was originally developed to -- and we created these goals, and so it's the higher overarching plan that the Department came up with. Basically, what the plan is to do is be able to provide the information to the Board and to the internal users for when they need disparate information and we'll be able to provide that information to them. But out of that plan there were several different initiatives that were created, and the one that we're mostly interested in today is the business intelligence. Next slide please.

And so with the BI, our current environment that has created the need for us to go down this path was the silo data, the poor integration with the GIS and CAD data and the multiple reporting tools that we currently have at the Department and those standards. And so for the goals for the BI project itself was to migrate the existing BI tools, Discover reports, to the current BI platform. Better -- there was better integration within NDOT's GIS data, implement enterprise data warehouse to create a single source of the truth. So what we're going to try and do is bring all this data in and so there's one place to get the data.

Sandoval: Okay. Mr. Merrill, this is kind of like NDOT language and --

Merrill: Okay. Yeah, if -- yeah, if you guys have -- with GIS it's a global positioning system is GPS. GIS is geographical information system. Those are the systems that we use to put information on a map, live feed-type maps for things that we need to know. Business intelligence, it's a way of taking data from different data warehouses, we can bring it together and be able to do reports -- any type of reporting system. So that's really what business intelligence is about. Dave, do you want to add anything to that? Dave is our IT chief, and if you have any more specific IT questions, Dave would be happy to --

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Sandoval: No. And once you get done with the presentation, I'll ask some more questions. But as you go through, as I said, it's kind of like your --

Merrill: Talking a foreign language.

Sandoval: -- secret language and --

Merrill: Okay. I apologize for that.

Sandoval: And so I -- I'm trying to think of a way to put this delicately, but to kind of give it to a general public understanding so that we can have a better --

Merrill: Understanding.

Sandoval: -- understanding where you were, why you've done this and where you'd like to get.

Merrill: Okay. Well, yeah, I guess the good part or a great place to start here, Governor, then is silo data. This is data that's out into these different data warehouses and they don't talk to each other. And so it's a problem when you're trying to bring data together that's in this type of format. And so that's one of the problems that we're going to have to get through. (Inaudible) with the GIS and CAD. CAD is our -- like the auto CAD it's our drafting type system. So how do we that data into a GIS system and bring it up into a map or into a CAD integration-type of system for our designers to have the information at their fingertips. And so this is another good tool that will allow us to do that.

The poor reporting tools and standards, I think you guys all have seen it where it's very difficult sometimes for the DOT to pull together all this disparate data and produce a report for you quickly that's accurate. And so that's one of the great points of a business intelligence. Once it's all tied together, we can quickly do that for you. And so when you look at the goals, I think I've pretty much hit on all those with the better integration-type tools, what this was all about.

The implementation partnership, the selection process, well we started in February of 2013 went out with an RFI for request for the different vendors. In May of 2013, the vendors actually gave us the presentations, and since UNLV has already been our partner on several different endeavors here they wanted to give a presentation. And so in June, they gave us a presentation.

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And one of the things that we quickly realized about UNLV, UNLV understood the business of the DOT. They understood our needs and so they gave u really solid presentation to the team.

The decision was made in August to go with UNLV on the implementation. And, again -- okay. With the implementation partnership, again, they had the experience with the data here at the DOT, UNLV did, the money would stay in the state rather than going to a vendor -- to an outside vendor that wouldn't have been, more than likely, in the state since we don't have those types of vendors here in Nevada; helps build a business intelligence knowledge base. And so what we're trying to do is develop, out of UNLV, the type of people that can go to work for us or even stay in the state and have this high-tech type of knowledge and potentially, you know, create their own businesses in the future. Focus on delivering quality project rather than for profit. That's a big issue when you're getting into new type of IT-type of projects. This way we can be a lot more flexible with UNLV rather than the vendor. It's easy to say, well, how about if we change the scope to this. UNLV can do it; when you're dealing with another vendor it's usually not as easy to change that scope.

And so, next slide please, the implementation of it -- a little bit of a cost comparison to the other vendors. The initial cost that Oracle had given us to implement the business intelligent here at the DOT was roughly \$6 million (inaudible) \$8 million. From the other RFIs, the other three best responses that we had was one that was at 5.98, 5.55 and the 4.59. UNLV's cost was at 4.75 and approximately 31% of that is going to go to a subconsultant, ADV. And that subconsultant would be focusing in on helping UNLV understand the technology and also doing QA/QC on their process.

And finally the funding. Thank you. And so here's the four-year projection of the funding, which is a \$4,749,000 contract with UNLV. The -- right now, the match that we have -- the funding 66% state match and 34% federal reimbursement through our SPR program. However, it qualifies up to 80% of funding through the SPR program. And with that, do you have any questions?

Sandoval:

I do. And thank you, Mr. Merrill. And I don't know if this is for you or for the Director, but has this hit our Agenda before?

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Malfabon: I think the -- I'm not sure if the purchase of the Oracle software was on the Agenda previously.

Merrill: I don't remember, Rudy, if it was or not.

Sandoval: I'm just curious why we're getting this now.

Malfabon: But I ask that we -- I ask that we bring it now because it was a substantial amount of money for this -- for this effort, and I wanted to bring it to the Board's attention. The other thing is in the future we feel that these types of agreements should go before the Board for your approval before we enter into them. And it was something that was ongoing, but I felt it was prudent to bring it to the Board's attention (inaudible).

Sandoval: No. I guess my question would be why wasn't it on our Agenda before?

Malfabon: It was -- I think that -- when I asked the question it was because it was seen as an interlocal agreement, which are the types of agreements between us and another public entity. And under that schedule that the Board previously approved interlocal agreements didn't come before the Board. It was to acknowledge that the Director could enter into those types of contracts. When I saw the -- that this type of agreement was considered interlocal, I told staff that we should not consider these to be interlocals; that these should be service agreements to go to the Board for approval (inaudible) --

Sandoval: Because it didn't become interlocal until UNLV was chosen.

Malfabon: Right.

Sandoval: The other two bidders weren't interlocal --

Malfabon: Exactly.

Sandoval: -- entities.

Malfabon: So it was an RFP. Just because the university was the selected recipient of this contract doesn't mean that it's interlocal. So that's what I noticed and that's why I brought it to the Board's attention this month.

Sandoval: No. And I appreciate your bringing it to the Board's attention, but given that this is a \$4-plus million -- \$4.75 million -- four and three-quarter million

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dollar project, I think it would have been important for the Board to be aware of it from the beginning because, again and respectfully, I'm still not quite sure what this contract is doing and what we're getting for our money.

Malfabon: Basically, this -- NDOT collects a lot of data. This contract -- and that data goes into this Oracle database. What UNLV is going to be doing is to set up the -- basically the program that makes that data accessible to folks that -- in divisions of NDOT, need to access that data and then make it useful to them to either issue reports, make dashboards on performance or dashboards on what that data is telling us so that we can act on that data.

So one contract was the software to have the database, but this contract is really to what do you do with that data; how do you make it useful to us as an agency. And that's what UNLV is going to be doing for us is providing that service so that we can access the data uniformly across the Department no matter where it's kept and to have a better management of the data and use of the data. That's what UNLV will be doing.

So as far as specifics, I know that this Oracle system is basically the backbone of all the data collection at the Department. So it'll be useful for planning efforts, for some of our performance reporting efforts. You'll get a performance management report later in the Agenda. But basically a lot of these reports on how we use data is based on this system, and also to integrate it together so that we're not doing duplication of -- or reduce duplication of effort. In reporting of data, you know, some people would collect it a certain way and we found that there's a lot of room for improvement and standardization of data collection.

So UNLV will definitely give us a good product. But recognizing that this item really should have been brought to the Board previously is what I recognized and that's why I asked to have a report on this expenditure. And then in the future we would bring these types of contracts to the Board for your approval.

Sandoval: Because when I -- when I look at the Agenda, and I'm not going to speak for the other members, and it says approval of agreements over \$300,000, I would assume that means all agreements. And if something of this significance is coming through that fortunately you plotted, how many others are out there that are big dollar items that this Board isn't seen.

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- Malfabon: Governor, these are -- to me, any kind of service contracts even if it's with the university will be coming to the Board for your approval. The ones that I would request that we continue to be under the Director's purview for approval would be the research agreements. It's a pretty standard process for the research program using federal funds. Those (inaudible)-
- Sandoval: Yeah, but this is \$3 million of state money.
- Malfabon: Yes.
- Sandoval: And even if it -- we might get reimbursed for some of it, I kind of -- I don't kind of, I think this Board needs to know.
- Malfabon: We agree. It was, as I said, considered to be an interlocal and I think that that was the wrong description or kind of the wrong attribution of the type of contract that it was.
- Sandoval: So this is a done deal. What will we be able to say a year from now that -- what we got for our \$4.75 million?
- Malfabon: I'm sure Mr. Merrill will come back to show you what (inaudible).
- Merrill: Actually, there is a list. I don't have it with me right now, Governor, of all the different databases. How many was it, Dave? At first, I think there was seven of them that are going to be tied and from that there's going to be able to have reporting tools on those. Do you know the seven specific, Dave? Okay.
- Sandoval: Because I, you know, I think about Agenda Item 15-A, and you're trying to scurry around to find \$1 million to build a signal and three -- or over \$3 million -- or \$4.75 million just got spent on this. And when we're looking at priorities, I would have prioritized the signal given that it met the traffic study requirement, so we would have that money right away to commence versus a study like this. Anyway, let me -- Member Skancke and then Madam Controller.
- Skancke: I defer to the Controller.
- Wallin: Thank you, Tom. A couple items here. I'm kind of more familiar with what's going on here because in the Controller's office we also use Discover that they talked about, and that's a software that's provided by Oracle that

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allows us to query our databases, right. Oracle is not supporting that software anymore. In fact, the Controller's office -- we're in the process of buying the same business intelligent software we're putting in our budget for next time so we can query our data, because otherwise we won't have access to the data to be able to get our reports. And so I can see where they need to do that.

I know that NDOT, when they got their business intelligent software, which -- and, Rudy, you can tell me, because I don't recall seeing it on our Agenda when we bought it, and I know it's over \$1 million because that's what we're looking at; that the way NDOT treated this was it was an upgrade of Discover, which is true because it's an upgrade of Discover because it's not supported anymore. So I would like to know when you guys went and bought the Discover software or the new Oracle business intelligence.

Malfabon: I don't know if Steve or Dave has the response to that. I think it was in '12 or --

Merrill: I'm thinking it was in the fall of -- do you have the date?

Wooldridge: It was -- actually it was May of 2012.

Merrill: Could you identify yourself, Dave?

Wooldridge: Yes. This is David Wooldridge, Chief IT Manager. It was the Friday before I started here, so that's why I know the date.

Merrill: You're safe.

Sandoval: Just had to throw that in, right?

Wooldridge: And as far as I know it was, like you said Madam Controller, just an upgrade of our existing software.

Wallin: Right. But we still -- that should have been something that came to the Board. And then the other agreements, Governor, that you're talking about; if it would be possible under old business next time, let us see what the other interlocal agreements have been in the last couple years that we haven't seen before.

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- Malfabon: Yes, we could bring that forward. But, typically, as I had mentioned initially, the interlocals are project agreements with cities, counties, RTCs in general to -- for them to receive the funding either state or federal funds we enter into the interlocal agreements. The other types of agreements are research agreements with the universities, typically, under the research program.
- Wallin: Yeah, I think it would be good if we could see that as well. And then my question here, your breakdown here for the funding here for the four years, is it a four-year contract that we're entering into or do we have an opt out after one year if, say, UNLV is not able to do the job and we're not getting what, you know, do we have timelines --
- Merrill: We can opt --
- Wallin: -- and progress reports to make --
- Merrill: Yes.
- Wallin: -- sure we're not just throwing \$4 million out there.
- Merrill: No, there's a full scope of work that's in the agreement and we can get out at any time.
- Wooldridge: In 60 -- we have a 60-day clause to get out.
- Wallin: 60-day clause. Okay. All right. That's it for me. Thank you.
- Sandoval: Member Skancke.
- Skancke: Thank you, Governor. So if we could put this at about a third-grade level for me. I'm from South Dakota, east of the river so I have to go slow. What data can't you guys collect or what can't you access? Is it that silo that -- is it -- is it a statewide thing? I'm trying to get my hands around kind of the purpose of what you can and can't do. So can you --
- Malfabon: There's a --
- Skancke: -- put that easy for me?
- Malfabon: Member Skancke, there is several divisions of the Department that collect data. For instance, Materials Division might collect data on the condition of

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the roadway bridge -- about the bridge conditions and others are looking at traffic numbers as Mr. Greco had covered in his presentation. So there's various divisions that access -- or collect data and then put it into their own format; Excel spreadsheets or a database. And what we found was it's very siloed. As Mr. Merrill was saying, it's not accessible, say, if one division collects it, another division might not even know that the data is there. They might go out there and duplicate effort or store the data in a different format.

For instance, even something as simple as designating the highway, Interstate 80, you could say I dash 8-0, someone will put IR, interstate route 80. Some will have -- and when you -- when you collect the data differently, something as simple as the state highway name or number is collected differently. So we had to get some standardization there and eliminate -- break down the siloes so that everybody would have access to data, everybody could know what data is being collected.

Skancke: If I may, Governor. So if we do this right and it's implemented properly, we actually might be getting a cross agency cooperation of data and ultimately it could save us some money in the long run by not having all of these duplicative reports and departments not being able to share data in the currently environment.

Malfabon: Yes, and even within our own agency it's going to eliminate a lot of duplication of effort.

Skancke: So in the long run that could actually be saving the Department and the state money by not having to have all of these cross communications and other departments and even within your department trying to figure out what in the world is going on and where the data is.

Malfabon: Yes.

Skancke: Sounds good.

Sandoval: Okay. And I guess -- Member Savage.

Savage: Thank you, Governor. And I voice the same concerns as the other members of the Board, Steve. And I think it would be very helpful that we have more documentation within our packets for support as to some of these decisions. For instance --

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Merrill: Benefit cost (inaudible).

Savage: -- benefit cost, where the money is going at UNLV. I understand it's 31% to an outside vendor. I appreciate you exposing that, because one of my concerns is always the universities being a front to other entities rather than the education of our state. So it's good to hear that it's going to UNLV, but where does it go from there and how is it used, because the dollars that we have to -- this concern, I call it the black box data world. We have our priorities to put safe roads in, build safe roads, understanding that the pocketbook is only so deep. And we all understand that and we have to reinforce the fact that we have to remember the construction of the roads, the safety of the roads. And I realize data has to benefit the big picture, but we have to remain focused, I believe, on where we need to go as a department.

So I would appreciate any further substantiation and follow up moving forward. I appreciate your time. Thank you, Governor.

Sandoval: And I -- just a couple of follow-ups on that. Do we know what the administrative costs that the university is going to be using on this contract?

Merrill: I do not, Governor.

Sandoval: Okay. Because that's an issue that's come up with Board of Examiners.

Wooldridge: Governor, we have Dr. Paz from the university on the phone. He may be able to answer that question.

Paz: Hello everybody. Can you hear me well? I am calling from Washington, D.C.

Wooldridge: Yes, we can hear you.

Paz: Hello?

Sandoval: Yes, we can hear you loud and clear.

Paz: Great. The university overhead cost is 23% (inaudible) for all the projects that we have with the DOT.

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- Sandoval: All right, 23%. Well -- and again, this is a done deal and we've talked about that already, but I would like to see a copy of that contract and see how the money is going to be expended. And then also why does it take four years?
- Wooldridge: Governor, there's a lot of different data systems and in there -- they are different states of maturity; I guess would be the right way to put it. So we have some data that's very good data, very mature data. Pavement data, for example, is good data. We have other data that's really like Director Malfabon said is on spreadsheets and things like that, so there's going to be - - it's going to take us some time here at the DOT to get that data moved into an Oracle database where we can query it and use this tool against it.
- Sandoval: I just don't want to be here in 2017 and have the conclusion be you need a new data system.
- Wooldridge: Me neither.
- Sandoval: Member Savage.
- Savage: One last question. The professor just threw out the percentage of 23% for UNLV, and you said --
- Paz: That's correct.
- Savage: -- 31% vendor. So where's the --
- Paz: UNLV --
- Malfabon: That's the overhead cost.
- Savage: Oh, that's the overhead. The 23% is UNLV overhead.
- Paz: That's correct.
- Savage: Okay. Thank you, Governor.
- Sandoval: No. And as I said, it's done. I know that we've had various administrative costs on contracts between the state and the university, some of which has been as high as 40 plus percent, maybe more; some of which have been less than 10%. And that's why I'm curious where the 23% comes from. So that's why I'd like to see the contract.

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- Malfabon: You could address that, but I was wondering if that overhead rate is similar to what we do with service providers when we're paying overhead. Is that just included in there or is it audited?
- Paz: The overhead price that we use in here is the same overhead rate that we use for any type of project with the -- with the DOT. And typically overhead rate, for example, with the NSF, with the National Science Foundation, is 46%. And my understanding is that the overhead rate with other vendors is more than 80% in most of these types of consulting work.
- Sandoval: Well, again -- and thank you for that information. But I would like to see a copy of the contract later on and then as we move forward, because this is, again, I'm ultrasensitive to this because we've been seeing this at the Board of Examiners level as well and we're trying to get underneath that with regard to administrative cost, because we want as many dollars going to the actual project as we possibly can versus to administrative fees. So it'd be very helpful to have that contract and we also have the understanding moving forward that this Board will have an opportunity to review these types of contracts before they're entered into.
- Malfabon: Governor, we'll present that contract as a -- under the old business item next month.
- Sandoval: Okay. Because we, you know, you look at this, \$1 million of this is going to administrative fees. Member Fransway.
- Fransway: Governor, thank you, and I share your concerns as concerns of the Board in general. I'm wondering if we need to do anything in regard to policy to make sure that interlocal agreements are not exempt from Board approval.
- Sandoval: Well, I think that's the conversation that we just had; that these types of contracts will hit -- will come to the Board for its review.
- Malfabon: Interlocals -- well, these would not -- in the future, these would be identified as service contracts that would come for Board approval. They wouldn't be identified -- or a university is providing a service to the Department, not the research or the interlocals related to a city or a county or RTC. But these types of agreements are a service contract that should be identified as such and brought to the Board for your approval.

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Sandoval: But I think the Controller previously asked that we get a list for the past two years. So, Member Fransway, before we make a policy decision like that I think I'd like to see what the contracts are that we haven't seen and then we can make a policy decision after that. Yeah. All right. Do we have any further questions with regard to Agenda Item No. 6? All right. Thank you very much.

Malfabon: Thank you.

Sandoval: Move to Agenda Item No. 7, Report on the Status of Project NEON.

Malfabon: Governor, Project Manager Cole Mortensen will present this item.

Mortensen: Good morning, Governor, members of the Board. For the record, I'm Cole Mortensen, Project Manager for Project NEON. We've got a number of Agenda items that are related to Project NEON today, and so what I'd like to do is just step through project update and then discuss what those future Agenda items are and how they'll help us move forward with the project.

So in going through the presentation today, we'll do a project status update, we'll talk about some of the changes to the project over the past year, we'll discuss a little bit more on the phase 2 portion of the project with the City of Las Vegas. I'll be providing a right-of-way update and then we'll be discussing the consult and the advisor agreements for the project.

It's a little early to be doing a victory dance, but we have done a lot over the last year that's been quite the effort for the team. And to start things off I'd actually like to take a moment to thank the team, both the consultant advisors and the NDOT staff that have really put a lot of time and effort into achieving these milestones. We've released the RFQ and, of course, received and evaluated the state (inaudible) qualification from the proposers. We've shortlisted those proposers. We've completed the base design for the project. We've -- we're working on an agreement with the City of Las Vegas. It was approved last week and then we're working feverishly to keep moving forward on the right-of-way acquisition. As we've mentioned before, the right-of-way is a key step in the process in order to get this project moving forward we have to have occupancy and ownership of those properties before we can get a shovel in the ground.

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The last key milestone that I would like to point out is that we got the draft RFP developed and it's currently out to industry for review. Sorry about that. As part of that review, we'd also like to offer the Transportation Board an opportunity to be reviewing those documents as well. If you haven't received it yet, today you should be getting the invitation to the document management software. They also have an app that you can use on your iPads to pull up those documents to review those as well. What we have provided you is the term sheet that we've used as a summary of the public-private agreements so that you can be reviewing that in coordination with the project in moving forward.

The shortlisted proposers that we are currently working with are listed on the slide here. And as we move forward it is important, for us to get industry feedback on the RFP and to make sure that we don't have any stipulations in that contract that might discourage industry participation. We want to keep the three companies interested so that we can get some competitive bids for the project.

Taking a step back, one of the main reasons that we're here today is actually back to the right-of-way acquisition end of things. We're working towards getting the bonding in place and selling those bonds so that we can move forward with acquiring that right-of-way. So we've got a number of big decisions happening here in the near future. Initially, in November of 2012, we had anticipated the right-of-way being the responsibility of the developer. Since then, and you may recall in some of the previous discussions with the Transportation Board, we felt that NDOT was in the best position to acquire that right-of-way, and that if we can bond for that right-of-way and move forward with it we can get that right-of-way secured about a year sooner than what the developer could. And so overall it makes a lot of sense for the project in moving forward.

Over the past year, we started from looking at just phases 1 and 3 for the project with O&M Footprint that would have just been what was constructed by the P3 concessionaire. Since then we've come before you and we've presented a number of things. At this point in time, what we're looking at is actually delivery phases 1, 2, 3 and 4. We've looked at how best we can structure the financial arrangement with the developer, and that's where the construction completion payment came in. And, again, I'd mentioned the

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bonding. We've also taken a real -- a tighter look at the O&M Footprint and what that means to us and what the best way to handle the operations and maintenance is for us in moving forward with the project, how to develop a plan for dealing with the Legacy structures and then we're also recognizing that the changes that we're making with the connection of the HOV systems, the express lane system has prompted us to address some of those changes here in the future also.

Again, kind of taking a step back, a lot of the decisions that we've made over the past year have been with the intent of being able to deliver more of a project sooner. This is going to be lower impact traffic. We're talking about 270,000 cars a day to start with. We can get these safety improvements built sooner, which means that we're going to see fewer accidents out there in that corridor sooner, temporary construction elimination. In delivering phases 1 and 3 alone, we were able to save \$80 to \$100 million and then, of course, reduced projected -- or reduced project construction cost. With a project of this size, each year that goes by we're seeing escalation on that construction. As we recover from the economic slump that we've been in, the project is going to start getting more and more expensive. So the more we can get delivered sooner the better that that's going to be for the state. And then, of course, one of the benefits on the side of all of this is the current job creation, as well as the future job creation with the project moving forward.

So what we have up here right now is just a rendering, just to kind of give a brief look at a short section of the project. As I mentioned earlier, we've gone from just 1 and 3 to including phase 4, which is the ramp braiding of US 95 to Charleston and then on to Sahara. And then in working with the City of Las Vegas, we've agreed to put phase 2 into the P3 project as well. This should offer the contractor and developer actually a larger canvas, hopefully, in that footprint to allow more innovation and we're hoping that that'll help drive down some of those costs.

So previously, in November of 2012, we developed this schedule and we've managed to meet many of the anticipated dates with this project. We have held off on the industry review until we were given approval to move forward with the bonding for the right-of-way. But as part of this we're actually looking forward to stage 2 of the process. And I mentioned earlier,

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what we'd like to do is bring the RFP to the Transportation Board at a later date, but we wanted to allow you an opportunity to review it first. And so this was the original schedule. Taking into account the additional project components and the additional work that we've done to get to where we are right now, we're looking at bring the RFP to the Board around April, with industry release in May.

What that'll do for the future and for 2014 is we anticipate getting technical proposals into the Department in October, with financial proposals being due to the Department in November, and we'll have a selected proposer identified in December of next year. And so in moving forward over the next couple of months, again, part in parcel are the two activities that we're moving forward with as the RFP development as well as the right-of-way acquisition. So that's where we'll be talking about the amendments and the advisor agreements here shortly.

Taking a step back and looking at the phase 2 component of the project, I did mention earlier that the cooperative agreement that we currently have developed with the City of Las Vegas was approved by their city council last week. And really what that's going to do is that's going to enable us to get the completed Martin Luther King Boulevard into the project.

Right-of-way status; we have 79% of the phase 1 right-of-way either acquired or we have occupancy for those properties. In moving forward with the P3 right-of-way, we've had the right-of-way settings for the P3 right-of-way, which basically starts that process. Before the Board, I believe on the next Agenda item will be a resolution of support for the bonding for the right-of-way for Project NEON. The first step of that was to get IFC approval for a change in the work program and we received that earlier last month. And so the next step then will be going -- taking that request before the Board of Finance so that we can sell bonds and move forward with the acquisition of those properties.

As I'd mentioned earlier, the right-of-way acquisition process for us is critical. We anticipate it being about 18 to 24 months from start to finish. You can see we're still very early in the process and this Board approval is the beginning of being able to do that and to be able to move forward. As part of this process as well, there's an agreement later on in the Agenda for a consultant service provider to the right-of-way acquisition process for us,

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along with relocations. And we'll be able to ask -- or answer any questions about that that you may have here coming up.

So the four agreements that we have that are -- that are really directly related to Project NEON on the Agenda here in the future are the right-of-way acquisition agreement, the consultant. We've already gone through the RFP process for that. We decided to bring on another service provider for that work. The selected service provider, I believe, is Overland, Pacific & Cutler. We'd like to move forward with the amendments for stage 2 of the procurement process and the finalization of the RFP for CH2M Hill as the technical advisors, for Nossaman as the legal advisors and for Ernst and Young as the financial advisors for Project NEON.

And so with that, I'm happy to take any questions that you may have.

Sandoval: Questions from Board members? Sounds like you're -- I can't let this go without having a question.

Martin: Okay. I got one.

Sandoval: But you sound cautiously optimistic, Mr. Mortensen, with regard --

Mortensen: Very much so. We've got a lot of work ahead of us. You know, as I'd mentioned earlier, the project team is working very hard. We're looking at getting a cost estimate completed here at the end of the month, which isn't quite our normal engineer's estimate. What we've done is we've actually taken a step aside and done more of what you'd be familiar with as far as the independent cost estimates that we do for CMAR, where we're looking more at the production base. We're really trying to tie down the cost of the project. And so here coming up over the next couple of months we'll be able to come to you with that information as well. But, yeah, we're excited about the project.

Sandoval: Yeah, that cost savings piece is going to be a really important factor for me, and you threw out, I think, the figure of \$100 million worth of savings to take this approach versus another.

Mortensen: Yes, versus the -- when we were looking at originally delivering these projects in separate phases, and that's really where a lot of this benefit is coming from. In order to be able to do that there's a lot of temporary

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construction that has to happen. And just pairing phases 1 and 3 together we did say \$80 to \$100 million in temporary construction. I haven't looked to see what that number would be considering the inclusion of phase 4 into the project as well, but I can certainly look to that and make sure that we have that number available also. You know, the bottom line is the more that we can built now the less expensive it's going to be for the state and the fewer impacts that we have.

Sandoval: Well, and I think that's a component that needs to be magnified, which is, you know, you have those hard costs construction savings, but you also have the time cost for the people that are -- would be stuck in that traffic over and over again because of the different phases. And is there a way to quantify that?

Mortensen: Absolutely. And actually I'm kind of feeling a little silly right now, because in December we went out to a public meeting. We've got a very involved and interested group of both businesses and residents that have been wanting to be kept up to date on the project. So in December we went out to try to explain to them, you know, what the project means to them, what the impacts, are how it's going to benefit them. And included in that presentation, we actually have a number of those safety statistics and time savings statistics available. And I'd be happy to come back next month to the Board and present those numbers, if you'd like.

Sandoval: Well, I'd really encourage to put all of it in there because, you know, also with the merge in that ramp from 95 to the 15 and the number of accidents that that will eliminate because of the merge issue that we have now and expediting that over a period of years.

Mortensen: Absolutely. It's a surprising cost savings to the public when you start talking those user costs as far as, you know, what each accident cost and time savings alone. And so I'm happy to bring that before the Board.

Sandoval: And lives. I mean that --

Mortensen: Lives as well. Absolutely.

Sandoval: I mean we can't lose all of that as we look at these spreadsheets and those types of things, because I there are some -- there's these concrete issues, but there's some of the other issues that we don't consider. The other thing that I

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want to make sure that I mention, and I'll mention it on this Agenda item versus the next Agenda item, is to ensure that we continue, we being the Nevada Department of Transportation, educating the legislature on this. I mean I had the opportunity to watch that hearing last time and there are a lot of member of this legislature who aren't complete -- as familiar as we are with this project. And I think you can never do enough to have an opportunity to meet with those members to ensure that they are -- all their questions are answered; because I got the distinct impression that many of them still had questions.

And this project is too important for everyone not to feel comfortable about it. And I sense that there was some discomfort from some of the members of that Board. So the more that you can do to meet with them, provide them with that information the better.

Mortensen: Absolutely. Absolutely. And I'm happy to do that.

Sandoval: Yeah. Member Skancke.

Skancke: Thank you, Governor. Just a -- I don't really have any questions, per se, just a couple of comments. It appears as though since this project has been in the pipeline since 2003, if I recall -- and no, I didn't have hair back in 2003, but I had a lot more than I do today. That's the funny part of my presentation (inaudible). But it appears as though there's three or four layers of oversight here as you go through the process. So you've got the RTC of Southern Nevada who's partnering this, the City of Las Vegas, the State Board, IFC. Is there another Board that has to go to approval for funding?

Wallin: The Board of Finance.

Skancke: The Board of Finance.

Mortensen: For the bonding.

Skancke: Yeah, so it appears as though there are several layers of oversight to make sure that as we move down -- further down the schedule of the project delivery that there's lot of eyes that are in this project. I think it's important for the public to understand that, you know, this is one of the largest projects in the history of our state. Congestion each year costs our economy in the hundreds of billions of dollars across the country.

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And as someone who's lived in Las Vegas for 25 years, this is the final piece to moving our economy forward. As the CEO or the Economic Development Organization for all of Southern Nevada, by not completing this project fast or quicker or sooner it's costing our economy. It's costing our tourism economy, our (inaudible) economy and quality of life for all the people that live in Southern Nevada. This is the last piece on I-15. And from here we're going to have to look at other alternatives of how we move our communities as we continue to grow. But we need to do, in my opinion, we've got to do this project as quickly and as financially sound as possible.

So looking at the funding mechanisms that you are looking at, these are new for our state. And as the Governor pointed out, I was at the IFC meeting as well. There are a lot of questions because these funding mechanisms and this type of environment is new to our state. But I think it's important for our state to take the lead in these efforts to show how successful a project like this can be across the country, but more importantly if we do this one right then we can do these on other projects. Whether that project's in Winnemucca or Carson City or Reno or Elko or wherever the state -- in the state that these projects would be, if we do this one right then we can continue to use these mechanisms going forward.

So with this type of oversight I believe that we can probably do this project right. So keep up the good work. Thank you.

Mortensen: Thank you.

Sandoval: Thank you, Mr. Skancke. And one last question for me, Mr. Mortensen. We're on schedule. It looks like we're right now where we need to be.

Mortensen: We're -- with the inclusion of phases 2 and 4, originally I had anticipated bringing the RFP to you in February, and now we're looking at April. And so there's been two months there that we've had to expand the schedule so that we can accommodate the additional scope.

Sandoval: But I wouldn't call that -- two months for 10 years. Is that the trade?

Mortensen: I think so, yeah. Yeah, I think we're still doing quite well.

Sandoval: Okay. Any other questions or comments with regard to Agenda Item No. 7?

Martin: I have one.

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Sandoval: Yeah, Member Martin.

Martin: Cole, you showed us two schedules. One was before we added the other two phases and one was after. Could somebody there send me a copy of those two schedules? I -- they were on the screen too fast. I couldn't relate how they fit together. So all I want is those two slides. If they could -- somebody could e-mail that to me that would be perfect so I --

Mortensen: Absolutely.

Martin: -- can get an understanding.

Mortensen: I'm happy to do that as well.

Martin: Thanks, Cole.

Sandoval: Thank you very much, Mr. Mortensen.

Mortensen: Thank you.

Sandoval: We'll move on to Agenda Item No. 8.

Malfabon: Thank you, Governor. This item is for the Board to consider resolution to request the State Board of Finance to issue highway revenue bonds for Project NEON. Robert Nellis will present this item.

Nellis: Thank you, Director, Governor, members of the Board. As Director Malfabon mentioned earlier, on December 9, 2013, the Interim Committee approved a work program providing the Department with authority to expend \$100 million in bond proceeds. The Department requests that the Transportation Board adopt a resolution requesting the State Board of Finance issue highway revenue bonds in an amount not to exceed \$100 million. If approved, the bond sale is scheduled for February 26th, and bond closing will occur on March 19th. Bond proceeds will be utilized to acquire right-of-way needs to construct Project NEON. The resolution is provide as Attachment B for your review and is identical to previous bond resolutions approved by the Transportation Board.

Does the Board have any questions for the Department regarding this resolution?

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- Sandoval: Questions from Board members? I have just a procedural question. I sit on the Board of Finance, so am I eligible to vote for a resolution encouraging me to support something on a different board?
- Gallagher: For the record, Dennis Gallagher, Counsel to the Board. I'm trying to be as slow and deliberate as I can here. Governor, I would submit that the fact that you sit on both of those boards, either statutorily or constitutionally, you get two bites at this apple, sir.
- Sandoval: No, I -- okay. That's fine. I just want to be clear for the record.
- Krolicki: Governor, if I might. And hopefully --
- Sandoval: Mr. Lieutenant Governor.
- Krolicki: -- hopefully your comments will be compelling to yourself as you move forward. There's no question that the \$100 million is going to be necessary and we'll need much more proceed going forward. But just in terms of drawdown of those funds, I always just have questions relating to the Cash Management Improvement Act and then -- and then spend-down, drawdown, making sure there were no penalties or what kind of how are you investing these proceeds. So those kind of things just to make sure that (inaudible) tight as can be and we know that we can spend that money within a certain time frame given the complexities of purchasing right-of-way.
- Malfabon: If I may.
- Sandoval: Sure.
- Malfabon: The resolution was written to give us the maximum flexibility, and it mirrors previous language and bond issuances -- or requests for issuances of bonds for highway revenue bonds. So in order to avoid any kind of penalty by not spending the bond revenue in time, this was written to be flexible to use on these projects. It will also be available for the supportive costs of right-of-way. So if there's legal cost, some of the utility relocations that money can be used to that effort as well.
- Krolicki: So, Director, I mean there are proceeds already sitting in the State Treasurer's office from past bonds sales. My only question is is this the right moment to be selling the bonds if there are other bonds being sold.

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And this is just one of the series it makes great sense to me. But is this the right moment, because if you don't believe that you can spend it swiftly enough -- I believe you can. I just want you to tell me that.

- Malfabon: We --
- Krolicki: The timing is an issue because there are penalties if you don't spend these proceeds in a timely manner.
- Nellis: Yes. And that's why we wrote into the flexibility and the resolution that it's (inaudible) --
- Krolicki: That (inaudible) pay other costs related to this or previous bond commitments. Is that right? But you've already got proceeds sitting there. The fact that there are proceeds sitting in the trust fund that's what I'm saying, that you have \$441 million --
- Nellis: Correct. The proceeds were expended, so we're just paying back the previous proceeds.
- Krolicki: Is there any cash available in the Treasurer's office from bond proceeds to be paid for Project NEON at this point so the cash balance is zero? So you need cash to --
- Nellis: No, I just looked over to -- and Dave Olsen, our chief accountant can respond to that directly.
- Olsen: Dave Olsen, Chief Accountant. The \$440 million of bond proceeds that's all been spent on projects. That's been on US 95 and the Hoover Dam and some of those other projects we did in the past. So we don't have those proceeds any more. The current \$100 million we expect to spend in about 18 months.
- Krolicki: Which is within the framework that we need. Thank you.
- Malfabon: Yes, and you stated, Mr. Lieutenant Governor, that regardless of the method of delivery, the right-of-way is required to proceed with the project. We intend to do it as a public-private partnership. But in either case, the right-of-way has to be acquired to further the project.

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- Krolicki: I have no questions on the use. It was more the calendar and the drawdown schedule. Those are when you -- and hearing that there are no bond proceeds available for Project NEON at this time I'm surprised you're only asking for \$100 million. And the ratings will be secured in the next month. We expect AA plus to be supported. It's nice to see Jennifer Stern and Mr. Hobbs in the audience, and Lori. Thank you for being here. But, yes, a AA plus is what we expect.
- Chatwood: We expected to receive (inaudible).
- Sandoval: Ms. Chatwood, if you would just identify yourself for the record.
- Chatwood: Thank you, members of the Board, Governor. Lori Chatwood, Deputy Treasurer of Debt Management for the State. We are expecting, at this point, to receive the same ratings, the AA plus that we received in 2013. We're working with our financial advisors, Hobbs Ong and Associates and PFM. One of the concerns that we've had is to look at our coverage ratios as we plan for this sale and future bonding that may be needed for this project to maintain those coverage factors that would also solidify our ratings in the future.
- Krolicki: And just for the record, that's -- you're maintaining the three-and-a-half tons coverage?
- Chatwood: We're maintaining the bond document at two times minimum without having to have the federal aid applied. And all of our performance that we're working at are a minimum of three times or greater.
- Krolicki: So from a covenant's standpoint, it's two?
- Chatwood: Yes.
- Krolicki: But from a marketplace rating agency, you're still at that three and a half if not more?
- Chatwood: That is correct.
- Krolicki: Thank you.
- Sandoval: Any further questions? Member Fransway.

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Fransway: Thank you, Governor. And maybe somebody can clarify this to me. But to me the resolution in itself is vague and open-ended. It doesn't identify the "projects" as NEON. That's the open-ended part. And it doesn't mention that the primary use as in our packet will be to acquire rights-of-way. So we are not making that statement by adopting the resolution in the language that I read.

Nellis: Member Fransway, Robert Nellis for the record. I believe the intent of that is to leave it intentionally open-ended to provide us with greater flexibility. I don't if, Director Malfabon, you would like to comment.

Malfabon: Yes, it was what I had mentioned before, to give us the maximum amount of flexibility this is the language that we have issued in previous resolutions for the Board to consider for bond issuances; gives us, as a department, the maximum flexibility to spend the funds in order -- within that 18-month period to avoid any kind of penalties or arbitrage. So it's not specific in the resolution and that's why, to give us the maximum flexibility. But the intent obviously is to purchase the right-of-way.

As project manager, Cole Mortensen, provided you with an update earlier, you know, in phase 1 we started buying the right-of-way and we definitely had to manage based on cash flow, but we're only about 70% complete on that phase. When we have the \$100 million we can be more aggressive and acquire the right-of-way for phases 3 and 4 and complete phase 1 in a timely manner. But it was just written in a -- to give us the maximum amount of flexibility and avoid any penalties if we -- so we could spend the money within 18 months.

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

Sandoval: So if I can interpret that, if we're not able to spend that 100 million on property acquisition, in order to avoid the concerns of the Lieutenant Governor, we can spend it on other things to avoid penalties.

Nellis: Yes.

Unidentified Male: Other eligible things.

Sandoval: Other eligible things.

Nellis: Yes.

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- Sandoval: And just from a procedure standpoint, is this resolution that's something that's necessary as we move through this project?
- Nellis: Yes. In order for -- the Transportation Board is required to approve the resolution then it goes to the Board of Finance for the actual request to issue the bonds.
- Sandoval: So in order for the Board of Finance to consider this item, we need -- the State Board of Transportation needs to present a resolution?
- Nellis: Yes.
- Skandke: I'll make a motion.
- Sandoval: Okay. If there are no further questions from Board members, Member Skandke, are you prepared to make a motion?
- Skandke: I am, Governor. I'll make a motion to approve the resolution as submitted to the Board.
- Martin: Second.
- Sandoval: Okay. The -- Member Skandke has made a motion to approve the resolution as presented as Attachment B under Agenda Item No. 8. Member Martin has seconded the motion. Any questions or discussion on the motion? All those in favor say aye.
- Group: Aye.
- Sandoval: Opposed no? Motion passes unanimously. Thank you very much. Agenda Item No. 9 --
- Malfabon: Thank you, Governor.
- Sandoval: -- approval of contracts over \$5 million.
- Malfabon: Robert Nellis will continue with this item.
- Nellis: Thank you, Governor, Director. For the record, Robert Nellis, Assistant Director for Administration. There's one contract under Attachment A that can found on Page 3 of 12 for your consideration. This project is a lane widening -- is lane widening the addition of auxiliary lanes and an HOV

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lane, as well as landscape and aesthetic improvements on US 95 from Ann Road to Durango Drive in District 1 Clark County.

The Director recommends awarding the contract to Las Vegas Paving Corporation in the amount of \$35,700,000. Does the Board have any questions for the Department on this item?

- Sandoval: Questions from Board members?
- Martin: I have one.
- Sandoval: Member Martin.
- Martin: What's the duration of the contract, sir?
- Nellis: This one, four years.
- Malfabon: In response to Member Martin and the large sheet says that the working days are 350 working days. So roughly a year and a half.
- Nellis: Mm-hmm.
- Malfabon: Almost two years.
- Martin: Thank you.
- Sandoval: Any further questions? If there are none, the Chair will accept a motion for approval of the contract identified in Agenda Item No. 9.
- Martin: So moved, sir.
- Sandoval: Member Martin has moved for approval. Is there a second?
- Wallin: Second.
- Sandoval: Second by Madam Controller: Any questions or discussion on the motion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed no? Motion passes unanimously. That'll complete Agenda Item No. 9.
- Nellis: Yes, sir, that completes that Agenda item.

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Sandoval: We'll move to Agenda Item No. 10, approval of agreements over \$300,000.

Nellis: Thank you, Governor. As Cole Mortensen mentioned in his presentation there are four agreements related to Project NEON under Attachment A on Page 3 of 31. Governor, would you like for me to present all four as a group before taking questions or take them one at a time?

Sandoval: Let's present the entirety, please.

Nellis: Okay. On Agreement No. 1, we have the contractor Nossaman, LLP. This is for Project NEON legal advising. This amendment will increase authority by \$2 million to finalize the RFP, assist with RFP industry review process, post-RFP issuance procurement process, assist in development of evaluation and selection plan, review legal contracts and assist with negotiations with apparent best value propose and contract finalization.

Line Item No. 2 is with Ernst and Young Infrastructure Advisors, LLC. It's for Project NEON financial advising. This will increase authority by \$1,900,000 to finalize the RFP, assist with RFP industry review process, post-RFP issuance procurement process, assist in development of evaluation and selection plan, review legal contracts and assist with negotiations with apparent best value proposer and contract finalization.

Line Item No. 3 is with CH2M Hill Incorporated. It's for Project NEON technical advising. This increases authority by \$4,983,820.11 to develop and prepare the overall P3 procurement and financial approach, to the project assist with RFP industry review, preparation and review of all technical documents and specifications, the overall development and the preparation of the RFP documents, analysis and review of the proposed concepts and support during the selection process.

And finally, Governor, Item No. 4 is with Overland, Pacific & Cutler Incorporated for Project NEON right-of-way services. This agreement is brand new. It's for appraisal review, acquisition and relocation of property management of the P3 phase of Project NEON. And those are all the items related to Project NEON.

Sandoval: Okay. We'll split NEON from the other contracts.

Nellis: Yes, sir.

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- Sandoval: Why the increase, just for the record please, on these 1 through 3 and then separately number 4?
- Nellis: I can -- my understanding, sir, is that these were not increases but were always planned as part of the stage 2 of Project NEON. I don't know if anyone else has comments on --
- Terry: For the record, John Terry, Assistant Director for Engineering. And like you said, we're moving into phase 2 of the project on the first three. In other words, we hired and these are amendments to move into the next phase. Also included is increase in scope from what was originally done in the case of CH -- phases 2 and 4 were added, which were not part of the original agreement.
- In the case of the one at the bottom, this is a new -- or the last one, OPC, this is a new agreement which when we added phases 3 and 4 to the project we needed to hire a consultant to assist us with that, because we did not have the resources to do that.
- Sandoval: Okay. And are we on track with regard to the expenditures that we previously approved?
- Terry: Yes. For the first three we are getting close and we needed to amend that this time. We got through phase 1, but I will say we came very close to expending the full amount of the agreements. These are cost plus fix fee agreements and we probably, within the next month or two, will be very close to expending the original phase 1 portion of the agreement. So, yes, we're under but not by much.
- Sandoval: Well, and I -- where I'm going is that a year from now hopefully you won't be coming back here saying we need more money.
- Terry: I would certainly hope so. I will say --
- Krolicki: I would say what about -- is there a stage 3? Just for clarification --
- Sandoval: No. I guess let me make this distinction. I know that we need to spend more money as we go through the phases, but I just want to make sure that we're staying within our budget that we've -- that we've anticipated as we move through the phases.

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- Terry: Yes, sir. And like the Director said, these agreements, the first three are set up to get us through the entire procurement phase. We will still need help probably from them if we sign contracts with the P3 provider to help us in the oversight. But these are set up to get us to the (inaudible).
- Sandoval: And I want -- I don't want you to misconstrue what I'm -- what I'm asking, is that I understand that there will be more cost as we add those two phases, which is something we didn't anticipate when we approved these in the first place. I just want to make sure as we move along that we're staying within the budget that we put together.
- Terry: Yes, sir, I believe we are. I will amend that by saying, remember, we came to the Board and added phase 4 and that did increase the budget of these, but given that increase we feel we are within the budget we anticipated.
- Sandoval: No, and I just ask that only because in other places, at other times there have been big increases. And I don't want any big surprises, I guess, is what I'm saying. And, again, I understand that as we add phases and we grow this project it means these contracts are going to grow as well. I just want to make sure that we're spending the money as we thought.
- Terry: Yes, sir.
- Sandoval: Other questions? Madam Controller.
- Wallin: Thank you, Governor. I have a question on Items 1 and 2. I don't know who will be able to answer this. In the backup documentation it has a statement here, "Since federal not available for FY 14, use available state and code AC for future federal reimbursement eligibility." And another note, "All federal funds have been assigned to projects." So my question is is 1 and 2 it says that it's federal funds are being -- we're using federal funds to pay for it. It says yes. On 3 it says yes, but we don't have this statement on there, and 4 doesn't have any statement. So can you explain what this little --
- Malfabon: I will take that, Madam Controller. What that's saying is I had mentioned when we were having the Blue Diamond discussion, all of our federal funds have been allocated. So in the case of these expenses for Project NEON for these amendments, AC refers to a term called advance construct. In other words, use of either bond revenue or state funds to do the work and then

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submit it later when you're maxed out on our federal funds you can designate it as advance construct and then get reimbursed later. So it's more or less you're using next year's federal allocation early in the current year where you're maxed out. So it's allowed by the federal financial programmers and it's the method to use state funds to keep advancing the project that you have available funds. And when we get the \$100 million for right-of-way it's another issue.

We're going to be getting additional funds that can be used for these expenses, but it's just a way to get federal reimbursement when you're maxed out on your federal programs.

Wallin: But this won't have an impact in FY 15 then when you're using this --

Malfabon: Yes.

Wallin: So how is that going to affect other projects then?

Malfabon: So we always intended to use federal funds for the project in FY 15. It's just using it earlier with the available state money and then getting reimbursed later, just the way of programming the money so that it can be reimbursed later with the fiscal year '15 funds.

Wallin: All right. Thank you.

Sandoval: Member Savage.

Savage: Thank you, Governor. Briefly, Mr. Terry, I understand the dollar amounts and I know they're justified. My only question is on the end dates in the column, are those end dates correct with Nossaman being 12-31-2017, Ernest and Young, 12-31-2014?

Terry: We have a lot of problems with expiring agreements, so we intentionally set expiration dates later than we anticipate them ending. We fully expect to sign the contracts with the design-build people and moving into the next phase of the project well before those dates, but those are conservative dates intentionally.

Savage: But the -- so that brings to Item No. 3 the 7-31-2014. It seems like it's a six month trigger there. So that may need to be extended.

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- Terry: That's a good catch. I'm going to check on that. That is a very good catch. It should be later than that.
- Savage: Thank you, Mr. Terry. Thank you, Governor.
- Malfabon: And just a follow-up on that comment, Member Savage. We -- the end date on an agreement doesn't necessarily relate. We can have terms in there for the actual performance period, but the end date could be further out than that, just so that we don't have to bring back amendments for just time extensions with no budgetary increase.
- Savage: Thank you, Mr. Director.
- Sandoval: Any further questions with regard to Contracts 1 through 4? Let's move on to the others.
- Nellis: Thank you, Governor. Again, for the record, Robert Nellis, Assistant Director for Administration. There are three more agreements under Attachment A on Page 4 of 31 for the Board's consideration. Number 5 is with Snell and Wilmer for outside legal counsel. This amendment will increase authority by \$825,000 to complete discovery phase of litigation and prepare for pretrial and trial. Number 6 is with Laura Fitzsimmons, Esquire, Project NEON risk and litigation. This is a new agreement for \$900,000 for risk management analysis and litigation strategy for Project NEON. And finally, Item No. 7 with Laura Fitzsimmons, Esquire, is for legal consulting. This is an increase in authority for \$750,000 to address direct cost and expenses for litigation, pay subcontractors providing services and outside counsel services and prosecuting various imminent domain actions and defending various inverse condemnation actions related to the Boulder City Bypass.
- Are there any questions on these items?
- Sandoval: Yes, with regard to 7 -- 6 and 7. So I think I heard you say that this also pays for other counsel, not just Ms. Fitzsimmons. Is that right or is this for her exclusively?
- Nellis: Dennis, would you like to take that?
- Gallagher: For the record, Governor, Dennis Gallagher, Counsel to the Board. This pays for other counsel too under the agreement, as well as outside experts

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that have been retained in regards to the various litigation. Those include engineers, real estate appraisers, financial analysis based upon some of the claims. So these are all encompassing agreements, and I probably -- I don't want to get ahead of myself, but on Item No. 6, which is the new contract, the genesis for that agreement comes from NDOT. And given a view that it would be beneficial to the Department, ultimately as well as the Board, to have a risk analysis performed in connection with all the various moving parts in Project NEON.

We discussed it. We determined that probably the best way to contract and get this type of analysis would be through outside counsel at outside counsel's direction for purposes of providing legal advice both to the Department and the Board, again, in connection with Project NEON. The vast majority of that proposed contract sum is for the subconsultants.

Sandoval: It does beg the question though is what are we getting -- let me phrase it a different way. We have Nossaman that we just approved and now we have Ms. Fitzsimmons.

Gallagher: I think the --

Malfabon: If I may.

Gallagher: -- I should defer to the Director.

Malfabon: Yes. So what Nossaman is providing is legal services on the actual contract with the P3 partner, so a transactional-type of attorney. Whereas, what Ms. Fitzsimmons is going to -- or Ms. Fitzsimmons is going to oversee is more of a comprehensive look at what's the risk, analyze that risk associated with imminent domain actions. So typically we do risk analysis on construction cost. We can -- there's methods to do that. We have engineers that provide that -- or consultant engineers that provide that service on the construction cost.

What we don't have and what's new is more risk specific to Nevada imminent domain and the PISTOL initiatives that changed our constitution and that we've had issues with previously, and Dennis Gallagher provided a presentation to the Board previously on the impacts of PISTOL, People's Initiative to Stop the Taking of Our Land. The idea is that this risk analysis is going to focus on an areas that hasn't been looked at to the degree of what

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is the state of the imminent domain law in Nevada; what's the risk associated with that.

Recently, the Clark County Department of Aviation lost a lawsuit related to imminent domain and inverse condemnation. We want to know specifically what we're -- what our risks are and also to have a decision making process so consider what-if scenarios. What if this parcel is going to cost more? Look at it from the aspects of financial management, right-of-way acquisition, which has very many components in just acquiring a parcel from getting the initial estimate to actually closing the deal with the property owner. We're going to be looking at the entire process and making some improvements, but the idea is we have a limited budget for the project. We want to stick to that budget, but we want to have some analysis and strategy for how to get through this next stage of acquisition of the property and what are the risks associated with the acquisition of the property.

Sandoval: No. And I understand that. I think that's prudent. And I just want to ensure that we -- that Ms. Fitzsimmons has the capacity to handle all that, because she's doing the very same thing for us with regard to the Boulder City Bypass.

Malfabon: Yes, correct. And she -- that was an item that we discussed with her specifically about her availability. As Dennis Gallagher stated, most of this work is going to be done by some subs -- subconsultants.

Sandoval: Okay. Any other questions from Board members with regard to Contracts 5 through 7? Member Fransway.

Fransway: Thank you, Governor. You answered the Governor's question relative to if these funds would be used by other counsel and your answer was, yes, it could be. But we are still giving the remittance to Ms. Fitzsimmons. And so I would suspect that Fitzsimmons would be responsible for providing payment to the other counsels, correct?

Malfabon: Correct.

Fransway: Okay. Thank you.

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- Sandoval: And that expenditure of legal fees will be presented in the latter part of our Agenda as we move forward in the old business, the monthly litigation report or report of outside counsel cost and open matters?
- Gallagher: That is correct, Governor. You'll get that information on a monthly basis.
- Sandoval: All right. Board members, any further questions with regard to Agenda Item No. 10? Member Skancke.
- Skancke: Thank you, Governor. I just wanted to ask Counsel a question. In my previous life before I took this position I had a consulting agency where I was on project teams and represented engineering companies. And two-and-a-half years ago CH2M Hill was a client of mine. I wanted to disclose that that relationship two-and-a-half years ago will not impact my ability, I don't think, to vote, but I wanted to -- or how would I say it, tarnish my judgment. But I did want to disclose that and make sure that I didn't have a conflict in voting for that portion of it.
- Gallagher: Board Member Skancke, first welcome. Secondly, I appreciate your disclosure, but it sounds like you have no currently relationship with them and I see no reason why you couldn't vote on any of these matters.
- Sandoval: If there are no further questions, the Chair will accept a motion for approval of the agreements over \$300,000 as described in Agenda Item No. 10.
- Terry: Governor, if I may. I received some additional information for the Board regarding the dates of -- the end dates on Agreement No. 2 that should, for the record, be replaced an end date of June 30, 2015. And also for the record, Agreement No. 3, the end date should be replaced instead of 7-31-2014, it should be 7-31-2015. Thank you, Governor.
- Sandoval: Thank you. Okay. With that change, is there a motion for approval?
- Skancke: So moved.
- Sandoval: Member Skancke has moved to approve --
- Krolicki: Second.

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- Sandoval: -- the agreements over \$300,000 as described in Agenda Item No. 10. Lieutenant Governor has seconded the motion. Any questions or discussion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed no? The motion passes unanimously. We'll move to Agenda Item No. 11, Contracts, Agreements and Settlements.
- Nellis: Thank you, Governor. For the record, Robert Nellis, Assistant Director for Administration. There is one contract under Attachment A found of Page 4 of 10 for the Board's information. The project is a signal system modification consisting of systematic replacement of protective/permissive heads to utilize flashing yellow arrows in District 1 in Clark County. The Director awarded the contract on December 12, 2013 to Fast Trac Electric Nev-Cal Investors, Inc., in the amount of \$441,763.58. Does the Board have any questions for the Department on this item?
- Sandoval: Board members, do you have any questions with regard to the contracts and agreements described in Agenda Item No. 11?
- Fransway: Governor?
- Sandoval: Member Fransway.
- Fransway: Governor, thank you. This has been talked about by the Board before and it relates to specifically the issue of Item 31, and it's in regards to expert witnesses. And once again I see that \$45,000 for expert witness seems to be exorbitant. And I'm wondering -- I'm hoping that this isn't a one-time testimony.
- Nellis: Dennis, would you like to take that?
- Gallagher: For the record, Dennis Gallagher, Counsel to the Board. Board Member Fransway, this particular agreement is to provide expert engineering services for a property related to the I-15 Cactus Project, where there are two billboards. One of which can be relocated; the other which can't. And the engineering services are necessary given that the property owners' claims for highest and best use of the land are contested given certain drainage issues that are particular to this individual piece of property. And while, yes, this is higher than typically our expert witness fees, because this

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involves some engineering to go along with it. These costs would also include any testimony at trial should it be necessary.

Fransway: Is there an anticipated date of settlement on this?

Gallagher: We're set for trial on this one. The parties, so far, as so far apart, Board Member Fransway --

Fransway: Okay.

Gallagher: -- and complicated. A little bit further, the property owner--we have a number of litigation involving this property owner some of which he's walked away and his lenders have now stepped in. Not on this particular parcel yet, but it's always another possibility that we'll be dealing with the banks fairly soon.

Fransway: Okay. So it's a complicated litigation?

Gallagher: It is. It is. It's--I hate to say it's not our run-of-the-mill condemnation case but, yeah, this one is a little more complex than most.

Fransway: Thank you. Thank you, Governor.

Sandoval: Any further questions with regard to Agenda Item No. 11? Thank you very much, Mr. Nellis.

Nellis: Thank you. Would you like to move on to Attachment B --

Sandoval: Sure.

Nellis: -- Governor? Governor, there's 42 execute agreements under Attachment B on Pages 6 through 10 for the Board's information. Does the Board have any questions for the Department on any of these items?

Sandoval: And I apologize. That's what I meant when I was asking questions of the Board if they had any others, and that's where --

Nellis: Oh, okay.

Sandoval: -- Mr. Fransway had gone.

Krolicki: You know, Governor --

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Sandoval: Yes.

Krolicki: -- on Contract 33, on the SB Strategic Consulting, could you just explain that to me? And the math just doesn't seem to add up to me and maybe I'm missing something. I mean it reads on the column well, but not in the columns from the original contract with the amendment.

Malfabon: In response, the original contract, apparently, was \$288,000 then it was amended --

Krolicki: Previously.

Malfabon: -- previously so it doesn't --

Krolicki: It doesn't (inaudible) base in there. Correct.

Malfabon: Yes, it doesn't -- it includes it in the final, in the \$456,000 revised amendment amount, but it -- there was a previous amendment number one that was \$96,000 that you would have to add into that \$72,000 amendment.

Krolicki: And I do see it over there. I was just making sure that it --

Malfabon: Yes.

Krolicki: -- was (inaudible).

Malfabon: And we are reprocurring that service currently. We have an RFP.

Krolicki: Thank you.

Sandoval: Any other questions Board members? Member Fransway.

Fransway: Yeah, Governor. And relative to that Item 33 also, I'm wondering why an increase in time to issue an RFP results in \$72,000 increase.

Malfabon: This is to continue to provide the federal policy analysis service while we are reprocurring the service competitively. So it is for providing service as well as an extension of time.

Fransway: Okay. Thank you.

Skanche: Governor, may I?

Sandoval: Yes, Member Skanche.

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- Skancke: Thank you, Governor. What is federal policy analysis?
- Malfabon: It's our consultants both locally -- it's a team that includes local--Scott Bensing locally and it includes the folks in Washington, D.C. that meet with congressional staffers, find out --
- Skancke: Okay.
- Malfabon: -- what the -- keep their finger on the polls for the reauthorization --
- Skancke: This is John's old contract? Hassell?
- Malfabon: Yes. Yes.
- Skancke: Okay. Thank you.
- Sandoval: Any other questions? Does that conclude your presentation?
- Nellis: Governor, that concludes the items under Agenda Item No. 11.
- Sandoval: And that, for the audience's benefit, is an information item only, so the Board will not be taking action. Move on to Agenda Item No. 12, Direct Sale.
- Malfabon: Thank you, Governor. This is for disposal of NDOT property located along a portion of State Route 578, West Washington Avenue at A Street in Clark County Nevada. This went through the Surplus Property Committee. It was a request from a property owner there adjacent to this property. Basically, it's not needed by the Department so we are looking at a disposal to -- I think the company is provided in a letter there, the owner. It's a direct sale because of the adjacent property owner.
- And just for the Board's information, this is at the top of a slope, so Washington is kind of lower in elevation and there's a slope, and this is the property kind of at the top which has no use for the Department.
- Sandoval: Board members, any questions with regard to Agenda Item No. 12?
- Krolicki: Move for approval.
- Wallin: Second.

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- Sandoval: The Lieutenant Governor has moved for approval of the direct sale as described in Agenda Item No. 12. Madam Controller has seconded the motion. Any questions or discussion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed no? Motion passes unanimously. We'll move on to Agenda Item No. 13, Approval of Amendments and Administrative Modifications to the 2012-2015 Stip.
- Malfabon: Thank you, Governor. Assistant Director for Planning, Tom Greco, will present this item to the Board.
- Greco: Thank you, Rudy. Governor, Board members, good morning again. This item is an ongoing regular update to the -- to the stip to discuss and offer for your acceptance any amendments and modifications. The particular stip and -- the particular stip, the document we're working against at the moment was accepted by the Board in October of 2011. The last amendments were offered at the August meeting last year. And with that, I'd move to the exhibits A and B. Exhibit A is a list of amendments. There are two. One is through the RTC of Southern Nevada. They're buying more buses than originally planned. And that's why the dollar amount is going up. The bottom item is through the statewide rural element of the plan, and it is providing funds to make available mobility managers; one in Carson City and one in Pahrump. And it provides \$100,000 each a year and that is salaries, benefits, office space and equipment. Any questions on the amendments sheet?
- Sandoval: Any questions, Board members?
- Greco: Thank you. Moving to Attachment B, which is modifications. There is one. There's project on Kingsbury Grade within the purview of the Tahoe MPO. And the project funding is being updated. The total project, and not described, but the total project expense is now up to \$16 million. It added additional scope above and beyond the original 3R maintenance effort. It added major drainage, and in order to do that right-of-way is needed. So that's why that project is up to \$16 million. It will be federal, advance construction and gas tax money. Any questions about that item?
- Sandoval: Questions from Board members? Mr. Lieutenant Governor.

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- Krolicki: Mr. Greco, could you go through that? I'm looking at the numbers and you say it's gone up to \$16 million. And, I'm sorry, it looks like there's a part that makes it reduce by \$5.9 million if I'm looking at that correctly. Could you just tell me what that project is?
- Greco: Indeed. It is --
- Krolicki: You talked about drainage and things, but is this part of the contract that went sour that we're litigating?
- Malfabon: In response, a portion of this work includes the Peak Construction work that was not performed by Peak when they defaulted on the contract with NDOT. The Transportation Board will have an Agenda item in the future after the guaranteed maximum price is negotiated with Q&D. So this is Constructor Manager At Risk project, CMAR, and currently we're negotiating those contract specifics related to the cost of the project and the guaranteed maximum price, which will come before the Board for a second approval.
- Krolicki: But Q&D, they're ready to start as soon as building season opens in --
- Malfabon: Yes.
- Krolicki: -- May or so.
- Malfabon: Yes.
- Krolicki: So that's -- but that's not (inaudible) --
- Malfabon: Yes. This basically is just to amend -- the planning side of it is to commit the funds in the planning document, so it's an administrative modification to address that cost of the actual cost of the project, which is currently being negotiated, but is estimated as Mr. Greco mentioned.
- Krolicki: To be \$5.9 million dollars less?
- Malfabon: It'll be -- the money -- it will be 16 --
- Krolicki: Just explain what does the \$5.9 million mean? I guess that's my question.
- Greco: It means that that funding stream is reduced, and I don't --I don't know right at the moment what the previous larger dollar amount was. But in order to

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balance all of the federal funding spending, this project got federal money reduced and it got money added as an advance construction effort and an increase in state gas money in order to add up to the \$16 million.

Krolicki: Okay. So I think I'm following, and forgive me. But I mean --

Malfabon: Yes, this only addresses the federal portion.

Krolicki: -- we're talking debits and credits and I get that. But at the end of the day, all sources of funding, this project's cost actually increased.

Malfabon: Yes.

Krolicki: You just have to reduce or debit at \$5.9 million to account that it's not coming from the federal funding side.

Malfabon: Yes.

Krolicki: All right. Thank you.

Greco: Yes.

Krolicki: By the time I'm done with all of this it'll be clear. I've got -- I have one year to go.

Malfabon: And there will be a presentation to the Transportation Board on that cost increase specifically to explain the details of what's associated with that cost increase and how much is associated with the Peak Construction work that was not performed.

Greco: All right. Also, I'd like to offer an update on the stip. In November, we brought you a 2014 stip draft document. We moved that onto FHWA. It needed cleansing. We needed to redo the format and redo the financial constraint spreadsheets. We have done that. The new version that is scheduled to go to FHWA Friday, the end of this week, does include Southern Nevada RTC gas tax projects. So that's a good step that that's included and does not need to be an amendment at a later date.

There is one anomaly where we're working with our RTC Washoe. We will get that project squared away before Friday. And I wanted you to know that that is going to FHWA FTA to get approval, EPA to get acceptance.

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- Malfabon: And Governor and Board members, I wanted to acknowledge the presence of Tina Quigley, the general manager for RTC Southern Nevada, who's here today as well as Lee Gibson, the executive director for RTC of Washoe County. So we really appreciate the partnership that we have with RTCs in the metropolitan areas. Obviously, there's more MPOs, metropolitan planning organizations, than those two but they definitely have the bulk of the work program in the state.
- Sandoval: Mr. Greco, does that complete your presentation?
- Greco: I am through. Thank you.
- Sandoval: Now, I didn't -- wasn't inferring anything by that. Questions or comments from Board members with regard to Agenda Item No. 13. Member Fransway.
- Fransway: Thank you, Governor. Mr. Greco, I'm going to go back to amendments, particularly statewide rural, Amendment No. 7, CL-7. A couple questions. First of all, what's a mobility manager?
- Greco: Do I have any of my transit staff here? No, I don't. I'm on my own. A mobility manager is a person that organizes and manages a transit, a bus program within the rural area. So we provide the funding. We provide the bus. They provide the manager.
- Fransway: Okay. So it's not an in-house position?
- Greco: Not within NDOT.
- Fransway: Okay.
- Greco: It is within the agency that is going to provide and manage the rural --
- Fransway: Okay.
- Greco: -- rural transit program.
- Fransway: And I note here it's a two-year funding request at \$200,000 per year. So are we approving \$200,000 or \$400,000 for two years?
- Greco: We're approving \$100,000 a year for each of the two positions for '14 and '15 for a total of \$400,000.

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- Fransway: Okay. Should not the packet reflect that?
- Greco: We will make sure the next one does that.
- Fransway: Okay.
- Malfabon: It does, just not as clear. It says that it's for two fiscal years and \$200,000 each year. So it does say that, it's just that it doesn't do the math for the \$400,000 total. It is for four.
- Fransway: Okay. And for the Board's position, it is \$400,000?
- Greco: Yes, it is --
- Fransway: Okay.
- Greco: -- Member Fransway.
- Sandoval: Any further questions? If there are none, the Chair will accept a motion for approval of the amendments and administrative modifications to the 2012-2015 stip as described in Agenda Item No. 13.
- Savage: Move to approve.
- Sandoval: Member Savage has moved to approve. Is there a second.
- Wallin: Second.
- Martin: Second.
- Sandoval: Second by Member Martin. Any questions or discussion on the motion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed no? The motion passes unanimously. Thank you, Mr. Greco.
- Greco: Thank you.
- Sandoval: We will move on to Agenda Item No. 14, which is possible acceptance of the fiscal year 2013 Performance Management Report.
- Malfabon: And Assistant Director for Planning, Tom Greco, will present this item quickly.

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Greco: Quickly, yes. I have -- I have eight slides. I do not plan to go through all 15 performance measures. NDOT planning staff along with other staff in all other divisions writes this document once a year, every year. And -- okay. To advance. Okay. Thank you.

Why do we do this? There is a legislative mandate. It is also meant to align with the Governor's direction. And the reasons, goals and advantages is as we do surveys to our customers, to our employees we're able to adjust our program. As I mentioned, there is 15 measures, but we're going to group them into four groups and the first one is employees. And there's three measures there, and I'd like to briefly talk about training, number two. The goal of that measurement is to offer training to 75% of all NDOT's employees every year. In 2012, it was 64% so we did not reach that goal. In 2013, it was 79%. So we are doing better there.

The next group is we're working with partners. As Rudy mentioned, our MPOs, locals, FHWA, the motoring public. And number 12, fatal crashes. It is -- safety is number one with NDOT. Through the Zero Fatalities Program, the ultimate goal is zero. The year-by-year goal is meant to reduce fatals by 3% a year measured against a five-year rolling average. Between 2006 and '09, fatals were actually reduced by 40%, which is just outstanding. We are one of the lead states in reaching that kind of a reduction. The bad news is that between '09 and now, the fatal numbers have been pretty flat, 1% up or down year by year which means that our SHSP, our strategic highway safety plan group needs to -- needs to find new and more effective means of dealing with problems that are out on the roadway. And once again the 5-E approach proves to be the most efficient.

Moving to the next group which is delivering projects, number 13 deals with preparation of projects to get them ready to go to bid. And our goals there -- goals -- yes, more than one -- is to have projects go to bid on schedule, and the goal is 70%. And then we also want to be within budget as programmed as it goes out to bid, and that's a goal of 70% also. In 2013, 71% of those projects were on schedule, 42% were on budget. And what that means is that during the planning through design we need to do a better job of managing the scope of the project.

Moving on to maintenance of our assets. Let's talk about number eight. In 2012, we spent \$295 million on highway maintenance issues, resurfacing,

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striping, plowing snow, removing trash. Within our 3-R program there's five different categories of roadways, and there is a maintenance goal on each of those. In 2012, we did not reach any of the five goals. In 2013, we also did not reach any of those goals. It's a difficult balancing act to allocate portions of funds that are going towards maintenance versus those that are going toward new capacity. And even though our roadways are rated very high when measured against other states, that standing -- that position is dropping year by year. And these measurements are meant to give us and you a broad overlook at where our -- where our programs are strong and where they are not meeting goals.

So next steps, Map 21 is designating specific measures for safety, for bridge, for roadway ride ability and maintenance and for a few other specific areas. Next year, we want this document to not just -- not just address the legislative direction, but to blend in both the Map 21 needs and direction and we are working with FHWA on measures that need to go in our stewardship agreement that define what needs to be monitored and approved through FHWA and what they are willing to delegate to the -- to NDOT. I know that that was brief, but I'd wrap that up and ask if there are, indeed, any outstanding questions.

Sandoval: No. And I don't have a question, but more of a comment. A lot of work went into this.

Greco: It does.

Sandoval: What I like about this document is it gives the good, the bad and the ugly. I mean it really gives us a great snapshot of where we're going and this does exactly what I hoped it would accomplish, is absolutely being able to measure things, seeing where we are. I'm always particularly sensitive to the employee issue. And I was curious, when were those surveys put -- when were the surveys with regard to employees put out?

Greco: Dale, are you able to help me out?

Lindsey: It was -- the employee survey was about the middle of last year, kind of late summer and then we compiled the data around the fall.

Sandoval: Okay. But --

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Greco: Thank you.

Sandoval: -- I mean there's a lot detail in here and I see nods in the audience when I said a lot of work went into this. But it really is helpful to me and this is something that I keep and look at through the year, which is really helpful for me. Comments from other Board members? Member Fransway.

Fransway: Thank you, Governor. And I agree, it's a very interesting document and it does depict the good, the bad and the ugly. Unfortunately, there's a lot of ugly in it. And particularly sobering was the ending fund balance. It's cut in half. And I just -- there's several things in here, you know, where we're slow on being on time with delivering the projects. And my question is is there an intent and a method to improve on these things so that hopefully the next report will not be so sobering?

Greco: And if I may respond to that. The answer is resoundingly yes. This is a NDOT management resource also. We use it to see where we are falling behind, where we're gaining ground and then develop an approach, a program that will mitigate where we're losing ground. Right now with limited resources in both staffing and dollars, as with every agency we are doing more with less. And part of the challenge is focusing on where the funding that is available may best be distributed.

Fransway: And when it comes to the funding and the revenue sources, I know that we are forced to be reactionary. But down the road I'm hoping that things will somehow turn around for us to where we can stabilize the differences between revenue and expenditures. That's my comment. Thanks, Governor.

Sandoval: Madam Controller.

Wallin: Thank you. I always love this report because I always harp on performance majors and reporting, so this is great. Can you comment, because it's been in your previous reports and stuff, talking about in the area of injuries, okay, and medical claims, because I notice that our numbers really aren't changing very much. We went from a high in 2007, and then since about 2010 we've been pretty much flat. And one of the things you keep saying is that the number of employees in your safety and loss control section have not increased since 1969, right.

Greco: Accurate, yes.

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- Wallin: Well, I would think that maybe if you had a few more employees you might save some money here that would more than pay for another person in there, because we just -- we're not getting any better.
- Malfabon: And Madam Controller, in response. In the reduction of construction crew positions and reclassification for other uses that definitely need it, one of them was identified for a safety trainer to go around the state and work with maintenance crews and construction crews. Primarily, a lot of the workplace accidents happen in the field. So we did take one of those positions, reclassified it to improve our safety training workforce.
- Wallin: Okay. And then I have a question. You asked the question, "Is there a better performance measure that should be considered?" And you said "To be discussed," in your medical claims.
- Greco: Every iteration of this document we ask the appropriate division is this measurement valuable, is it appropriate and then we make adjustments as needed. An example, and I don't know which number it is, but bridge maintenance work previously stated as repair one bridge a year. The Map 21 guidelines will redefine that as to what percentage of a state bridge -- state's inventory of bridges needs to be at acceptable levels. That will be a new measurement next year.
- Wallin: Yeah, because that's what was said last year, to be discussed on that.
- Greco: Okay.
- Wallin: So I just, you know -- employee training; I think it's great that we're doing a lot better here. Just something to make note of for your employees. We do have a training -- compute lab training room available and we actually set aside like five days a month for people to come and do it, because when you try to do it at your desk you get interrupted and you don't get it done. So --
- Greco: Thank you.
- Wallin: -- that's something to -- so we might get those numbers up here. My notes. On the employee satisfaction survey and stuff, and like Mr. Fransway said, yeah, it's kind of ugly. But, you know, I saw some improvement here. Now, this survey is definitely anonymous and stuff. Can you tell me a little

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bit about how it's anonymous and how nobody would know that somebody's answering?

Malfabon: I can address that.

Wallin: Because I noticed that the number of people responding have gone down, so I'm wondering if people are feeling --

Malfabon: It actually --

Wallin: -- it's not anonymous.

Malfabon: -- it actually increased this -- I think it increased this last time. But the -- what we do is it's done using Survey Monkey, I think it is called. So it's an anonymous response which makes the employee comfortable in responding and providing comments. There were several comments that were provided only to the Director's office personnel, not to others. But the employees need to be comfortable in responding that it's anonymous and they can give some unvarnished opinions on that.

The -- obviously, there was erosion in employee satisfaction. Much of that in the comments is related to having to pay more for medical benefits or, you know, the pay cuts which are being eliminated. You know, we should see an increase going forward because of the actions that the Governor took on the executive budget request to address some of those things and hopefully continue that trend. As the economy improves there will be more (inaudible) for the state to address some of these employee issues. As everyone knows it's bigger than the Department of Transportation. It's a statewide issue. And what we're seeing is the economy improves, you see a lot more retirements, you see a lot of people leaving for better pay. But definitely compensation was an overriding issue on the employee satisfaction results.

But there are some things that we control as far as how we communicate with our employees, how we take their ideas on how to improve things and advance that; things that we can do to improve satisfaction, the quality of their workplace and their environment. Definitely things that we can control, we can take action on those to improve satisfaction.

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- Wallin: Okay. And to follow up, that kind of gets down to, I think I saw -- read somewhere in there that employees were rather upset about the vehicle fleet and how bad it was and stuff like that. So I was glad to see that we're making some changes in maintaining the vehicle fleet, which is good so --
- Greco: We are.
- Wallin: -- I think that that helps a lot. And then while I'm on that, maintain NDOT vehicle fleet, Page 48, down at the bottom it says "Note: The 2012 Performance Management Report showed an estimated fiscal year 2012 percentage for the pavement preservation effort." Was that a note that should have been over there on pavement preservation, because I'm trying to -- I'm trying to follow that?
- Greco: Yes. Dale is looking at that at the moment and smiling. You want to step up here, please. Dale is one of the authors of this book.
- Lindsey: For the record, my name is Dale Lindsey. I'm with the Performance Analysis Division. And the -- yes, we prepare this report. Apparently, we didn't proofread it well enough.
- Wallin: Okay.
- Lindsey: This note definitely should have been more in the pavement preservation section.
- Wallin: Okay, great. Thank you. And then following up on Member Fransway's comment about the highway fund balance. I guess this would be to Mr. -- to Robert. Do you know what the balance is in our highway fund now?
- Nellis: As of today?
- Wallin: Or today, yesterday. The last time you looked.
- Unidentified Male: It looks like you need \$100 million more (inaudible).
- Wallin: Yeah. I just want to make sure that we're --
- Malfabon: Yeah, it's been between about \$103 to \$112 -- \$120. It's in that range and it is a healthy balance currently. What you saw previously was the highway fund balance was substantial and it got spent down. In order to address the downturn of the economy, we wanted to put that money to work, create jobs

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in the construction sector and the engineering sector. So that was done but, you know, over a year ago we were kind of down -- spent down the account to a level that we didn't feel comfortable with and now it's currently, as we stated, over \$100 million. So we're much more comfortable with that. We're putting out projects still and putting that money to work, but we're definitely watching the cash flow and making sure that we manage the balance accordingly.

Wallin: Okay.

Sandoval: And if I could follow up on that, because you're making an important point, Rudy; is that the healthy balance is right where we are right now. And the point being is that money wasn't doing us any good in the bank.

Malfabon: Correct.

Sandoval: It needed to be out there doing projects and improving the roads and getting people to work. So I don't want the impression to be that we should be alarmed because we're at 120 or 130 where we were, and previously it was in the 200's. I think we've been smart --

Malfabon: Yes.

Sandoval: -- in terms of how we've used the money and we should feel good about where we are right now.

Malfabon: Yes.

Wallin: Yeah, I just wanted to make sure that we weren't (inaudible) --

Krolicki: You're using your balance sheet wisely --

Wallin: But --

Krolicki: -- and that's why it's there. And that cash balance, from a historic standpoint, is spot on where it needs to be. Gives you all liquidity needs that are required.

Malfabon: I think Robert Nellis has the current information.

Nellis: I just -- yes, Madam Controller. Today's cash balance is \$120.11 million.

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Sandoval: Is there an app for that or is that --

Unidentified Male: Secret app.

Sandoval: Secret app. Okay.

Greco: We do get a daily update.

Sandoval: Madam Controller, did you have more questions?

Wallin: I'm done. Thank you.

Sandoval: Okay. Mr. Skancke and then I'll go to Member Savage.

Skancke: Thank you, Governor. I've had lots of comments that I'm not going to go through today, but I did want to focus on Page 33. Having been the -- I'm not certain if beneficiary is the right term, but I guess maybe a victim of this circumstance in a previous life of cooperation of agreements amongst local agencies and federal agencies. Having known that there's seems to be a lot of this when it comes to contract negotiation and agency cooperation, it -- I think it would be helpful if we could maybe set parameters of the game upfront, maybe be more proactive.

Lots of people like to use FHWA or a different department or a different organization to deflect -- I'm not saying you do this, I'm saying in general across the board. Everyone's looking for an excuse sometimes why something can't be done. This costs contractors and developers and departments and the taxpayers millions. Time delays of someone not stepping up and accepting responsibility in these types of negotiations. And I would like to recommend, Rudy, that you and Tina and Lee and others get together in the -- maybe the larger metropolitan areas, because it comes down to utilities, federal highways, power companies, et cetera, of people trying to get all these agreements negotiated. And there's always one that seems to be kind of hanging out there. So maybe there could be a checklist of sorts that we could go through and make sure that all these things are being done proactively because this really holds up projects.

And I'm not saying that anyone is deliberately doing that, but having been on the other side of this for 20 plus years I ran into this myself in my previous life, where we know what the standard operating procedure is for 99.9% of these projects. We know who should be involved upfront. And I

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think if we could just get that done upfront and not have some of these things become surprises at the end it would save us all a lot of time and money and effort. I actually think we could do better. This is good at 50%, but I think we could do better than 50% if we're all sort of working in a little different way going forward. That's not a criticism, it's a suggested solution.

Malfabon: And Governor, Board members, in response to Member Skancke, we do have -- recognized that there is some areas for improvement here. And Robert Nellis is getting with his staff. In general, it's going to affect how we do agreement so that we can do things a little bit differently and a bit more effectively and efficiently. But look at how we negotiate these from the start and some of the terms in there, which are just more time intensive to administer where it's not a lot of payback for some of the requirements that we put in there. So we are looking into that and we will be changing our agreement processes.

And also I think that the agreement staff have really made some efforts to improve on execution and watch these agreements so that they're efficiently managed during the agreement review process; do things concurrently instead of consecutively and such as that. So we definitely see it as room for improvement, but we are taking some steps this year to improve the agreement process.

Skancke: Thank you.

Sandoval: Thank you. Member Savage.

Savage: Thank you, Governor, and thank you, Mr. Greco, Mr. Director, management and administration. Self-evaluations are very difficult and always challenging, but I really want to commend the Department, the attitude. Everyone wants to succeed and be very transparent and I think that's where we're going. And we've been doing that for the last several years and I know we have a lot of wind behind our sails, and I know we can achieve what we need to achieve. So I thank each and every one of the Department from the top to the bottom to look in the mirror and try to get a little bit better, because you guys are doing a great job and I think we will stay on course, keep our eyes on the task and get the road in.

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And that goes to one question, Mr. Greco. Item No. 8, which the preservation of the pavement. You spoke briefly on Page 11. Was there a 2013 percentage?

Greco: I have some help here.

Savage: And I would also like to see the years of 2000 to 2006. If you could forward that to me over the next couple weeks that would be helpful, because then I could relate to the times that we've been in and the challenges that we've had.

Tedford: Sure. For the record, Darin Tedford, Assistant Chief Materials Engineer. Yeah, this is the -- as we collect the data and we monitor our performance, its calendar year. And so depending on which interval we're recording, we hadn't finished '13 by the time this was prepared. So, yes, the '13 is collected and monitored. I don't have the data for what it was up until before the end of the year, but we can get that and then the other data you requested also.

Savage: That would be very helpful. Thank you very much. Thank you, Governor.

Tedford: No problem.

Sandoval: And I guess to follow up Member Savage's question, what's a good measure?

Tedford: What's a good number or what's a good measure?

Sandoval: Well, number I should say because it goes from two to six and a half to 1.1.

Tedford: Sure.

Sandoval: Where should --

Tedford: Sure.

Sandoval: -- we be?

Tedford: If you look at -- if you're on the top of Page 44, if you have that, as we go through the categories that were mentioned before, the different categories of roads that we put our classifier roadway network into, we have our five categories. Right now we're spending what we call betterment money that

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maintenance is using to maintain categories 4 through 5. That's about \$25 million a year. The rest of the money that we are putting towards our category 1, 2 and 3 is between \$60 -- \$75 upwards sometimes of \$100 million a year that we're spending on rehabilitating, restoring those projects.

We would like to have -- you look at the middle of that column where it says "Annual Target." To stay in individual categories, we anticipate we'd like to spend about that much money a year per category. Then when you jump over to the actual annual rehabilitation it's a lot lower than that. Some of this money in category 4 and 5, that 6.7 and the 5.0% is being spent to maintain the roads, it's just not through this budget and, therefore, it's not accounted in this performance measure. Above that you see where we don't have the funding necessary as Mr. Greco noted to balance between rehabilitation and new capacity projects. That's our -- that's our goal, is to find that balance.

So in the middle of that table, we'd like to be spending 10, 8.3 and 8.3 per year on the jobs. And you would go over to the right, we're spending 7.4 and less than a percent on the other ones. That is due to funding. It's also -- the distribution in those three lines is also due to the fact that we know it's smart to spend the money that we do have on the interstates. That's your category one, is your interstates -- high volume, high traffic, high value routes that we know if we let those deteriorate would cost more to bring them back. That is why uneven distribution in those three lines.

Malfabon: And, Governor, I think that in coming months we will have the highway preservation report which covers our highways and bridges. And that document will have a more in depth presentation associated with where our preservation needs are and the funding available. And as Mr. Tedford mentioned, it definitely is a balance between providing capacity, paying basically -- providing the capacity that was needed due to the growth and also safety projects, as well as the preservation projects. So it is a delicate balance and one that we're always trying to find and meet the needs of the citizens of the State of Nevada and the visitors.

Sandoval: So the \$140 million that we spent down on the highway fund went more to new capacity versus maintenance?

Malfabon: I don't have those numbers but --

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- Tedford: We can find out.
- Malfabon: Yes.
- Sandoval: I'd be -- I'd be interested to see that figure.
- Malfabon: And if I may, Governor and Board members. We were talking about the State Highway Fund balance, and I wanted to mention something that -- through the construction working group was considering an issue related to payments to contractors, and currently we on a bi-weekly payment system. When we did have spend down of the highway fund, there were concerns that on these months where we have three payments to contractors, because of the bi-weekly nature instead of a monthly payment, they did consider the monthly payment issue, took a lot of feedback at the construction working group on that issue and we decided to stay with the bi-weekly payments. I don't know if Member Savage has anything to add on that issue. But it was something that we looked at because of the highway fund balance concerns, but we decided to stay with bi-weekly payments. And, obviously, there's not as much concern now with the highway fund balance being healthy.
- Savage: Just to add to the Director's comment there. I think there is a report due at the next meeting to -- from the CWG to give to the Board. So I think at that time there were some great graphs and analysis that we had reviewed during the discussion of the one time per month versus bi-monthly payments, and it was well analyzed. The Department did well. So maybe during that time we can have that in front of the Board. Thank you.
- Sandoval: So in the interest of time, I know if there are any further questions perhaps they can be asked after the meeting. Any further quick questions? If there are none, so I -- this is marked as a -- as an action item. Is there a motion to accept the fiscal year 2013 Performance Management Report?
- Fransway: So moved, Governor.
- Sandoval: Motion by -- for approval -- or acceptance, I should say, by Member Fransway. Is there a second?
- Skancke: Second.
- Sandoval: Second by Member Skancke. Any questions or discussion on the motion? All in favor say aye.

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- Group: Aye.
- Sandoval: Opposed no? The motion passes unanimously. We've already completed Agenda Item 15, so we will move to Agenda Item 16, Old Business.
- Malfabon: Thank you, Governor. These are the standing reports on outside counsel cost and open matters and monthly litigation report. One item to add is point of correction on Item C, fatality report. We did get the numbers in. When the report was compiled there was a pedestrian that had been struck in Clark County. They went into the hospital for treatment and subsequently died from their injuries. So that affected the number. So we were two fatalities less than 2012 that occurred in 2013.
- The -- obviously, there's a huge challenge to improve our numbers to drive them down. It's at an unacceptable level. We understand that. Definitely with the issues that we discussed earlier, as an example of US 50 and State Route 160 Blue Diamond, the Board is definitely interested in driving those numbers down and supporting the Department in whatever actions we can take to drive those numbers down. And we take that seriously and partnership with law enforcement, our educators that deal with traffic safety education, Department of Public Safety, so -- emergency medical responders. It's working with everybody in this area to drive down those fatalities and we will take that seriously as we go forward into this year.
- Sandoval: Thank you. Any questions from Board members with regard to Agenda Item No. 16?
- Fransway: Governor?
- Sandoval: Member Fransway.
- Fransway: Just one quick question. On the fatalities, the 2010-2011-2012 fatalities for Lyon County, how many of those were Highway 50?
- Malfabon: We would have to get that information in a future old business item to break that out. But do you have that, Tom? Okay. It was -- since we had looked at US 50 in the previously Agenda Item 15, he has those numbers available.
- Greco: I just pulled that up. In the 15-B packet, on the second page, there are fatalities in 2008, one in Lyon; 2009, one in Carson; 2010, five in Lyon; 2011, six in

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Lyon; 2012, four in Lyon; 2013, three in Carson. And that adds up to 20, which is 20 more than we want to see.

Fransway: I realize that, Mr. Greco, but I was wondering how many of the Lyon County fatalities were on Highway 50.

Malfabon: These are all associated with US 50.

Greco: Yeah. Well, they all are.

Unidentified Male: Right. They all are.

Malfabon: So there could have been more fatalities in Lyon County or Carson County, but this is specific to US 50.

Fransway: Thank you.

Greco: You're welcome.

Sandoval: Any other questions or comments with regard to Agenda Item 16? Agenda Item 17, Public Comment. Is there any member of the public here in Carson City that could provide public comment? Ms. Quigley.

Quigley: On behalf of the Board of Southern Nevada's Regional Transportation Commission, we just wanted to say we appreciate and we applaud the selection of Tom Skancke to the committee. We very much look forward to the conversations that will ensure as a result of having him on there. He will no doubt bring a very broad and global perspective to the conversations. I also wanted to let you know that I will -- I promised my Chair that I will try to show to these meetings much more frequently as well. I appreciate Rudy and Tracy Larkin in establishing a very close relationship with and connecting more aggressively with the RTC. So we in turn will show up as often as we can to be supportive as well.

Malfabon: And, Governor, I'd like to thank Tina Quigley and the RTC for funding a trip to Phoenix to look at their light rail system later this week.

Sandoval: No. And we, speaking for the Board, appreciate your attendance as well and it looks like the Washoe County folks have left. Oh, there they are. But, you know, this is part of what we're trying to accomplish, is this real-time communication and working together on these projects for the benefit of all

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our citizens statewide. But I think it's really helpful for you to know -- have a firsthand idea of what's going on in our meetings so that if there's an issue or question then we can be responsive right away. So really appreciate you taking the time to be here, all of you.

Public comment from Southern Nevada?

Martin: None here, sir.

Sandoval: All right. Is there a motion for adjournment?

Skancke: So moved.

Sandoval: Motion --

Martin: So moved.

Sandoval: -- by Member Skancke. Second by Member Martin. All those in favor say aye.

Group: Aye.

Sandoval: Motion passes unanimously. Again, Happy New Year everyone. Look forward to a great year. This meeting is adjourned.

Secretary to the Board

Preparer of Minutes



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

MEMORANDUM

February 3, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 10, 2014 Transportation Board of Directors Meeting
Item #4: 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 December 21, 2013 to January 17, 2014
- Agreements under \$300,000 executed December 21, 2013 to January 17, 2014
- Settlements entered into by the Department which were presented for approval to the Board of Examiners December 21, 2013 to January 17, 2014

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 agreements constitute all that were executed by the Department from December 21, 2013 to January 17, 2014. 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 Executed Agreements - Informational, December 21, 2013 to January 17, 2014

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

State of Nevada Department of Transportation
Executed Agreements - Informational
December 21, 2013 to January 17, 2014

| 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 | Notes |
|---------|--------------|----------|--------------------------------|-------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|------------|------------|-------------|--|
| 1 | 01514 | 00 | DENNIS L & RITA M POTTS | TEMP ESMT S-650-WA-021.146 | N | 8,490.00 | - | 8,490.00 | - | 1/9/2014 | 4/30/2016 | - | Acquisition | 01-13-14: TO ACQUIRE A TWO YEAR TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, S-650-WA-021.146, WASHOE COUNTY. NV B/L#: EXEMPT |
| 2 | 01614 | 00 | BOB CARLSON/ESTELLA HARRISON | TEMP ESMT S-650-WA-020.129 | N | 3,200.00 | - | 3,200.00 | - | 1/9/2014 | 4/30/2016 | - | Acquisition | 01-13-14: TO ACQUIRE A TWO YEAR TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, S-650-WA-020.129, WASHOE COUNTY. NV B/L#: EXEMPT |
| 3 | 01714 | 00 | IRENE DICKMAN TRUSTEE | TEMP ESMT S-650-WA-021.219 | N | 5,170.00 | - | 5,170.00 | - | 1/9/2014 | 4/30/2016 | - | Acquisition | 01-13-14: TO ACQUIRE A TWO YEAR TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, S-650-WA-021.219, WASHOE COUNTY. NV B/L#: EXEMPT |
| 4 | 01814 | 00 | XUE ZHEN LIANG | TEMP ESMT S-650-WA-021.175 | N | 1,400.00 | - | 1,400.00 | - | 1/9/2014 | 4/30/2016 | - | Acquisition | 01-13-14: TO ACQUIRE A TWO YEAR TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, S-650-WA-021.175, WASHOE COUNTY. NV B/L#: EXEMPT |
| 5 | 01914 | 00 | MICHAEL D & JULIE STANISZEWSKI | TEMP ESMT S-650-WA-019.621 | N | 13,293.00 | - | 13,293.00 | - | 1/9/2014 | 4/30/2016 | - | Acquisition | 01-13-14: TO ACQUIRE A TWO YEAR TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, S-650-WA-019.621, WASHOE COUNTY. NV B/L#: EXEMPT |
| 6 | 02014 | 00 | JAYNE, ERIK, & JARED SCALISE | TEMP ESMT S-650-WA-020.232 | N | 3,400.00 | - | 3,400.00 | - | 1/10/2014 | 4/30/2016 | - | Acquisition | 01-13-14: TO ACQUIRE A TWO YEAR TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, S-650-WA-020.232, WASHOE COUNTY. NV B/L#: EXEMPT |
| 7 | 00114 | 00 | NV ENERGY | LIGHTING AND ITS ON US 95 | N | 58,139.00 | - | 58,139.00 | 7,000.00 | 12/30/2013 | 12/31/2019 | - | Facility | 12-30-13: INSTALL NEW LIGHTING AND ITS ON US95 FROM ANN ROAD TO DURANGO DRIVE, CLARK COUNTY. NV B/L#: NV19831015840 |
| 8 | 62113 | 00 | LAS VEGAS VALLEY WATER | 5 VALVE COVERS | N | 4,000.00 | - | 4,000.00 | 4,000.00 | 12/17/2013 | 12/31/2020 | - | Facility | 12-17-13: RELOCATION OF FIVE (5) VALVE COVERS THAT HAVE PRIOR RIGHTS, CLARK COUNTY. NV B/L#: EXEMPT |
| 9 | 62213 | 00 | CITY OF LAS VEGAS | RELOCATE THREE VALVE COVERS | N | 2,400.00 | - | 2,400.00 | 2,400.00 | 12/17/2013 | 12/31/2020 | - | Facility | 12-17-13: RELOCATION OF THREE (3) VALVE COVERS THAT HAVE PRIOR RIGHTS, CLARK COUNTY. NV B/L#: EXEMPT |
| 10 | 62313 | 00 | AT&T | RELOCATE/ADJ UTILITY FACILITY | N | 1,225,890.00 | - | 1,225,890.00 | - | 12/30/2013 | 12/30/2018 | - | Facility | 12-30-13: AT&T TO RELOCATE/ADJUST THEIR UTILITY FACILITY DUE TO NDOT PROJECT IMPACTS, CLARK COUNTY. NV B/L#: NV19711002665 |

| 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 | Notes |
|---------|--------------|----------|-----------------------------|--------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|------------------|---|
| 11 | 02514 | 00 | TECHNICHROME | SALE OF WATER RIGHTS-PER#18140 | N | - | - | 17,550.00 | - | 1/16/2014 | 3/31/2014 | - | Property Sale | 01-16-14: SALE OF WATER RIGHTS-PERMIT #18140 CLARK COUNTY. NV B/L#: NV19831010191 |
| 12 | 00714 | 00 | DIANA MARIA SEELEY | TEMP ESMT S-650-WA-020.230 | N | 13,500.00 | - | 13,500.00 | - | 1/6/2014 | 4/30/2016 | - | ROW Access | 01-07-14: TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-020.230, WASHOE COUNTY. NV B/L#: EXEMPT |
| 13 | 00814 | 00 | KATHY WINES-CLARK | TEMP ESMT S-650-WA-020.512 | N | 4,450.00 | - | 4,450.00 | - | 1/6/2014 | 4/30/2016 | - | ROW Access | 01-07-14: TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-020.512, WASHOE COUNTY. NV B/L#: EXEMPT |
| 14 | 01114 | 00 | MATHEW P STANTON | TEMP ESMT S-650-WA-019.476 | N | 3,500.00 | - | 3,500.00 | - | 1/6/2014 | 4/30/2016 | - | ROW Access | 01-07-14: TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, WASHOE COUNTY. NV B/L#: EXEMPT |
| 15 | 01314 | 00 | JILL L & WILLIAM L SCHAEFER | TEMP ESMT S-650-WA-021.368 | N | 3,900.00 | - | 3,900.00 | - | 1/8/2014 | 4/30/2016 | - | ROW Access | 01-08-14: TO ACQUIRE A TEMPORARY EASEMENT NEEDED FOR THE MCCARRAN PROJECT, S-650-WA-021.368, WASHOE COUNTY. NV B/L#: EXEMPT |
| 16 | 05610 | 05 | CDM SMITH INC. | I80 DB ADMINISTRATION | Y | 2,000,000.00 | - | 4,863,684.00 | - | 3/15/2010 | 6/30/2014 | 12/23/2013 | Service Provider | AMD 5 12-23-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 06-30-14 TO ALLOW PROJECT CLOSEOUT SERVICES TO BE SATISFACTORILY COMPLETED. AMD 4 01-09-13: FOR ACCOUNTING PURPOSE, TO CORRECT THE LABOR, FIXED FEE, DIRECT AND INDIRECT EXPENSES AGREED TO DURING THE NEGOTIATIONS FOR AMENDMENT 3. AMD 3 09-26-12: INCREASE AUTHORITY BY \$149,944.00 FROM \$4,713,740.00 TO \$4,863,684.00 DUE TO AN INCREASE IN CONSULTANT SERVICES TO KEEP PACE WITH THE ACCELERATED SCHEDULE IMPLEMENTED BY THE DESIGN BUILD CONTRACTOR. AMD 2 04-04-11: INCREASE AUTHORITY \$2,224,908.00 FROM \$2,488,832.00 TO \$4,713,740.00 FOR PROJECT ADMINISTRATION OF THE I-80 DESIGN BUILD. AMD 1 09-01-10: INCREASE AUTHORITY \$500,000.00 FROM \$1,988,832.00 TO \$2,488,832.00 FOR I-80 DESIGN BUILD CONSULTANT PROGRAM MANAGEMENT AND PROCUREMENT DESIGN TO ADDRESS CHANGES IN PROJECT SCOPE AND SCHEDULE. 03-15-10: I-80 DESIGN BUILD CONSULTANT PROGRAM MANAGEMENT AND PROCUREMENT DESIGN SERVICES, WASHOE COUNTY. NV B/L#: NV19771008410-R |

| 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 | Notes |
|---------|--------------|----------|-------------------------------|------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|------------|------------|------------------|---|
| 17 | 14908 | 04 | PARSONS TRANSPORTATION GROUP | ENGINEER/DESIGN BUILD ADMIN | Y | 3,108,308.00 | - | 6,378,721.00 | - | 5/19/2008 | 12/31/2014 | 12/23/2013 | Service Provider | AMD 4 12-23-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 12-31-14 TO COMPLETE THE CLOSEOUT OF THE PROJECT. AMD 3 11-14-11: ADD TO SCOPE OF WORK AND INCREASE AUTHORITY BY \$530,606.00 FROM \$5,848,115.00 TO \$6,378,721.00. AMD 2 11-14-11: ADD TO SCOPE OF WORK, EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13, AND INCREASE AUTHORITY \$97,115.00 FROM \$5,751,000.00 TO \$5,848,115.00. AMD 1 05-19-08: EXTEND TERMINATION DATE FROM 12-31-10 TO 12-31-12, AND INCREASE AUTHORITY \$3,100,000.00 FROM \$2,651,000.00 TO \$5,751,000.00 FOR DESIGN BUILD OVERSIGHT AND REVIEW OF DESIGN. 04-01-08: ENGINEERING AND DESIGN-BUILD ADMINISTRATIVE SERVICES FOR THE I-15 SOUTH PHASE 1 PROJECT, CLARK COUNTY. NV B/L#: NV19781009263- |
| 18 | 00314 | 00 | ALL AMERICAN VAN & STORAGE | RELOCATE PERSONAL PROPERTY | Y | 47,078.68 | - | 47,078.68 | - | 1/2/2014 | 1/31/2014 | - | Service Provider | 01-06-14: TO RELOCATE PERSONAL PROPERTY FOR PROJECT NEON TO NEW LOCATION AT 7201 W. POST ROAD, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19711001160-Q |
| 19 | 00414 | 00 | JONES, ROACH & CARINGELLA INC | STATE VS HIGHLAND 2000-I LLC | Y | 50,000.00 | - | 50,000.00 | - | 12/5/2013 | 12/31/2015 | - | Service Provider | 01-06-14: APPRAISAL CONSULTING AND EXPERT WITNESS SERVICES FOR STATE VS HIGHLAND 2000-I, LLC CONDEMNATION CASE, CLARK COUNTY. NV B/L#: NV20111480424-S |
| 20 | 00514 | 00 | PBTK CONSULTING LLC | EXP WITNESS STATE VS RR PASS | Y | 50,000.00 | - | 50,000.00 | - | 12/2/2013 | 12/31/2015 | - | Service Provider | 01-06-14: APPRAISAL AND CONSULTING SERVICES FOR STATE VS RAILROAD PASS INVESTMENT GROUP, CLARK COUNTY. NV B/L#: NV19931005913-S |
| 21 | 03313 | 01 | INFO TECH, INC. | EDOCS | N | 422,800.00 | - | 422,800.00 | - | 2/11/2013 | 12/31/2014 | 12/23/2013 | Service Provider | AMD 1 12-23-13: EXTEND TERMINATION DATE FROM 6-30-14 TO 12-31-14 TO COMPLETE WORK. 02-11-13: TO IMPLEMENT THE ELECTRONIC CONSTRUCTION DOCUMENTATION SYSTEMS, STATEWIDE. NV B/L#: NV20121317852-R |

| 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 | Notes |
|---------|--------------|----------|-------------------------|----------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|------------------|---|
| 22 | 03812 | 01 | R & K SALES | D3-026-11 PINE VALLEY JANITORIAL | N | 53,376.00 | 38,376.00 | 91,752.00 | - | 1/27/2012 | 3/31/2016 | 1/7/2014 | Service Provider | AMD 1 01-07-14: EXTEND TERMINATION DATE FROM 03-31-2014 TO 03-31-2016 AND INCREASE AUTHORITY BY \$38,376.00 FROM \$53,376.00 TO \$91,752.00. 01-27-12: JANITORIAL AND MAINTENANCE SERVICES AT THE PINE VALLEY REST STOP (RP 803 EU) LOCATED ON SR 278 BETWEEN CARLIN AND EUREKA, MILE POST 39.50, D3-026-11, EUREKA COUNTY. NV B/L#: NV20101434783-Q |
| 23 | 12013 | 02 | TRI STATE SURVEYING LTD | STATE VS JERICHO HEIGHTS | Y | 55,000.00 | 40,000.00 | 120,000.00 | - | 2/8/2013 | 2/1/2015 | 1/9/2014 | Service Provider | AMD 2 01-09-14: INCREASE AUTHORITY BY \$40,000.00 FROM \$80,000.00 TO \$120,000.00 FOR ADDITIONAL SURVEYING SERVICES INCLUDING DIGITAL TERRAIN MODELING, CONTOUR GENERATION, AND DIGITAL VOLUMETRIC ANALYSIS, THE COMPLEXITY OF WHICH WAS NOT KNOWN AT THE TIME OF FIRST AMENDMENT. AMD 1 07-25-13: INCREASE AUTHORITY \$25,000.00 FROM \$55,000.00 TO \$80,000.00 FOR ADDITIONAL SERVICES INCLUDING DIGITAL TERRAIN MODELING AND CONTOUR GENERATION. 02-08-13: LAND SURVEY AND RELATED SERVICES FOR THE STATE VS JERICHO HEIGHTS CONDEMNATION ACTION, CLARK COUNTY. NV B/L#: NV19861018780-S |
| 24 | 26113 | 00 | ACCESS DATA GROUP INC | EDISCOVERY SYSTEM | N | 52,465.00 | - | 52,465.00 | - | 12/19/2013 | 6/30/2016 | - | Service Provider | 12-23-13: TO CONFIGURE, INTEGRATE, TEST AND IMPLEMENT THE NEW E-DISCOVERY SYSTEM, CARSON CITY. NV B/L#: NV20131306302-R |
| 25 | 55613 | 00 | ELITE AIR INTERIORS | CITATION INTERIOR REPLACEMENT | N | 67,500.00 | - | 67,500.00 | - | 1/13/2014 | 3/31/2014 | - | Service Provider | 01-15-14: TO REPLACE THE INTERIOR OF NDOT CITATION 550-557 AIRCRAFT, STATEWIDE. NV B/L#: NV20131703094-R |

| 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 | Notes |
|---------|--------------|----------|------------|---------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|------------------|--|
| 26 | 60105 | 04 | ATKINS | WIDEN US395 I-80 TO STEAD | Y | 2,960,432.00 | - | 8,559,750.11 | - | 6/1/2005 | 6/30/2014 | 12/23/2013 | Service Provider | <p>AMD 4 12-23-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 06-30-14 TO COMPLETE AS-BUILT PLANS.</p> <p>AMD 3 01-01-10: EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13, INCREASE AUTHORITY \$599,645.11 FROM \$8,346,248.00 TO \$8,945,893.11, AND TO MODIFY AGREEMENT TO INCLUDE POST DESIGN SERVICES.</p> <p>AMD 2 03-09-09: EXTEND TERMINATION DATE FROM 12-31-09 TO 12-31-12 AND MODIFY SCOPE WITHOUT CHANGING COST.</p> <p>AMD 1 11-01-07: INCREASE AUTHORITY \$5,385,816.00 FROM \$2,960,432.00 TO \$8,346,248.00 AND EXTEND TERMINATION DATE FROM 12-31-07 TO 12-31-09 TO PROVIDE DESIGN SERVICES FOR THE WIDENING OF US395 FROM I-80 TO STEAD BLVD DUE TO PROJECT SCOPE AND LIMITS CHANGING AFTER A RE-EVALUATION OF THE RENO-SPARKS METRO AREA.</p> <p>06-01-05: PROVIDE ENGINEERING AND DESIGN SERVICES FOR SCOPING/ALTERNATIVES ANALYSIS AND PRELIMINARY DESIGN OF THE WIDENING OF US395 FROM I-80 TO STEAD BLVD NECESSARY TO DETERMINE MOST EFFECTIVE WAYS TO REDUCE CONGESTION AND IMPROVE SAFETY, WASHOE COUNTY. NV B/L#: NV19981347315-R</p> |



MEMORANDUM

February 3, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: February 10, 2014 Transportation Board of Directors Meeting
Item # 5: Action Item: Condemnation Resolution No. 442
S R 650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County.
8 Owners, 6 Parcels – For possible action

Summary:

The department is acquiring property and property rights for the widening and reconstruction of South McCarran Boulevard, from Longley Lane to Greg Street, in the City of Reno and the City of Sparks, Washoe County. The department is seeking the Board's approval of condemnation actions for the unresolved acquisitions as described below.

Background:

Dawn R. Chavez - The negotiation is unresolved for the acquisition from Dawn R. Chavez. It is necessary to acquire a temporary soundwall construction easement, containing 155 square feet, for a two-year period from the 2,480 square foot (0.06 acre) Multi-Family Residential-zoned holding. The property is improved with a 1,084 square foot townhouse residence, a 388 square foot garage, miscellaneous landscaping and fencing. **The parcel in question, which is located on the southeast side of South McCarran Boulevard, approximately 300 feet southwesterly of Rio Poco Road, in the City of Reno, is highlighted in blue on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's offer of \$2,000.00 for the 155 square foot easement was mailed to the property address on May 20, 2013 and left on the property's doorstep on May 29, 2013. The offer was mailed because the owner informed the agent by telephone that she did not have time to meet with him. The offer consisted of \$500.00 for the temporary easement (rounded up from \$437.41, which is a 10% per year return on the \$14.11 per square foot fee land value for a period of two years) and \$1,500.00 for miscellaneous landscaping improvements. Efforts by the State to arrange a meeting with the owner have been fruitless. The department is continuing to work towards meeting with the owner, but is requesting this condemnation resolution to meet construction deadlines.

Connie L. Hackler - The negotiation is also unresolved for the acquisition from Connie L. Hackler. It is necessary to acquire a temporary soundwall construction easement, containing 150 square feet, for a two-year period from the 2,400 square foot (0.055 acre) Multi-Family Residential-zoned holding. The property is improved with a 1,179 square foot townhouse residence, a 403 square foot garage, miscellaneous landscaping and fencing. **The parcel in question, which is located on the southeast side of South McCarran Boulevard, approximately 480 feet southwesterly of Rio Poco Road, in the City of Reno, is highlighted in purple on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's offer of \$2,400.00 for the 150 square foot easement

was mailed to the property address on May 22, 2013. The offer was mailed because several attempts by the State's agent to schedule a personal meeting with the owner failed. The offer consisted of \$500.00 for the temporary easement (rounded up from \$437.40, which is a 10% per year return on the \$14.58 per square foot fee land value for a period of two years) and \$1,900.00 for miscellaneous landscaping improvements. Efforts by the State to arrange a meeting with the owner have been fruitless. The department is continuing to work towards meeting with the owner, but is requesting this condemnation resolution to meet construction deadlines.

Ronald Lee Turner - The negotiation is also unresolved for the acquisition from Ronald Lee Turner. It is necessary to acquire a temporary soundwall construction easement, containing 150 square feet, for a two-year period from the 2,400 square foot (0.055 acre) Multi-Family Residential-zoned holding. The property is improved with a 1,313 square foot townhouse residence, a 414 square foot garage, miscellaneous landscaping and fencing. **The parcel in question, which is located on the southeast side of South McCarran Boulevard, approximately 690 feet southwesterly of Rio Poco Road, in the City of Reno, is highlighted in brown on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's offer of \$800.00 for the 150 square foot easement was mailed to the property address on May 22, 2013. The offer consisted of \$500.00 for the temporary easement (rounded up from \$437.40, which is a 10% per year return on the \$14.58 per square foot fee land value for a period of two years) and \$300.00 for miscellaneous landscaping improvements. In a letter dated December 18, 2013, the property owner's attorney rejected the \$800.00 offer and countered with a demand of \$200,000.00 for the temporary acquisition. Negotiations are now at an impasse. The department is continuing to work towards settlement, but is requesting this condemnation resolution to meet construction deadlines.

Allan D. Jensen and C. Bridget Jensen - The negotiation is also unresolved for the acquisition from Allan D. Jensen and C. Bridget Jensen. It is necessary to acquire a temporary soundwall construction easement, containing 315 square feet, for a two-year period from the 7,536 square foot (0.17 acre) Single-Family Residential-zoned holding. The property is improved with a 1,672 square foot single-family residence, a 462 square foot garage, miscellaneous landscaping and fencing. **The parcel in question, which is located on the northwest side of South McCarran Boulevard, approximately 720 feet southwesterly of Rio Poco Road, in the City of Reno, is highlighted in green on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's offer of \$6,900.00 for the 315 square foot easement was mailed to the property address on May 10, 2013 per the property owner's request. The offer consisted of \$500.00 for the temporary easement (rounded up from \$376.11, which is a 10% per year return on the \$5.97 per square foot fee land value for a period of two years) and \$6,400.00 for miscellaneous landscaping improvements. The property owners rejected the offer amount and the two-year period for the temporary easement on July 9, 2013 without providing any counter-offers. Negotiations are now at an impasse. The department is continuing to work towards settlement, but is requesting this condemnation resolution to meet construction deadlines.

Nita P. Marsh and Benjamin K. Carney - The negotiation is also unresolved for the acquisition from Nita P. Marsh and Benjamin K. Carney. It is necessary to acquire a temporary soundwall construction easement, containing 370 square feet, for a two-year period from the 3,868 square foot (0.09 acre) Multi-Family Residential-zoned holding. The property is improved with a 1,179 square foot townhouse residence, a 403 square foot garage, miscellaneous landscaping and fencing. **The parcel in question, which is located on the northwest side of Snowshoe Lane, approximately 200 feet southwesterly of Leeward Lane, in the City of Reno, is**
[Type text]

highlighted in red on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2). The State's offer of \$4,742.00 for the 370 square foot easement was mailed to the property owner's California address on September 5, 2013. The offer consisted of \$862.00 for the temporary easement (which is a 10% per year return on the \$11.64 per square foot fee land value for a period of two years) and \$3,880.00 for miscellaneous landscaping improvements. The property owners responded to the offer on September 24, 2013 by stating that they lost the property through a bankruptcy, despite the fact that they are still retain the title to the property. The owners have stated that they would not sign any documents, therefore, negotiations are now at an impasse. The department is continuing to work towards settlement, but is requesting this condemnation resolution to meet construction deadlines.

Bruce B. Miller - The negotiation is also unresolved for the acquisition from Bruce B. Miller. It is necessary to acquire a temporary soundwall construction easement, containing 315 square feet, for a two-year period from the 7,536 square foot (0.17 acre) Single-Family Residential-zoned holding. The property is improved with a 1,910 square foot single-family residence, a 460 square foot garage, miscellaneous landscaping and fencing. **The parcel in question, which is located on the northwest side of South McCarran Boulevard, approximately 1,340 feet southwesterly of Rio Poco Road, in the City of Reno, is highlighted in orange on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).** The State's offer of \$500.00 for the 315 square foot easement was mailed to the property address on March 22, 2013. The offer consisted of \$500.00 for the temporary easement (rounded up from \$376.11, which is a 10% per year return on the \$5.97 per square foot fee land value for a period of two years). There are no landscaping improvements in the acquisition area. The offer was discussed in person with the owner on June 4, 2013. The property owner stated that he would review the offer, but efforts by the State to arrange an additional meeting with the owner have been fruitless. The department is continuing to work towards meeting with the owner, 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 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. 442 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



CONDEMNATION RESOLUTION NO. 442

DESCRIPTION:

SR-650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County

LOCATION MAP



CONDEMNATION RESOLUTION NO. 442

DESCRIPTION:

SR-650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County

LOCATION MAP



CONDEMNATION RESOLUTION NO. 442

DESCRIPTION:

SR-650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County

LOCATION MAP



CONDEMNATION RESOLUTION NO. 442

DESCRIPTION:

SR-650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County

LOCATION MAP



CONDEMNATION RESOLUTION NO. 442

DESCRIPTION:
SR-650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County

LOCATION MAP



CONDEMNATION RESOLUTION NO. 442

DESCRIPTION:

SR-650; South McCarran Boulevard; RTC Washoe widening project, from Longley Lane to Greg Street; in the City of Reno and the City of Sparks; Washoe County

RESOLUTION OF THE BOARD OF DIRECTORS OF THE DEPARTMENT OF TRANSPORTATION AUTHORIZING ACQUISITION BY CONDEMNATION OF PROPERTY FOR THE WIDENING AND RECONSTRUCTION OF SOUTH MCCARRAN BOULEVARD, FROM LONGLEY LANE TO GREG STREET, IN THE CITY OF RENO AND THE CITY OF SPARKS, WASHOE COUNTY, NEVADA.

CONDEMNATION RESOLUTION NO. 442

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 of a public improvement, namely the widening and reconstruction of South McCarran Boulevard from Longley Lane to Greg Street, in the City of Reno and the City of Sparks, Washoe County, State of Nevada and that the real property hereinafter described is necessary for said public improvement; and

WHEREAS, on March 18, 2011, the Department entered into a Cooperative Agreement with the Regional Transportation Commission of Washoe County (hereinafter the "Cooperative Agreement") whereby the Department will acquire the real property and real property interests necessary for said public improvement; and

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

WHEREAS, as provided in the Cooperative Agreement, a construction contract for said project will be entered into by the Regional Transportation

Commission of Washoe County, and the real property hereinafter described will be needed for said 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 of a public improvement, namely a public highway; 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, unless a lesser estate is hereinafter described, 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 NO. S-650-WA-021.122TE, owned by DAWN R. CHAVEZ, a married woman as her sole and separate property, (who acquired title as Dawn R. Salcedo, a single woman), to be acquired as a temporary easement for soundwall construction purposes for a two year period commencing on May 1, 2014.

Said real property situate, lying and being in the City of Reno, County of Washoe, State of Nevada, being a portion of Section Twenty-Nine (29), Township Nineteen (19) North, Range Twenty (20) East, M.D.M., and more particularly described as being a portion of Lot 7 of Block A as shown on the Official Plat for "The Villages Unit No. 1", recorded as Tract Map No. 2351 on August 6, 1986, as File No. 1090755, in the Official Records of Washoe County, Nevada, and more fully described as follows:

BEING the northerly five (5) feet of said Lot; said parcel contains an area of 155 square feet of land, more or less.

PARCEL NO. S-650-WA-021.156TE, owned by CONNIE L. HACKLER, an unmarried woman, to be acquired as a temporary easement for soundwall construction purposes for a two year period commencing on May 1, 2014.

Said real property situate, lying and being in the City of Reno, County of Washoe, State of Nevada, being a portion of Section Twenty-Nine (29), Township Nineteen (19) North, Range Twenty (20) East, M.D.M., and more particularly described as being a portion of Lot 13 of Block A as shown on the Official Plat for "The Villages Unit No. 1", recorded as Tract Map No. 2351 on August 6, 1986, as File No. 1090755, in the Official Records of Washoe County, Nevada, and more fully described as follows:

BEING the northerly five (5) feet of said Lot; said parcel contains an area of 150 square feet of land, more or less.

PARCEL NO. S-650-WA-021.196TE, owned by RONALD LEE TURNER, trustee of the Ronald Lee Turner Living Trust, dated December 15, 2005, and any amendments thereto, to be acquired as a temporary easement for soundwall construction purposes for a two year period commencing on May 1, 2014.

Said real property situate, lying and being in the City of Reno, County of Washoe, State of Nevada, being a portion of Section Twenty-Nine (29), Township Nineteen (19) North, Range Twenty (20) East, M.D.M., and more particularly described as being a portion of Lot 20 of Block A as shown on the Official Plat for "The Villages Unit No. 1", recorded as Tract Map No. 2351 on August 6, 1986, as File No. 1090755, in the Official Records of Washoe County, Nevada, and more fully described as follows:

BEING the northerly five (5) feet of said Lot; said parcel contains an area of 150 square feet of land, more or less.

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PARCEL NO. S-650-WA-021.201TE, owned by ALLAN D. JENSEN AND C. BRIDGET JENSEN, husband and wife as joint tenants with right of survivorship, and not as tenants in common, to be acquired as a temporary easement for soundwall construction purposes for a two year period commencing on May 1, 2014.

Said real property situate, lying and being in the City of Reno, County of Washoe, State of Nevada, being a portion of Section Twenty-Nine (29), Township Nineteen (19) North, Range Twenty (20) East, M.D.M., and more particularly described as being a portion of Lot 23 as shown on the Official Plat for "Donner Springs Subdivision", recorded as Tract Map No. 1429 on October 12, 1973, as File No. 304707, in the Official Records of Washoe County, Nevada, and more fully described as follows:

BEING the southerly five (5) feet of said Lot; said parcel contains an area of 315 square feet of land, more or less.

PARCEL NO. S-650-WA-021.241TE, owned by NITA P. MARSH AND BENJAMIN K. CARNEY, wife and husband as joint tenants, to be acquired as a temporary easement for soundwall construction purposes for a two year period commencing on May 1, 2014.

Said real property situate, lying and being in the City of Reno, County of Washoe, State of Nevada, being a portion of Section Twenty-Nine (29), Township Nineteen (19) North, Range Twenty (20) East, M.D.M., and more particularly described as being a portion of Lot 27 of Block A as shown on the Official Plat for "The Villages Unit No. 1", recorded as Tract Map No. 2351 on August 6, 1986, as File No. 1090755, in the Official Records of Washoe County, Nevada, and more fully described as follows:

BEING the westerly and northwesterly five (5) feet of said Lot; said parcel contains an area of 370 square feet of land, more or less.

PARCEL NO. S-650-WA-021.320TE, owned by BRUCE B. MILLER, an unmarried man, to be acquired as a temporary easement for soundwall construction purposes for a two year period commencing on May 1, 2014.

Said real property situate, lying and being in the City of Reno, County of Washoe, State of Nevada, being a portion of Section Twenty-Nine (29), Township Nineteen (19) North, Range Twenty (20) East, M.D.M., and more particularly described as being a portion of Lot 13 as shown on the Official Plat for "Donner Springs Subdivision", recorded as Tract Map No. 1429 on October 12, 1973, as File No. 304707, in the Official Records of Washoe County, Nevada, and more fully described as follows:

BEING the southerly five (5) feet of said Lot; said parcel contains an area of 315 square feet of land, more or less.

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 February, 2014.

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

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PROJECT

INDEX OF SHEETS
1 - TITLE SHEET
2 - LEGEND
3-35 - R/W PLAN SHEETS
36-37 - R/W ENGINEERING
38-49 - PROPERTY SCHEDULE

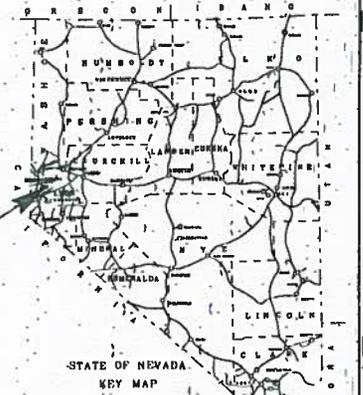


STANFORD CROSSING LLC E. GREG ST. TO I-80 E. GREG ST.

END ACQUISITION

"P" 13+75.05 P.O.T.

| STATE | E.A. NO. | PROJECT NO. | COUNTY | SHEET NO. |
|--------|----------|----------------|--------|-----------|
| NEVADA | 735H | SPSR-0650(008) | WASHOE | 1 |



PROJECT: SPSR-0650(008)

BEGIN ACQUISITION
"X" 85+22.90 P.O.C.

SR-650 (SO. McCARRAN BLVD.)

DONNER SPRINGS SUBDIVISION UNIT NO. 2-A

DONNER SPRINGS SUBDIVISION UNIT NO. 2C-3

DONNER SPRINGS SUBDIVISION UNIT NO. 2C-4

DONNER SPRINGS SUBDIVISION

MIRA LOMA DR.

RIO ENCANTADO LN.

80 POOD DR.

SIERRA FABRIC

DONNER SPRINGS SUBDIVISION UNIT NO. 5

DONNER SPRINGS SUBDIVISION UNIT NO. 4

DONNER SPRINGS SUBDIVISION UNIT NO. 3A

FOUND SECTION CORNER 32 1/4" IRON PIPE INSIDE A 1" IRON PIPE SET IN CONCRETE

FOUND 1/4 CORNER 3/4" PIPE

TO VIRGINIA ST. 31

LONGLEY LANE 30 29

19 20

30 29

30 29

31

21 22

21 27

29 2B

28 27

16 15

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PROJECT MANAGEMENT DIVISION
KEVIN A. PHONE (775) 678-5687



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
DATE APR. 24, 2013
SR-0650(008)
FROM LONGLEY LN. TO GREG ST.
ROADWAY WIDENING
WOOD RODGERS
SHEET 1 OF 48

LEGEND OF RIGHT-OF-WAY SYMBOLS



CONTROL OF ACCESS WITH FENCE OR BARRIER



CONTROL OF ACCESS WITHOUT FENCE OR BARRIER

R/W

RIGHT-OF-WAY



LOCATION AT WHICH ACCESS TO THE FREEWAY IS PERMITTED BY THE STATE



SUBDIVISION BOUNDARY



INDIAN RESERVATION BOUNDARY



PROPERTY LINE

O.H.W.M.

ORDINARY HIGH WATER MARK

PE

PERMANENT EASEMENT

TE

TEMPORARY EASEMENT

REM.

REMAINDER

P.O.B.

POINT OF BEGINNING

P.O.T.

POINT ON TANGENT

P.O.C.

POINT ON CURVE

P.T.

POINT OF TANGENCY

P.C.

POINT OF CURVE

ℰ

CENTERLINE



STATE LINE



COUNTY LINE



CITY OR TOWN LIMITS



NATIONAL FOREST BOUNDARY



SECTION LINE



1/4 SECTION LINE



1/16 SECTION LINE



1/64 SECTION LINE



SECTION CORNER



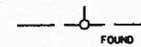
UNFOUND



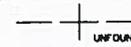
CLOSING SECTION CORNER



UNFOUND



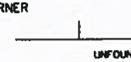
1/4 SECTION CORNER



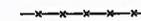
UNFOUND



CLOSING 1/4 SECTION CORNER



UNFOUND



FENCE LINE



CATTLE GUARD



POWER AND TELEPHONE POLES



POLE WITH ANCHOR

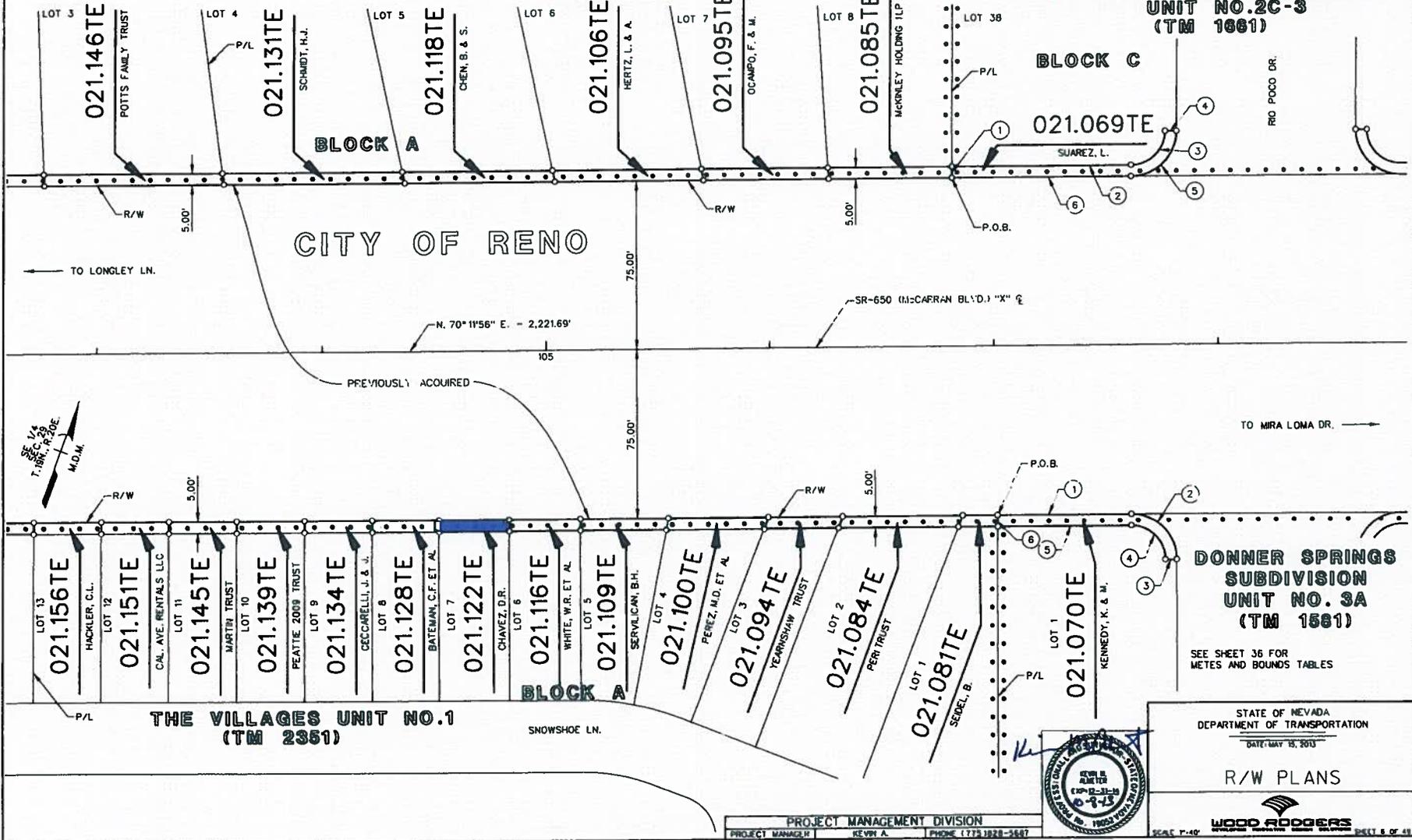


PARCEL NO. PREFIX: S-650-WA-

**DONNER SPRINGS SUBDIVISION
UNIT NO. 2C-4
(TM 1669)**

| | | | | |
|--------|----------|---------------|--------|-----------|
| STATE | E.A. NO. | PROJECT NO. | COUNTY | SHEET NO. |
| NEVADA | 73511 | SPSR-00300081 | WASHOE | 6 |

**DONNER SPRINGS SUBDIVISION
UNIT NO. 2C-3
(TM 1661)**



**DONNER SPRINGS
SUBDIVISION
UNIT NO. 3A
(TM 1561)**

SEE SHEET 36 FOR
METES AND BOUNDS TABLES

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
DATE: MAY 13, 2013

R/W PLANS

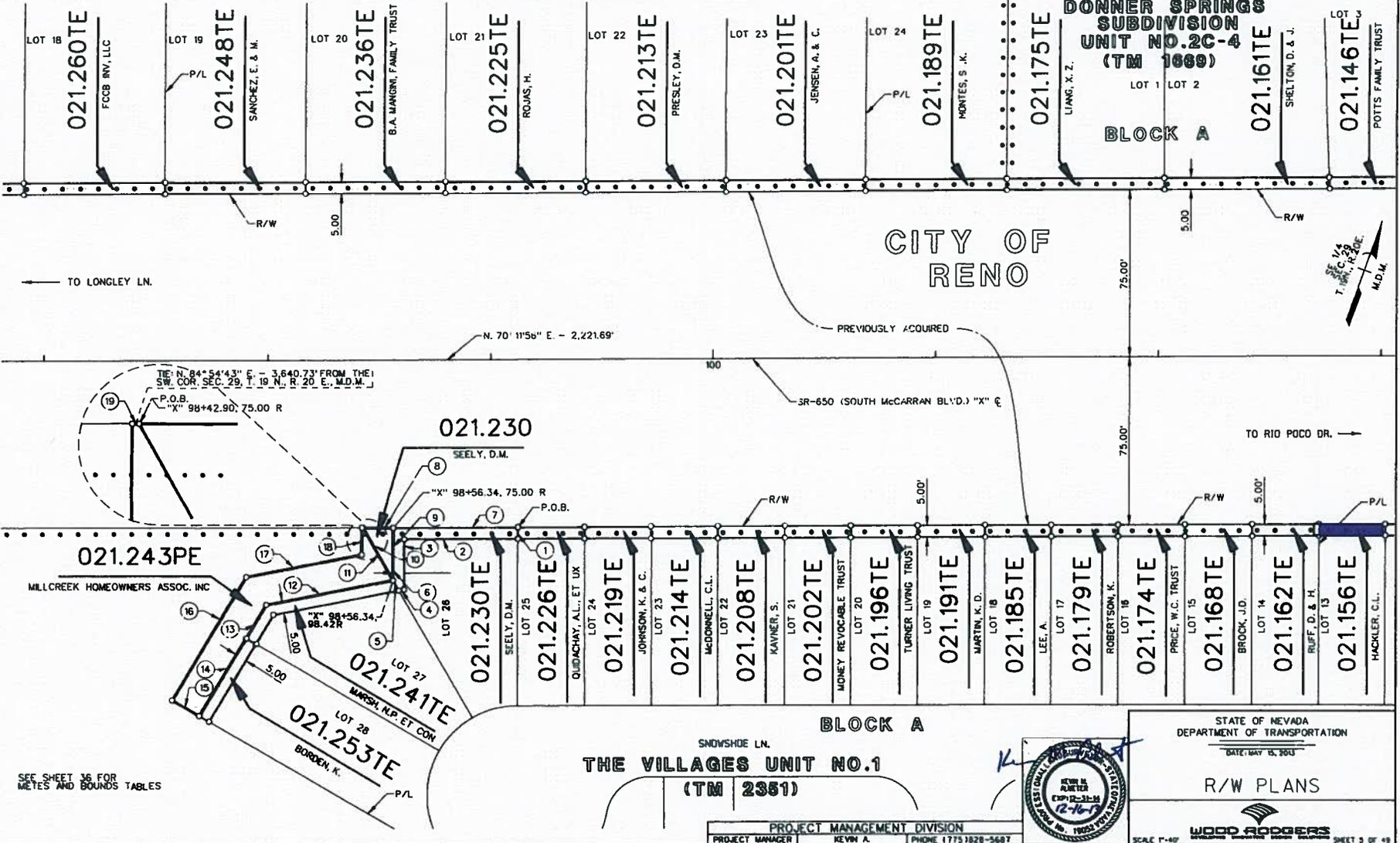


PROJECT MANAGEMENT DIVISION
PROJECT MANAGER: KEVIN A. PHONE: (775) 322-5447

WOOD RODGERS
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
SHEET 6 OF 11

PARCEL NO. PREFIX: S-650-WA- **DONNER SPRINGS SUBDIVISION**
(TM 1429)

| | | | | |
|--------|----------|---------------|--------|-------|
| STATE | E.A. NO. | PROJECT NO. | COUNTY | SHEET |
| NEVADA | 73311 | SPSR-06500008 | WASHOE | 5 |



SEE SHEET 36 FOR METES AND BOUNDS TABLES

SNOWSHOE LN.
THE VILLAGES UNIT NO.1
(TM 2351)



PROJECT MANAGEMENT DIVISION
PROJECT MANAGER KEVIN A. PHONE 1775.3828-5687

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
DATE: MAY 13, 2013

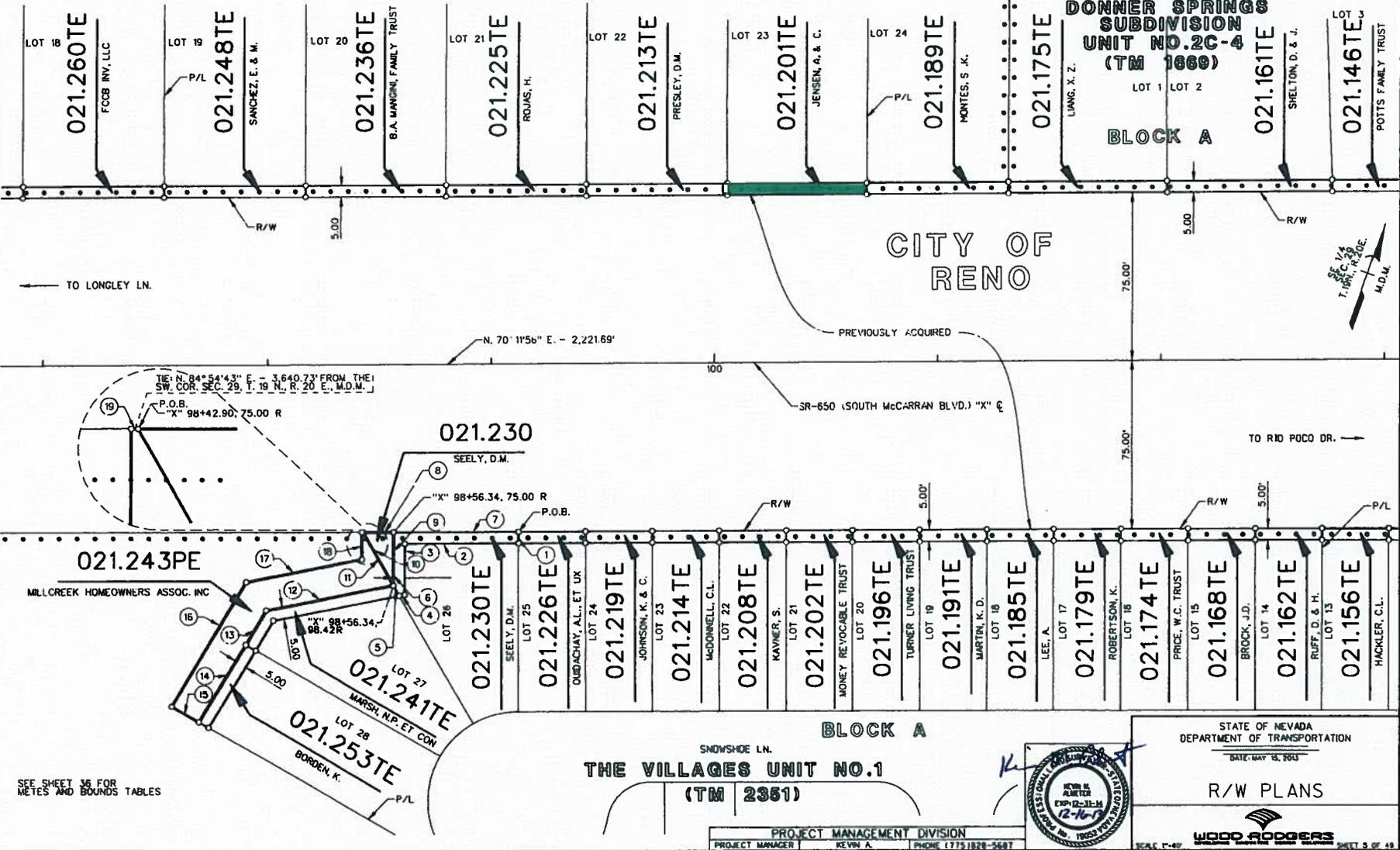
R/W PLANS

WOOD ROGERS
REGISTERED PROFESSIONAL ENGINEERS AND ARCHITECTS
SCALE: 1" = 20'

SHEET 5 OF 48

PARCEL NO. PREFIX: S-650-WA- **DONNER SPRINGS SUBDIVISION**
(TM 1429)

| | | | | |
|--------|----------|----------------|--------|-----------|
| STATE | E.A. NO. | PROJECT NO. | COUNTY | SHEET NO. |
| NEVADA | 73511 | SPSR-085010091 | WASHOE | 5 |



SEE SHEET 36 FOR METES AND BOUNDS TABLES

THE VILLAGES UNIT NO. 1
(TM 2351)

PROJECT MANAGEMENT DIVISION
PROJECT MANAGER: KEVIN A. PHONE (775) 828-5687



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
DATE: MAY 15, 2014

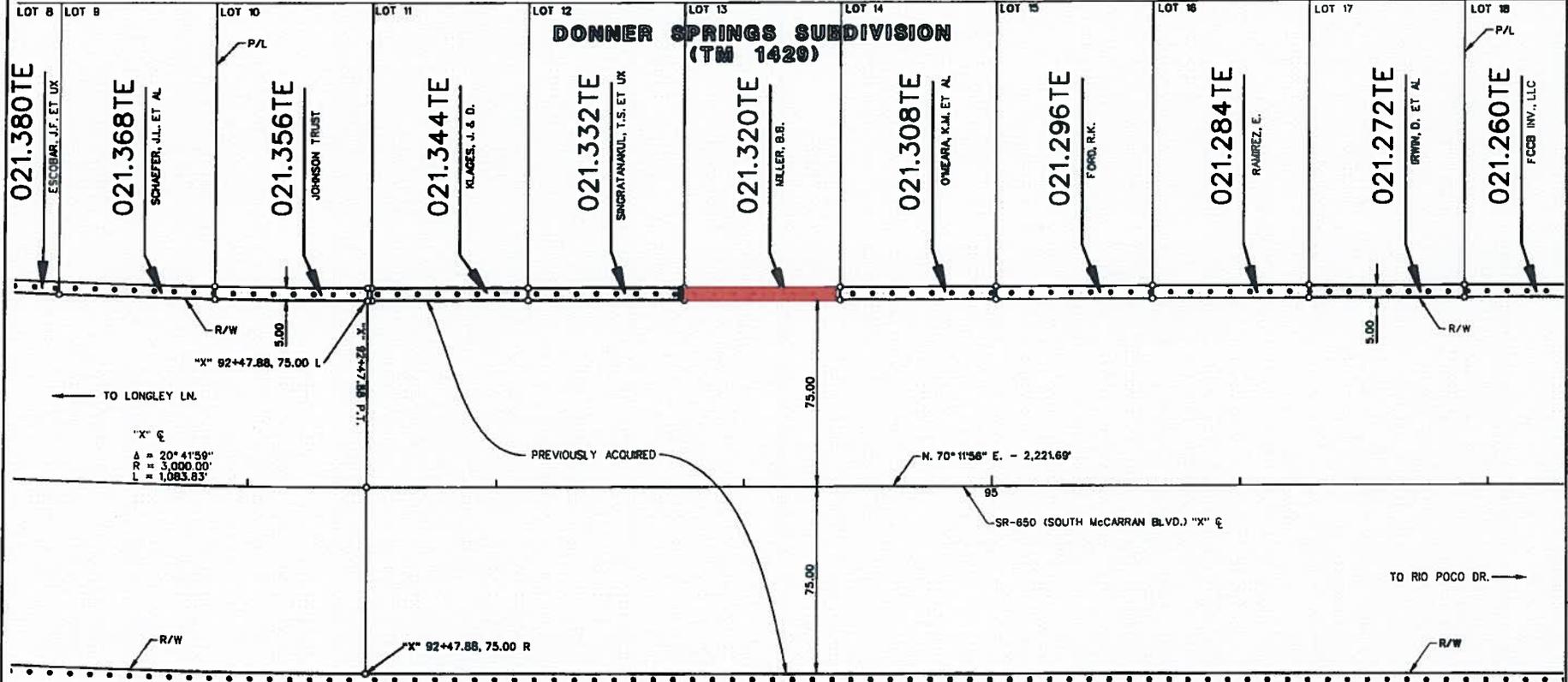
R/W PLANS

WOOD ROGERS
SCALE: 1" = 50' SHEET 5 OF 49

| | | | | |
|--------|----------|---------------|--------|-----------|
| STATE | C.A. NO. | PROJECT NO. | COUNTY | SHEET NO. |
| NEVADA | 7.3511 | SPSR-06591008 | WASHOE | 4 |

SPRING DR.

CITY OF RENO



THE VILLAGES UNIT NO.1
(TM 2361)

COMMON AREA



PROJECT MANAGEMENT DIVISION
PROJECT MANAGER KEVIN A. PHONE 1775.828-5687



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
DATE: FEBRUARY 12, 2010

R/W PLANS

WOOD ROGERS
REGISTERED PROFESSIONAL ENGINEERS
SHEET 4 OF 43

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)

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 the character, alleged misconduct, professional competence, or physical or mental health of the person; 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)



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7480
Fax: (775) 888-7313

MEMORANDUM

Right-of-Way Division

January 27, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: February 10, 2014 Transportation Board of Directors Meeting
Item # 6: Disposal of NDOT property located along a portion of SR-160 (Blue Diamond Road) East of Jones Boulevard, Clark County, NV.
SUR 08-12 & 10-09 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced property by Public Auction. The property to be auctioned is located along a portion of SR-160 (Blue Diamond Road) East of Jones Boulevard, Clark County, NV. The property is currently unimproved land consisting of 90,536 sq. ft. (2.08 Acres) as depicted on the attached sketch map marked Exhibit "A".

Background:

The Department originally obtained occupancy of this parcel on or about October 23, 2006 and acquired possession, in fee, on February 21, 2007 by Judgement and Final Order of Condemnation. The acquisition of this parcel was required for the construction of the SR-160 widening project.

Originally on May 21, 2008 and March 19, 2010, the adjacent property owners, Kathryn Peterson with Sunset Beach Girls, LLC and Michael Chapman, representing, Green Valley Storage, respectively requested the Department to consider declaring the unused area adjacent to their property as surplus for further enhancement of their property. The request was denied at that time due to the project not being complete or operational for the required 2 year period.

The construction of SR-160 is now complete and operational. Both adjacent property owners have continued to show an interest in purchasing this surplus property therefore the Surplus Property Committee met on July 1, 2010 and determined that this surplus property is no longer needed for the above mentioned project.

Analysis:

The Department has completed an appraisal of the surplus property to obtain fair market value in the amount of \$375,000 dated November 7, 2012, as required by N.R.S 408.533. The noticing requirements have been completed. This parcel is no longer needed for highway purposes therefore the disposal process will be accomplished through a Public Auction.

To: Department of Transportation Board of Directors
From: Rudy Malfabon, P.E., Director
January 27, 2014

The auction will be beneficial to the State, by reducing maintenance costs and potential revenue. The release of NDOT's fee interest in this parcel is being made in accordance with N.R.S. 408.533.

Recommendation for Board Action:

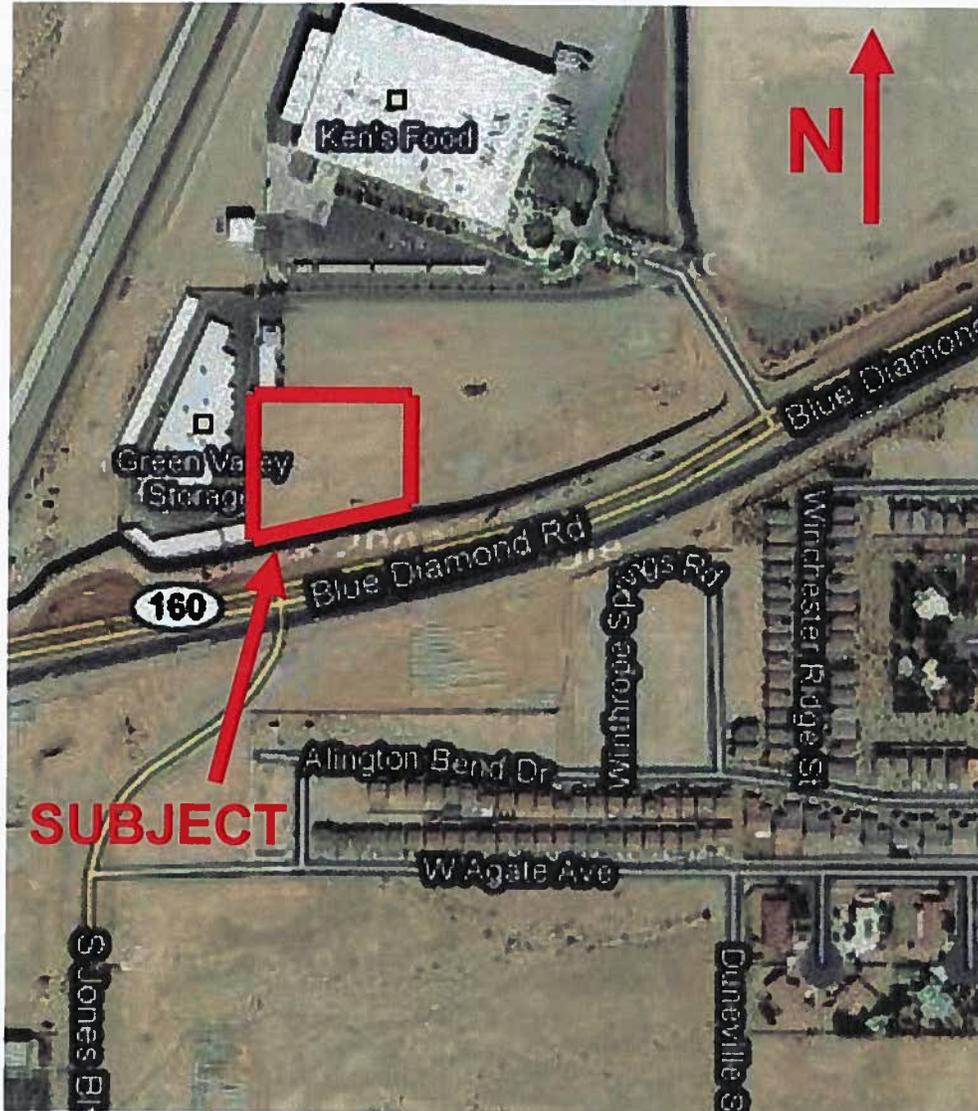
Approval of disposal of NDOT property located along a portion of SR-160 (Blue Diamond Road) east of Jones Boulevard, Clark County, NV.

List of Attachments:

1. Location Map
2. Sketch Map marked Exhibit "A"
3. Copy of request from Sunset Beach Girls, LLC (SUR 08-12)
4. Copy of request from Chapman Law Firm, representing Green Valley Storage (SUR-10-09)
5. FHWA Approval (Pending)
6. Environmental Approval (Pending)
7. N.R.S. 408.533

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

LOCATION MAP



SUR 08-12

+

SUR 10-09

DESCRIPTION: SR160 (Blue Diamond Road) East of Jones Blvd.

ATTACHMENT 1

CLARK COUNTY

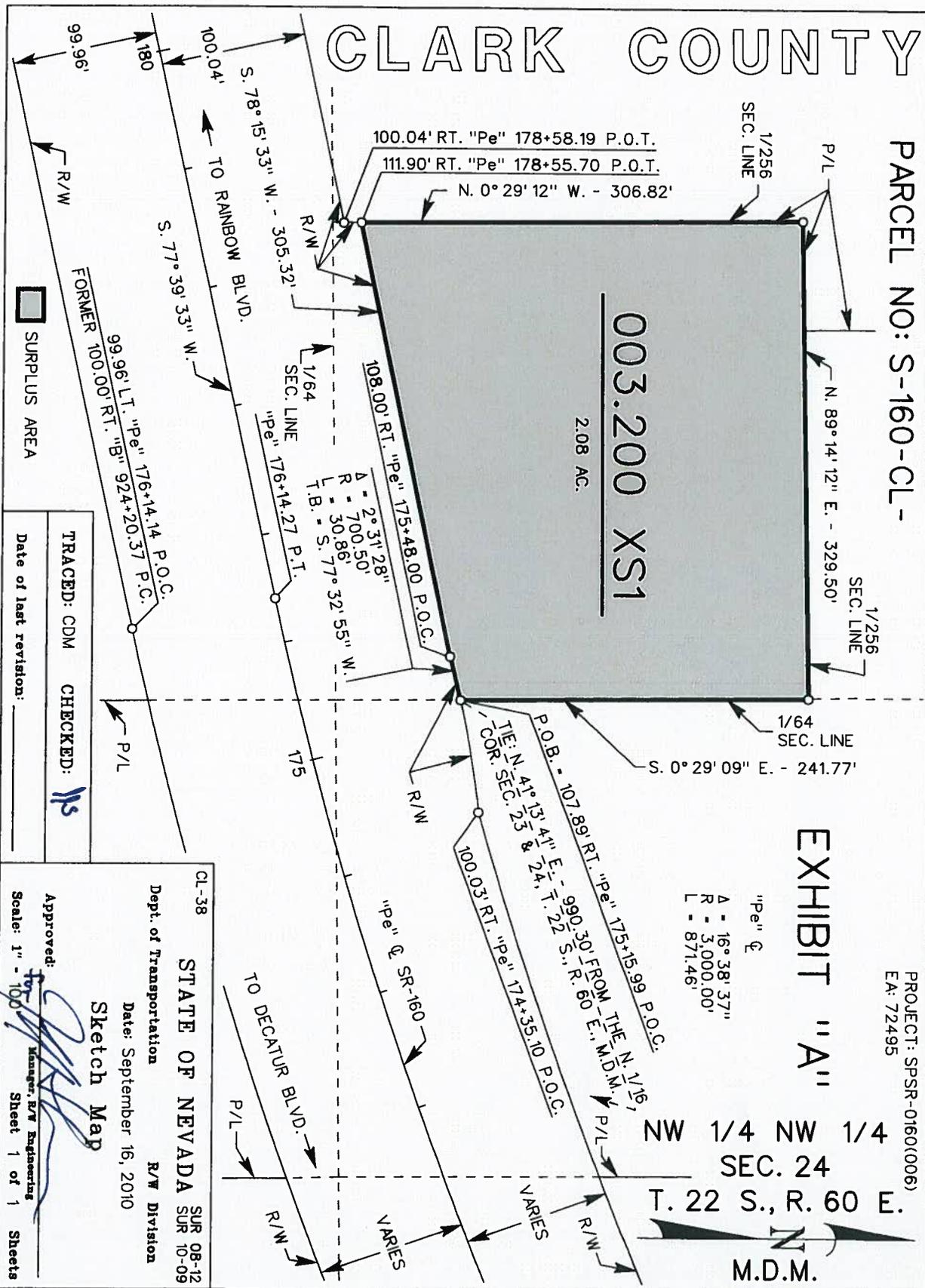
PARCEL NO: S-160-CL-

PROJECT: SPSR-0160(006)
EA: 72495

EXHIBIT "A"

NW 1/4 NW 1/4
SEC. 24
T. 22 S., R. 60 E.

M.D.M.



TRACED: CDM
CHECKED: *MS*
Date of last revision: _____

CL-38
STATE OF NEVADA
Dept. of Transportation
Date: September 16, 2010
R/W Division
SUR 08-12
SUR 10-09
Sketch Map
Approved: *[Signature]*
Scale: 1" = 100'
Manager, R/W Engineering
Sheet 1 of 1
Sheets



Sunset Beach Girls LLC

900 Granger Farm Way, Las Vegas, Nevada 89145 Office (702) 364-0656 Cell (702) 768-2386 Fax (702) 256-7510

SUR 08-12

Nevada Department of Transportation
Paul Saucedio / Chairman of Surplus Property
1263 S. Stewart St.
Carson City, NV 89712
May 21, 2008

Mr. Saucedio,

I am the owner of Specialized Development LLC in Las Vegas and my company owns of 5.56 acres of land on Blue Diamond Road at Ken's Court, under Sunset Beach Girls LLC. APN 17624110008. (**Arial of area enclosed**). We have been in an eminent domain lawsuit for 1 1/5 years but now the trial is completed as of last week Through our settlement package we obtained parcel 17624101005 owned by NDOT, previously owned by Larene Secrist, as well as cash. There is a 2.35 acre parcel abutting, previously owned by Mark Wilson of Bedrock Landscaping, which is owned by NDOT now because it got landlocked and was taken in 2006, but I am willing to purchase this property because I can have access through my parcel. (**Parcel map enclosed**)

The Bedrock / Mark Wilson parcel, as well as my abutting parcel, has power distribution lines running through them. (Nevada Power Distribution map enclosed)It is my desire to relocate these lines and place industrial building in their place. One of the removal quotes I have received is at \$132,000 per pole. Bedrock has two poles on it. (**GSG pole removal estimate enclosed.**) If I could obtain Bedrock now, I could plan additional phases of my industrial Park called The Center at Blue Diamond. Removal two poles on Bedrock property may be of a lesser value than a comparable land sale by \$264,000 because of this expense. It should be so noted in any after take appraisal. If it is not, then you have a bad appraisal. You have to disclose to an appraiser these facts. **Has this appraisal been done?**

During the course of my 2 years of trying to settle with NDOT over the flyover, I have continually tried to purchase this property without any results. Maybe it is because of NDOT's in house rules of holding for 2 years after the road is finished or maybe it's just some other reason, never the less, I am willing to buy this landlocked acreage for the after take appraisal, if it happens soon. I have waited an addition year to start my development because of this unknown situation with Bedrock and Secrist parcels. My site plan would have to change to allow access to the back properties, otherwise they will be blocked off with small 6 ft block walls which each individual building would have as storage yards and secured parking.

Back in April of 2008, Charlie Titus of the attorney office of Santoro Greggs and Walsh had request the State of Nevada order appraisals on both Bedrock and Secrist for the purpose of trading State owned surplus land in lue of cash. Heidi Mireles , Chief Right of Way Director of NDOT, suggested a trade of land would be more advantageous to the state then paying cash for damages in this meeting we had with Charlie Titus of Santorro Gregg's law firm in April of 2008.This parcel was taken from Bedrock in 2006 because a 40 ft. flyover took away all its access to the property. Back in November of 2007 I obtained the 1st right of refusal from Larene Secrist and Mark Wilson of Bedrock Landscaping. (**A Copy of Bedrock 1st right release is enclosed**) This action was done to protect NDOT from being sued from those people who would have a claim if the state sold it to another user. As you may know, lawsuits are expensive and you don't want to keep buying and selling to the same person over and over again.

Since we are the property which is vacant and still has access to the Bedrock yard and because I have the 1st right of refusal, I am asking for a stepped up process of disposing of unusable land the state has and let somebody else pay the taxes on it and do something with it to make new revenue for the state. It is not to the State's benefit to hold on to unused property for which someone else is willing to buy at its after take appraisal value.

This can not wait for two more years and there is no reason too. The MSA wall is being installed this months and access to this wall will be forever as of last week. Think you are out of excuses fro waiting. Today is the day.



5-21-08

Kathryn L. Petersen

Manager Sunset Beach Girls LLC

Reno
Michael G. Chapman
Michelle Stone
Kevin Bertonneau



CHAPMAN LAW FIRM P.C.

Las Vegas
Erich N. Storm
Agnes Nemeth

SUR 10-09

March 19, 2010

Paul A. Saucedo
Surplus Property Committee Chairman
Department of Transportation
1263 South Stewart Street, Room 320
Carson City, NV 89712

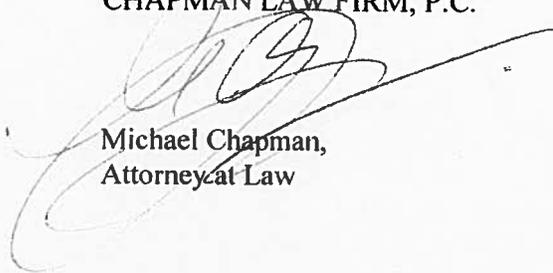
**Re: Parcel S-160-CL-003.200
(Former Bedrock Landscaping Parcel)
Our File No.: 575-1**

Dear Mr. Saucedo:

We have corresponded in the past regarding this parcel. As you know, our client, Green Valley Storage, is interested in purchasing this property. We are requesting the department to declare it surplus, and advise us of the proper procedures for purchasing the same from NDOT.

Please contact me at your earliest opportunity. Thank you.

Sincerely,
CHAPMAN LAW FIRM, P.C.



Michael Chapman,
Attorney at Law

MC/hf

W:\Green Valley Storage 2\Letters\Saucedo.March 19, 2010.wpd



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

BRIAN SANDOVAL
Governor

January 29, 2014

RUDY MALFABON, P.E., *Director*

In Reply Refer to:

FEDERAL HIGHWAY ADMINISTRATION
SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN HUGH HADSOCK R-W PROGRAM MGR
705 NORTH PLAZA ST STE 220
CARSON CITY NV 89701

Disposal by Public Auction

Surplus No.: SUR 08-12 & SUR 10-09
Parcel No.: I-015-CL-003.200XS1
Description: Disposal of surplus
property located along a portion of
SR 160 (Blue Diamond Road) East of
Jones Boulevard, Clark County, NV

Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map) and a location map depicting the area of surplus property, proposed to be sold, pursuant to N.R.S. 408.533. It has been determined that the surplus property is no longer needed by the Department. The aforementioned property is located in Clark County, Nevada.

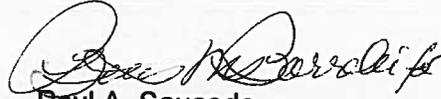
The proposal has been reviewed and it has been determined that:

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
3. The property to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
4. The property to be sold does require clearance through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
5. The public auction sale of the property is being made in accordance with N.R.S. 408.533.

SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN HUGH HADSOCK R-W PROGRAM MGR
January 29, 2014

Your concurrence in the proposal is requested.

Sincerely,



Paul A. Saucedo
Chief Right-of-Way Agent

CONCUR:

Hugh Haddock, Right-of-Way Program Manager

Date

pas/meo/dc
Enclosures

cc: P. Frost, Chief Roadway Design
H. Salazar, Manager Right-of-Way Engineering
M. Orci, Asst. Chief Right-of-Way Agent - Realty



1263 S. Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7480
Fax: (775) 888-7313

MEMORANDUM

January 29, 2014

TO: Steve Cooke, Chief, Environmental Services

FROM: Margaret Orci, Asst. Chief R/W Agent-Realty *MO*

SUBJECT: Environmental Clearance for Transportation Board
Surplus No.: SUR 08-12 & 10-09
Project: SPSR-0160(006) E.A. # 72495
Parcel: I-015-CL-003.200XS1
Description: Disposal of NDOT property located along a portion of SR-160 (Blue Diamond Road) East of Jones Boulevard in Clark County, NV
Disposal by Public Auction

Please provide environmental clearance for the above-mentioned subject surplus property. Attached for your convenience is Exhibit "A" (sketch map) and a location map. More details can be found in your Surplus Property package (SUR 08-12 & 10-09).

Environmental clearance is required to obtain FHWA and Legal authorizations to dispose of this property. We are scheduled to take this to the Transportation Board on February 10, 2014, therefore need this clearance as soon as possible.

If you have any questions, please feel free to contact me at 888-7392.

meo/mo

Attachments

cc: R. Borrelli, Surplus Property Committee Chairman
H. D. Salazar, Surplus Property Vice-Chairman

ATTACHMENT 6

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)



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

MEMORANDUM

January 27, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 10, 2014 Transportation Board of Directors Meeting
ITEM #7: Briefing on the SR-207 Kingsbury Grade CMAR Project –
Informational Item only

Summary:

The Department is using the Construction Manager At Risk (CMAR) contracting method to deliver the Kingsbury Grade project. The initial scope of this CMAR project was pavement reconstruction and drainage improvements. The construction cost for the CMAR project was estimated to be \$6.6 to \$7.95 Million.

In the summer of 2013, the Department assembled a project team consisting of Q&D Construction Inc (as Construction Manager), CEI (as the Independent Cost Estimator) and NDOT design team to deliver this project. The project team conducted a detailed site investigation, stakeholder outreach, additional pavement sampling, subsurface utilities explorations by means of ground penetrating radar, and identified project risks.

Background:

Previous actions related to this project include:

- Agreement for Independent Cost Estimator (ICE) Services - executed June 20th, 2013
- Agreement for CMAR Preconstruction Services – executed June 10th, 2013

Analysis:

The SR 207 (Kingsbury Grade) project is located within the Lake Tahoe Basin. Project limits are from the intersection of Kingsbury Grade and U.S. 50, and extends approximately 4 miles to about ½ mile beyond Daggett Summit. The roadway pavement is failing and drainage and water quality facilities must be improved to meet the Tahoe Regional Planning Agency's (TRPA) water quality requirements.

The project team conducted detailed analysis of the pavement design and constructability and identified issues that were not anticipated in the initial CMAR scope of this project including:

- Natural springs, situated directly beneath the pavement at three locations along Kingsbury Grade damaging the roadway section which requires subsurface water mitigation below the pavement.
- A roadside safety audit determined that site distance at Tramway Drive is poor.
- There is poor pedestrian visibility at existing crosswalks.
- Sidewalk and ADA ramps are missing or need replacement in accordance with Federal regulations.

- Kingsbury Grade is the primary route for local residents and businesses to access Lake Tahoe which makes maintenance of traffic difficult. Multiple access points to Kingsbury Grade requires short construction zones, extensive traffic control and presence of flaggers 24 hours a day. Lake Tahoe's construction season is short and implementation of these improvements was initially estimated to take 3 seasons.

The project team developed the following:

- Adding drain rock and perforated pipes below the pavement that will carry the water away from the roadway base to prevent pavement deterioration.
- A left turn lane and advance warning flashing lights will be placed at Tramway alerting drivers that there is vehicle movement at this intersection.
- Luminaries will be placed at the existing crosswalks to enhance pedestrian visibility.
- Sidewalk and ADA ramps will be improved along portions of Kingsbury Grade.
- Reduce construction timeline: In order to shorten the project delivery and the project construction schedule was accelerated from a 3 season construction to a 1.5 season construction. The public will have access to their homes and business throughout the construction. One lane in each direction will be open from Memorial Day to Labor Day. This accelerated construction schedule requires the Q&D to work multiple shifts including night work.

The additional costs to address these recommendations are approximately \$6.0 - \$7.0 million. Total project costs are estimated to be \$14-\$15 million which includes risk reserve.

The Next Steps:

The project team is expected to complete the CMAR process and have a GMP to the Transportation Board for approval in March, 2014.

List of Attachments:

None

Recommendation for Board Action:

Informational item only.

Prepared by:

Pedro Rodriguez, Project Manager



MEMORANDUM

February 10, 2014

To: Transportation Board of Directors
From: Len Savage, Chairman Construction Working Group
Richard Nelson, P.E., F.ASCE, Assistant Director, Operations
Subject: February 10, 2014 Transportation Board of Directors Meeting
Item#8: Construction Working Group Semi-Annual Report – *Informational item only*

The Construction Working Group (CWG) is a subcommittee of the Transportation Board. CWG members include Member Len Savage (chair), Controller Kim Wallin, and Member Frank Martin. This report covers the activities of the Construction Working Group (CWG) from June through December 2013 and the annual report of construction contracts that have been completed and closed during calendar year 2013.

Construction Working Group Activities

During this reporting period the CWG scheduled three meetings.

- August 12, 2013
- November 13, 2013 - Canceled
- December 9, 2013

The meeting agendas are Attachment "A".

Important activities during this reporting period included:

1. A report and discussion of the actual Freeway Service Patrol costs obtained during the period of time NDOT self performed this activity in the Reno-Sparks area.
2. During the process of closing contracts it was discovered that overpayments had been made on 8 contracts over the past 5 years. The CWG investigated these overpayments with staff to understand how this could happen and strategies to insure they do not reoccur in the future.
3. The CWG was briefed and remains active in monitoring the progress in implementing the AASHTO Field Manager (eDocs). Successful implementation will have a positive impact in the record keeping and close out activities of construction contracts.
4. The CWG remains active in the CMAR project delivery process through continual reviews and discussions.
5. At the request of the Transportation Board the CWG investigated the Change Order process on specific projects. Modifications to the reporting on active projects were discussed and are being made to make the CWG more aware of projects with budget and/or scheduling concerns so appropriate discussions can be conducted.
6. A report and discussion regarding a series of surveys that were conducted regarding the delivery of our construction program. These surveys targeted Resident Engineers and our stakeholders in the industry with the goal of identifying opportunities for improvement in delivering our program.

7. Approximately a year ago a report was made to the CWG regarding potential opportunities to smooth our cash flow by making monthly payments to contractors instead of our current, bi-weekly schedule. NDOT staff conducted a study to evaluate the ramifications of such a change, including a period of public comment announced through our "Contractor Bulletin". Industry response was overwhelming in support of maintaining the current practice and the benefits to the Department marginal. The Construction Working Group agreed to no changes to the pay cycle. The CWG Meeting Memos and staff report is Attachment "B".
8. A task list was developed to document the various action items identified during our meetings. This is valuable tool to track our progress on various continuous improvement activities. The current task list is Attachment "C".

Standing items for each Construction Working Group meeting include:

1. The progress made in addressing each action item
2. The status of active construction projects with emphasis on budget and schedule
3. A review of each project closed including all the costs to develop and construct
4. The progress being made in closing out construction projects
5. A closed executive session is held to receive information from our legal counsel regarding the status of potential or existing litigation on construction projects.

Annual Construction Project Closeout Performance

During calendar year 2013 a total of 26 construction contracts were awarded and 35 construction contracts were 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 is Attachment "D".

| Closed Contract Statistics | | |
|--|------------------|------------------|
| | CY 2013 | CY 2012 |
| Number of Contracts Closed | 35 | 37 |
| Bid Value | \$259,215,181.59 | \$342,490,533.16 |
| Contract Change Order Total | \$ 9,867,520.88 | \$ 6,207,545.21 |
| Costs due to bid item quantity adjustments | \$ 5,598,798.59 | \$ 8,478,721.86 |
| Total Paid | \$271,681,501.06 | \$357,176,800.23 |
| Change Order Rate | 3.8% | 1.8% |
| Quantity Adjustment Rate | 2.2% | 2.5% |
| Total Contract Increase | 6.0% | 4.3% |

Figure 1: Closed Contract Statistics by Calendar Year

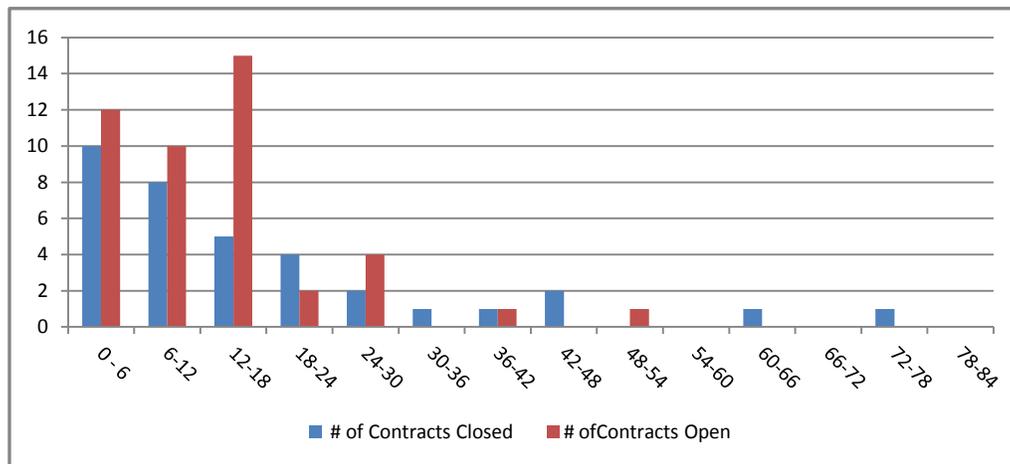


Figure 2: Aged contracts as of January 7, 2014

Future Activities

Quarterly meetings following the Transportation Board will be scheduled to discuss various issues related to delivery of the construction program and any other item as the Transportation Board directs.

There are several activities that have high potential to improve the delivery of our construction program that will be the focus of Construction Working Group activity. They include:

1. Continued monitoring and evaluation of the roll out and implementation of AASHTO Field Manager (eDocs) project.
2. Refinements to the construction contract dispute resolution process which will likely include new processes, policies, and procedures to insure swift and fair resolution of disputes that arise during construction.
3. Discussions regarding the two construction management models the Department utilizes during construction. The Project Management Division is responsible for construction management on alternative delivery projects (CMAR and design/build) and the CWG will investigate procedures, roles, responsibilities and opportunities for efficiency gains.
4. Continued monitoring and discussion of active projects which include Contract Change Orders, budget, schedule, claims and litigation.
5. Monitoring of the project closeout process and final project costs. Discussions for continuous improvement in delivering our construction program.



Department of Transportation
Board of Directors - Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
August 12, 2013

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. **Comments from Working Group** - (Discussion Only)
3. **Approval of Minutes** – (Discussion/Possible Action) – *Approval of May 13, 2013, CWG Meeting Minutes.*
4. **Report on Resident Engineers and Industry Survey Results and Contract Change Order Committee** - (Discussion only).
Surveys were conducted regarding the construction program targeting NDOT Resident Engineers and the contracting community. Discussion of the CCO Committee work and meetings being conducted to suggest process improvements in NDOT's construction administration processes.
5. **Bi-Weekly v. Monthly Payments to Contractors Update** - (Discussion only).
NDOT has formed a team to study and prepare recommendations regarding changes to the frequency and source documentation necessary to provide payment to our construction contractors.
6. **Old Business** - (Discussion Only)
 - A. CWG Task List
 - B. eBidding Update
 - C. CMAR
 - D. Requested Reports and Documents
7. **Briefing on Status of Construction Projects** - (Discussion only)
 - A. Project Closeout Status
 - B. Summary of Projects Closed
 - 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:

- 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.

This agenda is 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



Department of Transportation
Board of Directors - Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
December 9, 2013

AGENDA

1. Call to Order
2. 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.
3. Comments from Working Group (Discussion Only)
4. Approval of the Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes (Discussion/For Possible Action)
 - a. May 13, 2013
 - b. August 12, 2013
5. Report on the actual and estimated costs to self-perform Freeway Service Patrol activities in District 2. (Discussion Only).

NDOT staff has prepared a report on the actual costs to perform Freeway Service Patrol activities in District 2 during a pilot study that occurred in 2013 contracts. This report discusses the actual costs and estimates of costs if the Department were to create a full time capability to deliver this program.
6. Report on the evaluation of moving to monthly contractor payments. (Discussion/For Possible Action).

NDOT staff has been conducting an evaluation of a possible change in procedure to make payments to our contractors on a monthly basis instead of paying biweekly.
7. Discussion of change orders Change order. (Discussion Only).

During the September 9, 2013 Transportation Board Meeting the topic of contract change orders was raised during the discussion of the agreement and contract approval matrix. This item provides background and continues the discussion.
8. Old Business (Discussion Only)
 - A. CWG Task List
 - B. Requested Reports and Documents
9. Briefing on Status of Construction Projects (Discussion only)
 - A. Project Closeout Status
 - B. Summary of Projects Closed
 - C. Status of Active Projects
10. 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.
11. Closed session to receive information from counsel regarding potential or existing litigation (Discussion Only)
12. Adjournment (Possible Action)

Notes:

- Items on the agenda may be taken out of order.
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- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
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310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada



MEMORANDUM

August 17, 2012

TO: Department of Transportation Board of Directors,
Construction Working Group

FROM: Richard Nelson, Assistant Director Operations

SUBJECT: August 24, 2012 Construction Working Group Meeting

Item #5: Bi-weekly v. Monthly Payments to Contractors – Informational Item Only.

Summary:

The Department's Financial Management Division analyzed fiscal year 2012 contractor payment, federal reimbursement, and Highway Fund week-end cash balance information to project the impact of paying contractors once on the last day of the month versus the current bi-weekly practice.

Background:

- Per NRS 408.383(1) the Director may pay contractors at the end of each calendar month or as soon as practicable for work that has been satisfactorily performed.
- Currently, contractors performing highway improvement or construction work are paid for satisfactory progress every two weeks, resulting in twenty-six contractor payments annually (two months of the year having three payments).
- Reimbursement of the federal share of these projects is received by the department approximately four days after payment to contractors.
- The Department of Motor Vehicles (DMV) deposits an average of \$35 million per month into the Highway Fund, of which \$7 million is deposited into the Highway Fund in the first half of the month and \$28 million is deposited in the second half of the month. These distributions include driver's license, vehicle registration, and motor carrier fees, special fuel and gas taxes, with special fuel and gas taxes, the bulk of the deposit at \$22 million, included only in the second distribution of the month.

Analysis:

- Impact on cash flow:
Paying contractors at month end typically lessens the impact on cash flow each month as all DMV deposits have been received prior to contractor payments being made.
- Reduced fluctuation in cash flow:
Paying contractors in twelve monthly installments smoothes the fluctuations in total dollars paid per month by reducing the dollar amount paid in months that include three contractor payments and increasing payments in the adjacent months.

- Week-end cash balance:
Study results indicated that monthly contractor payments would result in week-end Highway Fund cash balances averaging \$17 million higher each month. The largest increase in cash balance over the period studied was \$53 million.
- Minimum cash balance:
Monthly contractor payments resulted in a minimum Highway Fund cash balance that was \$12 million higher on average, with the maximum difference over the period studied of \$36 million higher, and the minimum difference in the cash balance being \$10 million lower.
- Transition period:
The analysis also showed that in the first month of the transition the cash balance would be reduced due to the fact that federal aid would be delayed until the following month.
If a change in payment timing is pursued, the winter months would likely be the easiest time to transition as contractor payments are lower at this time of year and the Highway Fund balance tends to be at its highest point in the fiscal year.

List of Attachments:

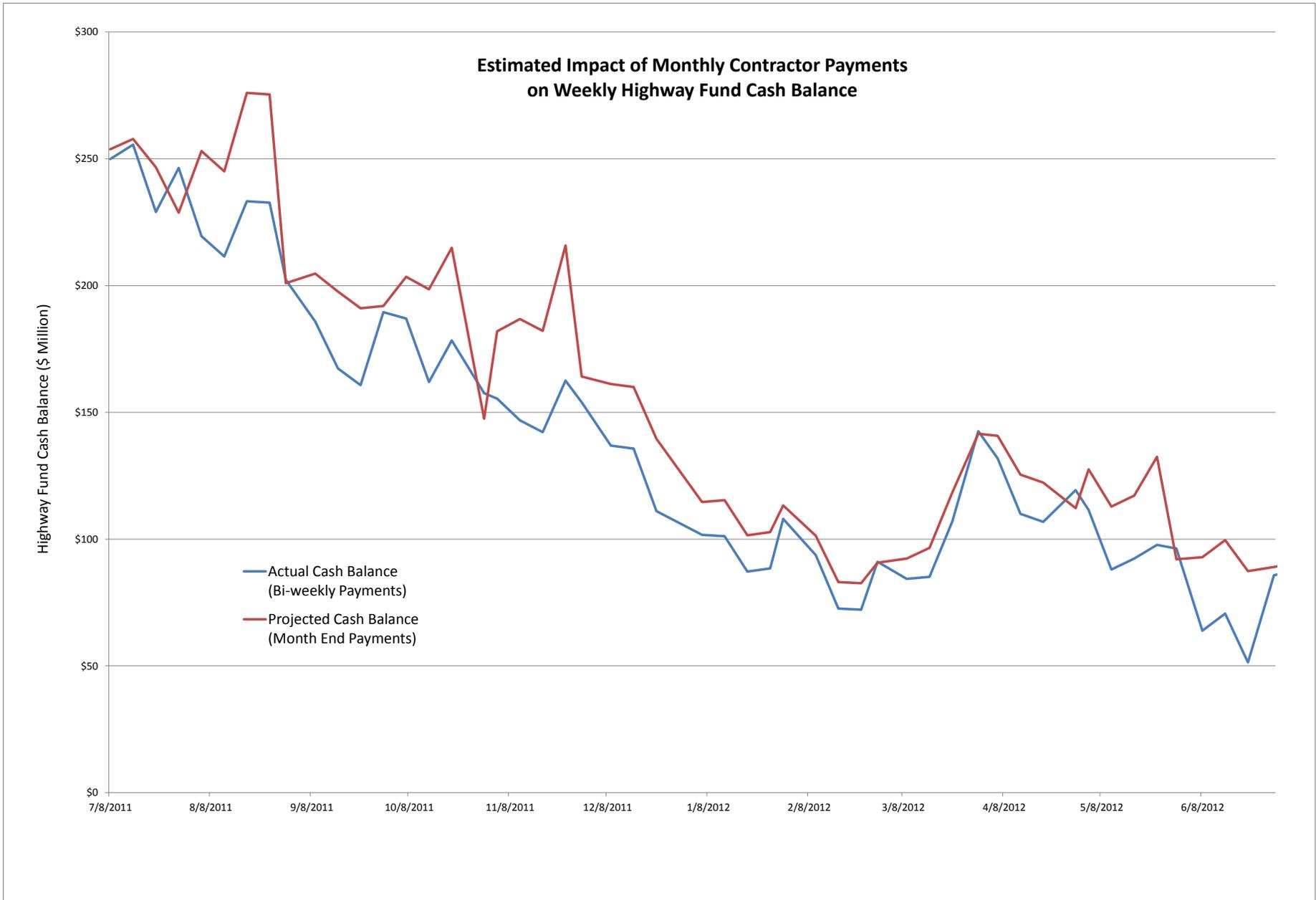
- A. Graph: Estimated Impact of Monthly Contractor Payments on Weekly Highway Fund Cash Balance
- B. Graph: Estimated Impact of Monthly Contractor Payments on Highway Fund Minimum Cash Balance
- C. NRS 408.282

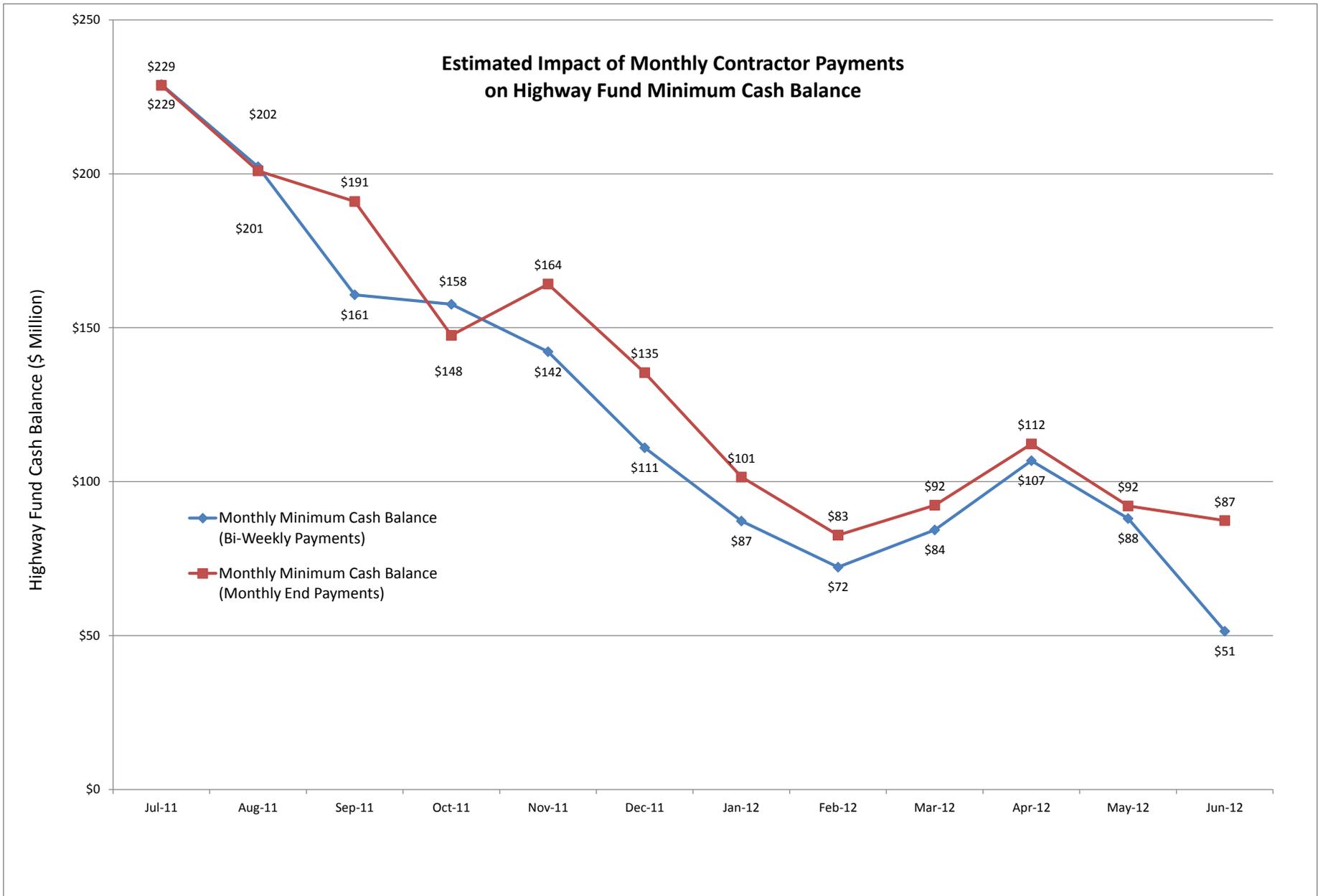
Recommendation for Board Action:

Informational Item Only

Prepared by:

Felicia Denney, Chief NDOT Financial Management





NRS 408.383 Contractor: Partial payments; percentage retained; substitution of certain obligations for retained payments; period for dispersal of money by contractor to subcontractors; rate of interest on delinquent dispersal; procedure for resolution of dispute over dispersal.

1. Except as otherwise provided in subsections 2, 11 and 12, the Director may pay at the end of each calendar month, or as soon thereafter as practicable, to any contractor satisfactorily performing any highway improvement or construction as the work progresses in full for the work as completed but not more than 95 percent of the entire contract price. The progress estimates must be based upon materials in place, or on the job site, or at a location approved by the Director, and invoiced, and labor expended thereon. The remaining 5 percent, but not more than \$50,000, must be retained until the entire contract is completed satisfactorily and accepted by the Director.

2. If the work in progress is being performed on a satisfactory basis, the Director may reduce the percentage retained if the Director finds that sufficient reasons exist for additional payment and has obtained written approval from every surety furnishing bonds for the work. Any remaining money must be retained until the entire contract is completed satisfactorily and accepted by the Director.

3. If it becomes necessary for the Department to take over the completion of any highway contract or contracts, all of the amounts owing the contractor, including the withheld percentage, must first be applied toward the cost of completion of the contract or contracts. Any balance remaining in the retained percentage after completion by the Department is payable to the contractor or the contractor's creditors.

4. Such retained percentage as may be due any contractor is due and payable at the expiration of the 30-day period as provided in [NRS 408.363](#) for filing of creditors' claims, and this retained percentage is due and payable to the contractor at that time without regard to creditors' claims filed with the Department.

5. The contractor under any contract made or awarded by the Department, including any contract for the construction, improvement, maintenance or repair of any road or highway or the appurtenances thereto, may, from time to time, withdraw the whole or any portion of the sums otherwise due to the contractor under the contract which are retained by the Department, pursuant to the terms of the contract, if the contractor deposits with the Director:

(a) United States treasury bonds, United States treasury notes, United States treasury certificates of indebtedness or United States treasury bills;

(b) Bonds or notes of the State of Nevada; or

(c) General obligation bonds of any political subdivision of the State of Nevada.

Certificates of deposit must be of a market value not exceeding par, at the time of deposit, but at least equal in value to the amount so withdrawn from payments retained under the contract.

6. The Director has the power to enter into a contract or agreement with any national bank, state bank, credit union, trust company or safe deposit company located in the State of Nevada, designated by the contractor after notice to the owner and surety, to provide for the custodial care and servicing of any obligations deposited with the Director pursuant to this section. Such services include the safekeeping of the obligations and the rendering of all services required to effectuate the purposes of this section.

7. The Director or any national bank, state bank, credit union, trust company or safe deposit company located in the State of Nevada, designated by the contractor to serve as custodian for the obligations pursuant to subsection 6, shall collect all interest or income when due on the obligations so deposited and shall pay them, when and as collected, to the contractor who deposited the obligation. If the deposit is in the form of coupon bonds, the Director shall deliver each coupon as it matures to the contractor.

8. Any amount deducted by the State of Nevada, or pursuant to the terms of a contract, from the retained payments otherwise due to the contractor thereunder, must be deducted first from that portion of the retained payments for which no obligation has been substituted, then from the proceeds of any deposited obligation. In the latter case, the contractor is entitled to receive the interest, coupons or income only from those obligations which remain on deposit after that amount has been deducted.

9. A contractor shall disburse money paid to the contractor pursuant to this section, including any interest that the contractor receives, to his or her subcontractors and suppliers within 15 days after receipt of the money in the proportion that the value of the work performed by each subcontractor or the materials furnished by each supplier bears to the total amount of the contract between the principal contractor and the Department.

10. Money payable to a subcontractor or supplier accrues interest at a rate equal to the lowest daily prime rate at the three largest banks in the United States on the date the subcontract or order for supplies was executed plus 2 percent, from 15 days after the money was received by the principal contractor until the date of payment.

11. If a contractor withholds more than 10 percent of a payment required by subsection 9, the subcontractor or supplier may inform the Director in writing of the amount due. The Director shall attempt to resolve the dispute between the contractor and the subcontractor or supplier within 20 working days after the date that the Director

receives notice of the amount due. If the dispute is not resolved within 20 working days after the date that the Director receives notice of the amount due, the contractor shall deposit the disputed amount in an escrow account that bears interest. The contractor, subcontractor or supplier may pursue any legal or equitable remedy to resolve the dispute over the amount due. The Director may not be made a party to any legal or equitable action brought by the contractor, subcontractor or supplier.

12. If the Director awards to a railroad company a contract for a project for the construction, reconstruction, improvement or maintenance of a highway and the project is located on property that is owned by or under the control of the railroad company, the Director may agree in the contract not to retain any portion of the contract price.

(Added to NRS by 1957, 686; A 1960, 75; 1963, 976; 1967, 348; 1969, 890; 1971, 864; 1975, 717; 1979, 1774; 1981, 265; [1999, 260](#), [1492](#); [2001, 637](#))



MEMORANDUM

December 2, 2013

TO: Department of Transportation Board of Directors,
Construction Working Group

FROM: Richard Nelson, Assistant Director, Operations

SUBJECT: December 9, 2013 Construction Working Group Meeting

Item # 6: Report on the evaluation of moving to monthly contractor payments –
Discussion / For Possible Action.

Summary:

As a result of a period of unfavorable cash flow staff presented a report to the CWG at their August 2012 meeting on the benefits associated with making payments to contractors on a monthly schedule. NDOT created a team to study the feasibility and impacts associated with moving towards a monthly payment cycle for construction contracts.

Background:

In November 2012 NDOT's cash balance reached historic lows, \$36.7M, during a time when an extraordinarily high number of State funded construction projects were underway in conjunction with an unusually mild winter which allowed continued progress to be made on projects. While reimbursements from FHWA occur shortly after payments are made to contractors the fact that gas tax and other revenues are deposited into the Highway Fund are made on a monthly basis placed an extreme strain on the daily Highway Fund cash balance. As a result we evaluated methods that would minimize the daily fluctuation in the cash balance. Paying on construction contracts on a monthly basis was the method that was evaluated.

NRS 408.383 allows NDOT to make payments to contractors at the end of the month; however, there are no restrictions on making payments more frequently. A multidisciplinary team was formed to identify and evaluate this impacts associated with moving to monthly payment on construction contracts. Public outreach was made to the construction industry through meetings and the creation of a unique email address where interested parties could make their comments. This email address was publicized through the NDOT Construction Bulletin.

Analysis:

Staff has completed their evaluation of the impacts associated with paying construction contractors on a monthly basis and their report is attached as well as the public comment obtained through email. It was realized that the situation that lead to the concern was a very unique occurrence with a small likelihood of surfacing again. Their findings, in general, state that the positive benefit to NDOT is quite small while the adverse impact to the industry could be quite significant.

Staff recommendations to the NDOT Director are:

1. Continue with bi-weekly payments
2. Do not move toward contractor invoicing at this time and continue to prepare the source payment documents.

List of Attachments:

- a. Staff report and public comments

Prepared by:

Richard Nelson, Assistant Director, Operations

NDOT's Contractor Bi-weekly v Monthly Payment Analysis November 25, 2013

In August of 2012 NDOT presented to the Construction Working Group the benefits to NDOT, from a cash flow perspective, of paying contractors once a month versus the current bi-weekly practice. The Construction Working Group requested NDOT to look in depth at the feasibility of monthly contractor payments. In addition, NDOT was tasked with determining the feasibility of basing payments on an invoice submitted by the contractor. A panel¹ was formed to research and document the findings of this request. The following document is the report summarizing the facts and findings regarding bi-weekly versus monthly contractor payments and contractor invoicing.

INTRODUCTION

Currently NDOT processes contractor payments bi-weekly and has done so for a number of years. However, Nevada Revised Statutes (NRS) 408.383 states the Director *may* pay the contractor at the end of the month and NRS 338.510 states a Nevada public body *shall* pay the contractor within 30 days. NDOT Standard Specifications Section 109.06 states progress payments *will* be made once a month. NDOT is almost the only public entity in Nevada that processes payments bi-weekly; Nevada counties, Regional Transportation Commissions (RTCs) and cities all make payments monthly.

Regarding cash flow, 2012 was a particularly volatile year for NDOT. The work program was unusually large (\$715 million in capital expenditures in 2012, versus the current fiscal year 2014 budget of \$438 million), a mild winter extended the construction season, and roughly \$50 million of the construction program was state-funded projects (no federal reimbursement). In November 2012, this led to the Highway Fund cash balance falling to roughly \$36.7 million in mid-month with a month-end closing balance of \$53.9 million, significantly under the target for the minimum Highway Fund cash balance which is approximately \$90 million. What this translates to is NDOT struggling to make contractor payments and Highway Fund payroll which includes not only NDOT but Department of Motor Vehicles (DMV), Department of Public Safety (DPS) and a select few other state agencies as well. Because of this, NDOT took a look at how our cash flow might be affected by implementing monthly contractor payments.

PROBLEM STATEMENT

Cash Flow in 2012

As stated above, the Highway Fund cash balance fell from the targeted \$90 million to \$36.7 million at the minimum point during the month of November 2012. The \$90 million target is calculated with the objective of retaining sufficient resources to cover one-and-one-half months of capital expenditures (primarily contractor payments) plus one month of non-capital expenditures. The capital portion of this calculation is set higher as capital expenditures tend to fluctuate significantly from month to month, making them difficult to project, while the non-capital program has more consistent

¹ Sharon Foerschler, Assistant Construction Engineer, Jeff Freeman, Assistant Construction Engineer, Megan Sizelove, Consultant Program Manager, Felicia Denney, Chief Financial Management, Gizachew Zewdu, Cash Flow Forecasting

monthly expenditures. In accordance with this formula, as Highway Fund expenditures rise, the minimum required balance rises as well. (Note: All Highway Fund expenditures, including expenditures by other agencies, primarily the DMV and DPS, are used in this calculation). With a cash balance of \$37 million, NDOT faces risks in covering expenditures particularly in months with large contractor payments or months with three contractor payments and/or three payrolls (twice a year) or peak seasons of construction.

ANALYSIS

There are a number of elements and/or potential issues to take into consideration with NDOT changing to monthly contractor payments and contractor invoicing. The panel reviewed each of these areas identifying potential advantages and challenges.

Reduced Fluctuation in NDOT Cash Flow

As presented to the Construction Working Group in 2012, contractor payments at the end of the month lessen the volatility in the Highway Fund cash balance over the course of a given month. One factor is all DMV deposits would be received for the month prior to processing the contractor payments. DMV revenue deposited into the Highway Fund includes gas and special fuel taxes, plus driver's license, registration, and motor carrier fees. Approximately \$6.7M (half of the driver's license, registration, and motor carrier fees) is deposited into the Highway Fund by the 15th of the month, with the remainder of the revenue, approximately \$28.7M (including gas and special fuel taxes and the other half of the driver's license, registration and motor carrier fees) deposited by the end of the month. Federal reimbursement is another factor, projected to be approximately 75% of the total contractor payment, which is received four days after the contractor payment. Processing monthly contractor payments once the Highway Fund has been entirely replenished would provide a more even cash flow for NDOT, the fluctuations caused from biweekly contractor payments should stabilize. Distribution of the non-capital cash outlay would not change whether payment is biweekly or monthly; it is fairly consistent and should not negatively affect cash flow (primarily Highway Fund payroll). See attached graphs pages 8 and 9.

Reduction in Resource Allocation for NDOT

There would be a reduction in time spent by NDOT staff if contractor payments are made monthly. Currently there are 20 construction crews throughout the state and 2 headquarters Construction Division administrative personnel who are responsible for processing contractor payments. The time savings would be from personnel entering the payment into NDOT's financial system only once as opposed to twice a month. However, the same amount of time would be spent by the construction crews keeping up with the project documentation necessary for contractor payment whether payment is made biweekly or monthly. The crews would continue to review and update their field books weekly. It is pertinent to mention NDOT is currently in the testing phase of our new electronic documentation software (ASSHTO's Trns•port FieldManager[®]) for implementation next year on our construction projects. This should significantly

decrease the amount of time spent preparing the documentation needed for contractor payment.

The savings to the Department by reducing staff time is calculated at \$5,500 monthly or \$67K annually. This is based on the assumption each crew (20 people) would save 8 hours a month and headquarters Construction Division personnel would save 24 hours a month.

The panel researched other NDOT Divisions (Accounting, Financial Management, and Information Services) and it was determined there wouldn't be any measureable difference in their current processes or personnel time.

NDOT Outreach Efforts - Identification of Industry Preference

Other DOT's: A survey was sent out to all state DOT's to identify their timelines and method of basis for contractor payments. There were 37 responses to the survey and the following information was gathered:

- 57% of states pay more frequently than monthly and include bi-weekly, weekly or as the contractor requests
- 43% of states pay monthly
- 97% of states prepare payment based on the DOT's documentation, not a contractor invoice
- 3% of states require contractor to submit invoices

Contractors and Subcontractors: NDOT issued notices in 2 consecutive contractor bulletins requesting feedback to this potential change. There were 47 responses:

- 91.5% are not in favor of monthly contractor payments (43 respondents)
- 8.5% accept monthly contractor payments (4 respondents)

Impact to Contractors

Oil Supply: Asphalt suppliers typically mandate payment within 10 days of material delivery and some suppliers will not make delivery without payment up front. Paving and oil are large components of our construction contracts in the majority of our projects and the prompt payment requirement would place a significant financial burden on the contractors. The contractors have to pay for the oil before they are reimbursed from NDOT for performing the work. Monthly payments could mean millions of dollars in capital outlay from the contractors. Nine of the responses received from the contractor's state this as a major impact:

"On average and based on current market prices for asphalt oil, a contractor on and highway project can generate over \$200,000.00/Day in oil costs or approximately \$1,000,000.00/Week. The average contractor has a smaller line of credit with the oil companies than do the "larger" contractors, thus limiting their ability to cost effectively bid and perform on a project." (A&K Earth Movers)

"Payment from NDOT for jobs which carry a very high quantity of oil and material expenses up front are going to put contractor's at a disadvantage to the larger corporate giants who have much deeper pockets." (WWW Construction)

“Oil suppliers require payment very rapidly, usually 10 days after delivery of the material. Monthly payments by NDOT would cover oil/labor/equipment/material that was provided 45 days earlier. This lag time for payment will create great hardship to both the general contractor and the subcontractors and suppliers who need payment quickly to meet their organizational cash flow needs.” (Sierra Nevada Construction, Inc)

“Changing the payment terms we receive from NDOT will have a large negative impact on our business. The oil suppliers are very difficult to deal with and mandate strict payment terms. Autodraft out of our account and net 7 day terms are common. Currently if everything goes properly I only have to draw on my line of credit to cover the cost of the oil for 2-3 weeks. When there is an error on the payment quantities it is corrected on the next payment cycle and I’m drawing on the line for 4-5 weeks. If the payment terms are changed to once a month payments I could have to cover the cost of the oil, labor and equipment for over two months if the payment quantities are incorrect. This would place a huge burden on our company, limit the amount of work we could bid on, and require us to increase our prices.” (Q&D Construction, Inc.)

Cash Flow to Contractors and Subcontractors: Numerous contractors and subcontractors stated concerns over the potential negative effects monthly payments would have on their cash flow and operations. From material procurement to payroll of employees, cash flow has been an ongoing challenge and certainly has a larger impact on the smaller firms. The Davis-Bacon Act requires contractors and subcontractors performing work on federal contracts to pay their employees weekly. Numerous responses stated cash flow as a major concern:

“Acha Construction is a small DBE firm that would be greatly impacted by once a month payments. Our cash flow is heavily impacted by the prevailing wage rates and the purchase of materials. We would encourage NDOT to stay the course with biweekly pay requests.” (Acha Construction, LLC)

“With the high wage rates that you typically encounter on state projects it places a large burden on the contractor in the large payroll and tax numbers if the contractor has to finance that work month to month especially for a smaller company such as KWYK.” (Kwyk Construction, LLC)

“Cash flow is very important in our business, and, especially for smaller companies it is critical. It can be very difficult to fund a project for any longer than absolutely necessary. Labor and material bills must be paid when due, and often times must be funded by the contractor, prior to payment by the owner. Anything that prolongs that process imposes greater hardship on the smaller contractors; and in some cases may prevent them from being competitive for work that they might otherwise be interested in.” (Burdick Excavating Co., Inc)

“Currently, contractors are paid biweekly and the consideration is to reduce the cycle to monthly payments. I understand this could reduce a work load for the NDOT staffs, however, it would create potential hardships for most contractors,

subcontractors, vendors and particularly truckers. This also includes DBE's in these category's, who are generally not flush with cash. This will hurt cash flows and create challenges for most who provide construction services to NDOT, by making it difficult to fund the work and impact their ability to pay their labor, subcontractors and materials. As you understand, banks are not as willing today to fund many of those who we as general contractors hire as subcontractors, vendors and truckers. This change could create such a financial impact to some that they could go out of business." (Granite Construction)

Impact to NDOT

Potential for Increased Project Costs: Monthly contractor payments would force the contractors and subcontractors to cover the costs of materials, labor and equipment; in essence financing NDOT projects until their first payment is received. Currently their first payment is received within 10 days of their first estimate and then bi-weekly for the duration of the contract. If the change were made to monthly payments, the contractors would not receive their first payment for at least 45 days or longer depending on when the contract work began. For example, best case scenario is if work begins on the first day of the month and the payment is processed at the end of the month, then the contractor would be paid within 45 days. (NDOT typically needs 7 days to prepare the payment and another 7 days to enter the payment into IFS before the Controller's Office processes the payment).

Some of the potential increases to project costs could come from the contractor's front loading their bids in order to generate some money early in the contract or by increasing their unit costs to assist in their cash flow.

"If the payment terms are changed to once a month payments I could have to cover the cost of the oil, labor and equipment for over two months if the payment quantities are incorrect. This would place a huge burden on our company, limit the amount of work we could bid on, and require us to increase our prices." (Q&D Construction)

"This change will force a price increase for NDOT projects." (Nevada Barricade and Sign Company, Inc. NBSCO)

"As both a General and Subcontractor doing business with NDOT across Northern Nevada, the switch to a monthly payment schedule, on top of already reduced projects, would definitely impact our cash flow and potentially increase our cost of doing business. Our suppliers may be forced to add additional charges to account for the delay in payment." (Par Electrical Contractors)

"The larger firms can afford the longer term but most likely your proposed change will be a disadvantage for smaller firms especially when there's a discount for early pay involved which inherently places the smaller firms at a disadvantage to not be able to take advantage of early pay discounts due to lack of cash-flow that

would result in NDOT's change to a monthly progress payment schedule." (K.G. Walters Construction)

Impacts to DBE Firms: There is concern among a majority of the contractors and subcontractors on the negative effect monthly payments would have on the DBE firms in addition to the current difficulties in utilizing DBE's. If DBE firms are unable to weather the cash flow issue, it would become more difficult for DBE firms to perform work on NDOT contracts and pose more difficulty for NDOT to meet their DBE goals.

"Subcontractors/DBE's on highway projects will also be jeopardized should NDOT implement monthly pay estimates. Currently, subcontractors have been able to provide competitive pricing because they know that they will be paid on a bi-monthly basis thus eliminating the additional costs of having to wait thirty to forty-five days for payment. Here again, the smaller/average contractor/subcontractor is being pushed out of the competitive bidding process." (A&K Earth Movers)

"This change in policy would significantly affect our ability to bid and work on NDOT projects. The economic climate and this long recession recovery have taxed the already limited financial resources of small DBE companies. It would push us out of this work and be an additional disadvantage for the small business operation. This is not the time to change the payment policy of NDOT." (4MAC CONTRACTING, Women Owned DBE)

"We are very concerned as a small sub-contracting firm that NDOT will change the bi-weekly payments to contractors to monthly. It is very difficult for prime-contractor to have the investment needed to start a new job and/or keep a project running from month to month financially. It is even more difficult for a small sub-contractor to finance the work they perform. Most suppliers require payment in 30-days. By the time we have ordered our material and it is now time to install the 30-day period is up, so we are helping finance the project. We are a DBE firm and have been in business for 30 years but each year the business environment and new laws make it harder and harder for the small firms to survive. We are asking that you please not change how you pay contractors for their work." (Kelley Erosion Control, Inc)

FHWA Documentation Requirements Conflicts with Contractor Submitted Invoicing: NDOT currently tracks and documents pay items completed by the contractor in accordance with NDOT's Documentation Manual. The Documentation Manual was generated by NDOT and approved for use by FHWA as mandated by FHWA's Stewardship Agreement with NDOT. In addition, the following guidelines apply to NDOT as well:

Per FHWA's Contract Administration Core Curriculum Participant's Manual and Reference Guide 2006:

"Progress payments are compensation to the prime contractor for the value of work performed during a covered period. The AASHTO

recommends that progress payments be made at least once each month as the work progresses, and many STAs now pay even more frequently. Payments should be based on estimates, ***prepared by the engineer***, of the value of the work performed and materials delivered or stockpiled in accordance with the contract.”

Per 23 CFR 635.122

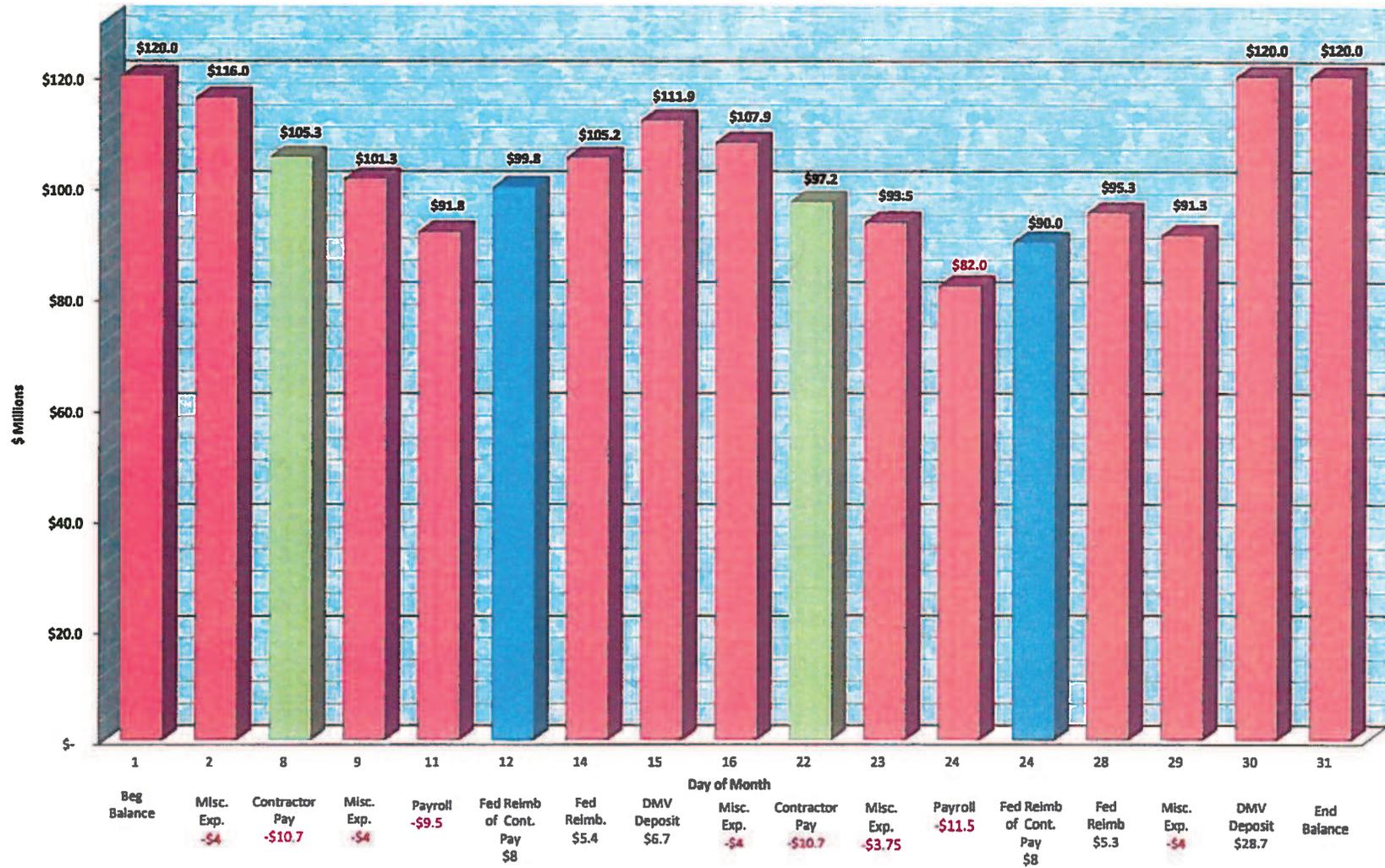
§635.123 Determination and documentation of pay quantities.(a) The STD shall have procedures in effect which will provide adequate assurance that the quantities of completed work are determined accurately and on a uniform basis throughout the State. All such determinations and all related source documents upon which payment is based shall be made a matter of record.

Although it may be feasible to have the contractors submit an invoice for payment, it does not relieve NDOT from their federally mandated requirements. NDOT would still need to continue documenting the contractors work and base payment on NDOT documentation. There would not be any resource savings for NDOT associated with contractor submitted invoices.

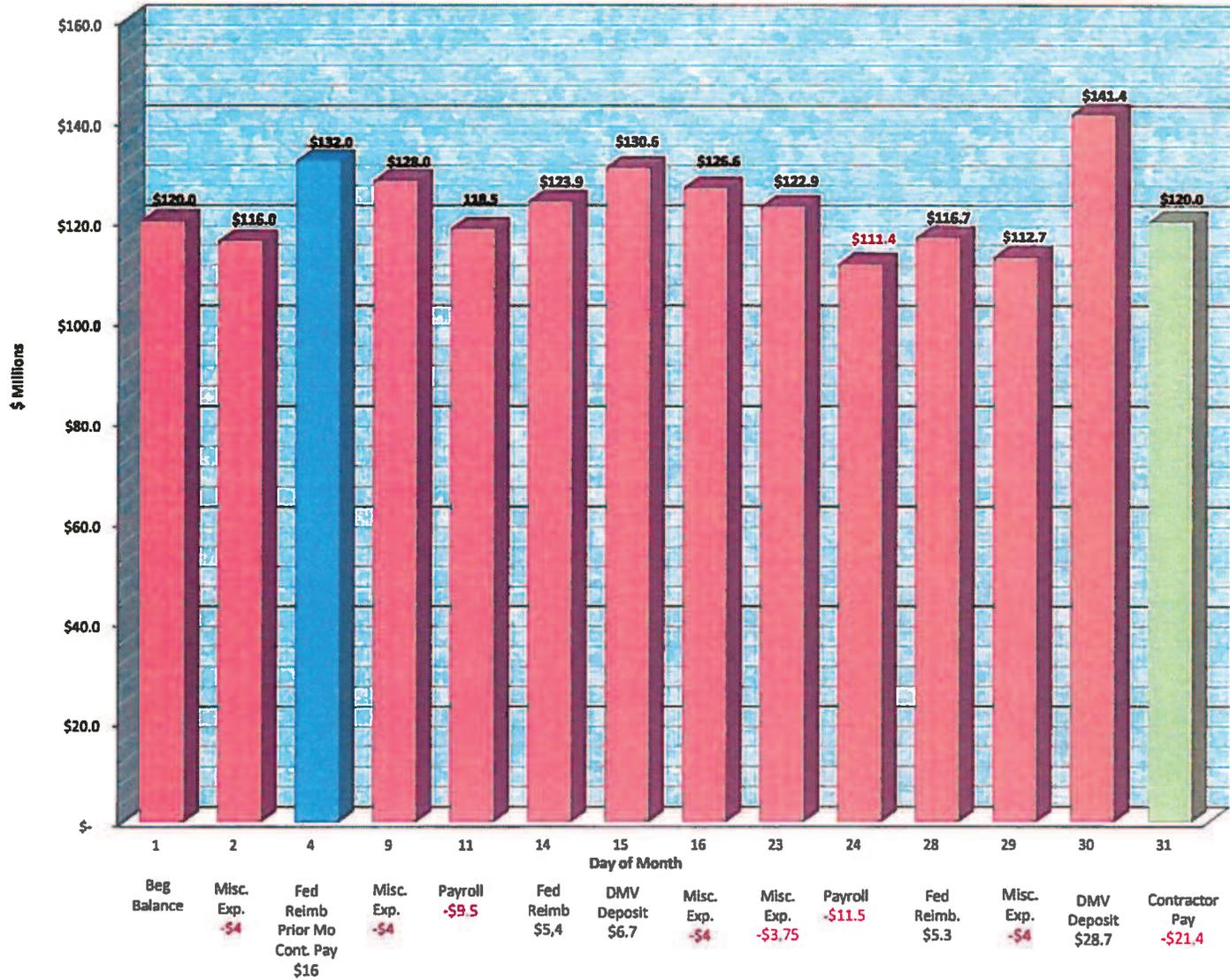
RECOMMENDATION

- 1) Based on the feedback received from the contracting community and the minimal savings to NDOT, the panel recommends maintaining bi-weekly contractor payments.
- 2) Contractor invoicing for payment is feasible although uncommon among State DOT's. The panel does not recommend a unilateral change to this without industry feedback and FHWA concurrence.

Illustrative Highway Fund Cash Balance with Bi-Weekly Contractor Payments



Illustrative Highway Fund Cash Balance with Monthly Contractor Payments



| Start Date | Due Date | Subject | |
|--|----------------|--|-------------------------------------|
| Mon 12/10/2012 | Mon 8/12/2013 | ITEM 1: Question to Dennis G. re: residency requirements | <input type="checkbox"/> |
| <p>December 2, 2013: Research has been completed. Dennis G. (CDAG) will make an oral report to the CWG during the December 9, 2013 meeting. 2013-06: Reminded Dennis G. this question was outstanding.</p> | | | |
| Mon 12/10/... | Mon 8/12/2013 | ITEM 2: Payments to primes on the web | <input checked="" type="checkbox"/> |
| <p>November 7, 2013 – the payments to contractors on the internet went live. This was communicated to the contracting community through the November 7th Contractor Bulletin giving instructions on how to reach the information. In December we will stop mailing...</p> | | | |
| Mon 3/11/... | Mon 8/12/2013 | ITEM 3: Distribute minutes of the RE Meeting | <input checked="" type="checkbox"/> |
| <p>August 12, 2013 – The RE Meeting Final Report were included in the CWG meeting materials 2013-07-11: The Final Report and appendices were emailed to me from Sharon F. this morning. The files are quite heavy.</p> | | | |
| Mon 3/11/... | Mon 8/12/2013 | ITEM 4: Distribute the FHWA Program Review on Project Closeout and Inactive... | <input checked="" type="checkbox"/> |
| <p>August 12, 2013 – The Project Closeout and Inactive Funds Management Report were included in the CWG meeting materials. Paul Schneider, FHWA, made a presentation during public comment of the March 11 meeting about a</p> | | | |
| Mon 5/13/2013 | Mon 11/11/2013 | ITEM 5: FHWA DBE Process Review | <input type="checkbox"/> |
| <p>December 2, 2013 – Yvonne Schumann (Civil Rights Officer) reports that we have been negotiating final recommendations with FHWA and the Final Report should be completed soon. During the May CWG meeting Yvonne mentioned the FHWA conducted a process rev...</p> | | | |
| Mon 5/13/... | Mon 8/12/2013 | ITEM 6: Distribute RE Survey results | <input checked="" type="checkbox"/> |
| <p>August 12, 2013 – The RE and Industry Surveys was included in the CWG meeting materials. 2013-07-11: The survey is included in the RE meeting final report 2013-06-28: Tracy LT. responded to an email saying these would be ready for the August CWG</p> | | | |
| Mon 5/13/2013 | Mon 12/30/2013 | ITEM 7: Monthly Contractor Pay | <input type="checkbox"/> |
| <p>December 9, 2013: reported recommendations to the CWG. CWG moved and approved staff recommendations to keep contractors pay cycle bi-weekly. December 2, 2013: The staff report and recommendations to the CWG will be placed on the December</p> | | | |
| Mon 5/13/... | Mon 8/12/2013 | ITEM 8: Response to question on consultant audits | <input checked="" type="checkbox"/> |
| <p>August 12, 2013 – email to the Controller was included in the CWG meeting materials. 2013-06-29: Bill H. forwarded the email to Rick N. This email will be included in the old business portion of the August 2-13 CWG meeting.</p> | | | |
| Mon 5/13/... | Mon 8/12/2013 | ITEM 9: Report on contract overpayments | <input checked="" type="checkbox"/> |
| <p>November 13, 2013 – Mr. Savage was briefed regarding contractor overpayments by the Director, Nelson and Shapiro. Aug 12, 2013: A report was made to the CWG. Mr. Savage requested a briefing to review the payments</p> | | | |
| Mon 5/13/... | Mon 5/13/2013 | ITEM 10: Distribute Civil Rights PPT | <input checked="" type="checkbox"/> |
| <p>August 12, 2013 – a hard copy of the PPT was included in the CWG Meeting materials. 2013-05-13: Claudia emailed the Civil Rights PPT to the CWG members <end></p> | | | |
| Mon 9/9/2013 | Mon 12/9/2013 | ITEM 11: Contract Change Orders | <input type="checkbox"/> |
| <p>December 2, 2013 – this item will be placed on the December 9, 2013 CWG Agenda September 9, 2013 – the topic of Contract Change Orders came up during the Transportation Board Meeting during the discussion of the Agreement and Contract Approval Matrix. I...</p> | | | |

| Start Date | Due Date | Subject | <input checked="" type="checkbox"/> |
|--|---------------|---|-------------------------------------|
| Wed 11/13/2013 | Mon 12/9/2013 | Item 12: Discuss FSP self-performed costs | <input type="checkbox"/> |
| <p>December 2, 2013 – This item will be placed on the December 9, 2013 CWG meeting agenda. November 13, 2013 – The Controller requested the actual costs of self-performing the FSP program be discussed at a future CWG meeting. The cost comparison between s...</p> | | | |

**NDOT Construction Contracts Closed Out
2013 January thru December**

| Contract | Description | Contractor | Resident Engineer | NDOT/Consultant | Original Bid | Contract Change Order (CCO) Amount | % CCO | Qty Adjustments | % Adjustments | Total Paid | Amount Over/Under Original Bid | % Change | Agreement Estimate (budget) | % Agr. Est. |
|----------|---|--------------------------------|-----------------------------|---------------------------|------------------|------------------------------------|---------|-------------------|---------------|------------------|--------------------------------|----------|-----------------------------|-------------|
| 3267 | US 50, FORTUNE TO CHAVES RD, MILL AND OVERLAY | ROAD AND HIGHWAY BUILDERS | Crew 911- Angel | PETERSON, CHRISTOPHER | \$ 14,292,292.00 | \$ 844,073.59 | 5.91% | \$ 995,973.49 | 7.0% | \$ 16,132,339.08 | \$ 1,840,047.08 | 113% | \$ 14,988,709.00 | 108% |
| 3290 | SR 146 SAINT ROSE PKWY INTERCHANGE, PHASE 2A | AGGREGATE INDUSTRIES | Crew 906- Petrenko | MIRANDA, EDUARDO | \$ 61,242,038.90 | \$ 43,565.36 | 0% | \$ 1,717,726.65 | 2.8% | \$ 63,003,330.91 | \$ 1,761,292.01 | 103% | \$ 63,339,503.87 | 99% |
| 3339 | SR 573, CRAIG RD, WIDEN 4 TO 6 LANES | AGGREGATE INDUSTRIES | Crew 926- Sulahria | EICHE, JOHN | \$ 34,182,531.77 | \$ 520,754.01 | 1.52% | \$ 461,654.34 | 1.4% | \$ 35,164,940.12 | \$ 982,408.35 | 103% | \$ 35,431,164.00 | 99% |
| 3350 | I 80, ROSNEY GRADE | AGGREGATE INDUSTRIES | Crew 908-Rupinski | BRADSHAW, JOHN | \$ 8,922,921.99 | \$ 3,163,228.25 | 35.45% | \$ (1,407,612.47) | -15.8% | \$ 10,678,537.77 | \$ 1,755,615.78 | 120% | \$ 9,453,009.00 | 113% |
| 3361 | SR 146 SAINT ROSE PKWY IN HENDERSON, PHASE 2B | AGGREGATE INDUSTRIES | Crew 922 - Christiansen | MIRANDA, EDUARDO | \$ 6,583,366.05 | \$ 1,163,772.66 | 17.68% | \$ 211,883.34 | 3.2% | \$ 7,959,022.05 | \$ 1,375,656.00 | 121% | \$ 6,987,535.00 | 114% |
| 3383 | SR 574, CHEYENNE AVENUE | LAS VEGAS PAVING | Crew 926- Sulahria (acting) | MIRANDA, EDUARDO | \$ 9,677,150.00 | \$ 88,176.08 | 0.91% | \$ 423,186.34 | 4.4% | \$ 10,188,512.42 | \$ 511,362.42 | 105% | \$ 10,356,209.00 | 98% |
| 3390 | SR 564, LAKE MEAD PKWY | LAS VEGAS PAVING | Crew 901- Alhwayek | JOHNSON, NICHOLAS | \$ 13,543,210.00 | \$ 1,062,126.84 | 7.84% | \$ (428,457.99) | -3.2% | \$ 14,176,878.85 | \$ 633,668.85 | 105% | \$ 14,543,982.00 | 97% |
| 3397 | I-15 FM CA/NV STATELINE TO MP 16.35 | FISHER SAND & GRAVEL Co | Crew 916 - Ruguleiski | PETERSON, CHRISTOPHER | \$ 7,333,333.33 | \$ 1,828,446.00 | 24.93% | \$ 595,588.83 | 8.1% | \$ 9,757,368.16 | \$ 2,424,034.83 | 133% | \$ 7,980,222.00 | 122% |
| 3402 | I 80 E. NIGHTINGALE INTERCHANGE | ROAD AND HIGHWAY BUILDERS | Crew 904 - Boge | BRADSHAW, JOHN | \$ 11,464,464.00 | \$ 654,400.00 | 5.71% | \$ 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 | LETOILE, JOHN | \$ 1,021,452.00 | \$ - | 0.00% | \$ 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 | 1.05% | \$ 897,722.19 | 7.8% | \$ 12,554,354.33 | \$ 1,018,819.33 | 109% | \$ 12,481,526.00 | 101% |
| 3438 | SIGNAL HEAD ON MULTIPLE INTERSECTIONS | MERIT ELECTRIC COMPANY | Crew 904 - Boge | CERAGIOLI, JIM | \$ 1,013,762.20 | \$ 76,103.32 | 7.51% | \$ 139,582.73 | 13.8% | \$ 1,229,448.25 | \$ 215,686.05 | 121% | \$ 1,205,826.00 | 102% |
| 3444 | SR 604, LAS VEGAS BLDV, MILL AND OVERLAY | LAS VEGAS PAVING | Crew 901- Alhwayek | BRADSHAW, JOHN | \$ 5,035,000.00 | \$ 172,198.58 | 3.42% | \$ (366,348.10) | -7.3% | \$ 4,840,850.48 | \$ (194,149.52) | 96% | \$ 5,401,284.00 | 90% |
| 3445 | US 95/I-515, FLAMINGO RD INTERCHANGE, RETRO | LAS VEGAS PAVING | Crew 922 - Christiansen | PETERSON, CHRISTOPHER | \$ 3,416,804.05 | \$ 63,906.89 | 1.87% | \$ (51,134.39) | -1.5% | \$ 3,429,576.55 | \$ 12,772.50 | 100% | \$ 3,661,844.00 | 94% |
| 3446 | US 395, WATERLOO LN TO JNCT WITH US50 | A. TEICHERT & SON | HDR - Selmi | JOHNSON, NICHOLAS | \$ 12,913,116.86 | \$ 372,516.35 | 2.88% | \$ 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 | MERRILL, STEVE | \$ 379,000.00 | \$ 18,053.00 | 4.76% | \$ 15,928.57 | 4.2% | \$ 412,981.57 | \$ 33,981.57 | 109% | \$ 449,320.00 | 92% |
| 3450 | I 80, HUNTER INTER. TO W. ELKO INTER | STAKER & PARSON | Crew 912- Simmons | BIRD, STEVE | \$ 7,684,054.52 | \$ 196,017.82 | 2.55% | \$ (199,461.28) | -2.6% | \$ 7,680,611.06 | \$ (3,443.46) | 100% | \$ 8,298,604.00 | 93% |
| 3452 | SR 828, FARM DISTRICT ROAD | DON GARCIA EXCAVATING & PAVING | Crew 904- Boge | BIRD, STEVE | \$ 368,864.40 | \$ 2,887.38 | 0.78% | \$ 80,809.58 | 21.9% | \$ 452,561.36 | \$ 83,696.96 | 123% | \$ 423,751.00 | 107% |
| 3458 | MULTIPLE INTERSECTIONS IN DISTRICT II, SIGNAL MOD | MERIT ELECTRIC COMPANY | Crew 904- Boge | CERAGIOLI, JIM | \$ 580,325.46 | \$ (18,921.34) | -3.26% | \$ (60,009.11) | -10.3% | \$ 501,395.01 | \$ (78,930.45) | 86% | \$ 661,238.00 | 76% |
| 3460 | SR 373, CA/NV STATE LINE TO US 95 | LAS VEGAS PAVING | CM WORKS- Ferguson | FINERTY, JENICA / PARSONS | \$ 3,895,000.00 | \$ (50,760.86) | -1.30% | \$ 388,821.23 | 10.0% | \$ 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 | 4.54% | \$ 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) | -0.11% | \$ 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 | 0.63% | \$ (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 | CAMPBELL, LORI | \$ 341,000.00 | \$ - | 0.00% | \$ 3,123.50 | 0.9% | \$ 344,123.50 | \$ 3,123.50 | 101% | \$ 409,300.00 | 84% |
| 3475 | CLARK CO, HENDERSON, FLASHING YELLOW SIG. MOD. | AMEC ELECTRIC | Crew 922- Christiansen | CERAGIOLI, JIM | \$ 940,692.00 | \$ - | 0.00% | \$ 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) | -13.65% | \$ (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 | 0.00% | \$ 17,028.85 | 0.2% | \$ 8,671,754.23 | \$ 17,100.23 | 100% | \$ 9,273,087.00 | 94% |
| 3480 | SR 372, CA/NV to SR 160 | AGGREGATE INDUSTRIES | Crew 902- Yousuf | BIRD, STEVE | \$ 8,175,000.00 | \$ - | 0.00% | \$ (218,040.93) | -2.7% | \$ 7,956,959.07 | \$ (218,040.93) | 97% | \$ 8,767,449.00 | 91% |
| 3500R | I 15, MATERIALS PIT FENCING | LAS VEGAS PAVING | Crew 902- Yousuf | MAXWELL, KEVIN | \$ 812,000.00 | \$ - | 0.00% | \$ 5,326.89 | 0.7% | \$ 817,326.89 | \$ 5,326.89 | 101% | \$ 911,520.00 | 90% |
| 3502 | I-80, BATTLE INTERCHANGE TO ROSNEY CREEK | INTERSTATE IMPROVEMENT | Crew 920 - Schwartz | BRADSHAW, JOHN | \$ 3,181,013.78 | \$ - | 0.00% | \$ 52,380.46 | 1.6% | \$ 3,233,394.24 | \$ 52,380.46 | 102% | \$ 3,411,871.00 | 95% |
| 3511 | US 6, MICROSURFACING | INTERMOUNTAIN SLURRY SEAL | Crew 915- Strganac | BUSH, ANITA | \$ 632,222.00 | \$ 33,360.00 | 5.28% | \$ 17,915.46 | 2.8% | \$ 683,497.46 | \$ 51,275.46 | 108% | \$ 676,478.00 | 101% |
| 3517 | US 395, CARSON C. FRWY, DEMO LANDMARK BLDG | FACILITIES MANAGEMENT | Crew 907- Lani | JOHNSON, NICHOLAS | \$ 103,000.20 | \$ - | 0.00% | \$ (7,372.08) | -7.2% | \$ 95,628.12 | \$ (7,372.08) | 93% | \$ 116,090.00 | 82% |
| 3520 | SIGNAL MODIFICATIONS ON MULTIPLE INTERSECTIONS | LAS VEGAS ELECTRIC INC | Crew 922- Christiansen | CERAGIOLI, JIM | \$ 179,229.18 | \$ - | 0.00% | \$ 15,869.52 | 8.9% | \$ 195,098.70 | \$ 15,869.52 | 109% | \$ 247,905.00 | 79% |
| 3521 | D3 - SIGNAL MODIFICATIONS ON MULTIPLE INTERSECTIONS | PAR ELECTRIC CONTRACTORS | DISTRICT- B. RATLIFF | CERAGIOLI, JIM | \$ 294,830.00 | \$ - | 0.00% | \$ 2,356.00 | 0.8% | \$ 297,186.00 | \$ 2,356.00 | 101% | \$ 382,003.00 | 78% |
| 3523 | SAFETY IMPROVEMENTS THROUGHOUT DIST. 1 | NV. BARRICADE & SIGN CO. INC. | Crew 903 - Voigt | CERAGIOLI, JIM | \$ 417,777.77 | \$ - | 0.00% | \$ (21,462.70) | -5.1% | \$ 396,315.07 | \$ (21,462.70) | 95% | \$ 470,311.00 | 84% |

| | |
|---|-------------------|
| Total Bid Amount | \$ 259,215,181.59 |
| Total CCO Amount | \$ 9,867,520.88 |
| Change Order Rate | 3.8% |
| Total Quantity Adjustments | \$ 5,598,798.59 |
| Quantity Adjustment Rate | 2.2% |
| Total Amount Paid | \$ 274,681,501.06 |
| Total Amount Over/Under Original Bid Amount | \$ 15,466,319.47 |
| Percent of Original Bid | 106.0% |
| Total Agreement Estimate (Budget) | \$ 274,885,056.45 |
| Percent Agreement Estimate | 100% |
| Number Projects with Total Amount Paid Over Agreement Estimate (Budget) | 12 |
| Number Projects with Total Amount Paid Under or Equal to Agreement Estimate (Budget) | 23 |

Construction Terms:

Contract Change Order: Written modification to the contract covering changes in the plans or specifications, establishes basis for payment & time adjustments.

Quantity Adjustments: The difference in cost between the estimated quantities at bid time and the actual quantities placed.

Agreement Estimate (Budget): The bid based on the estimated quantities plus other estimated ancillary costs such as contingencies, asphalt and/or fuel escalation .

Notice To Proceed: A written notice to the Contractor to proceed with the contract work.

Construction Complete: All construction activity completed including final punch list items.

Project Closed Out: All certifications, clearances, as-built plans, and reports are processed, final pay quantities audited and agreed to, and retention released.

Contract No.: 3267

NDOT Project No.: 72880, 60249 & 60250

FHWA Project No.: NH-050-2(007), SPSR-0822(001) & STP-050-2(006)

County: Lyon

Length: 0.15 miles

Location: On US 50 in Lyon Co., from .50 miles E. of Virginia City Rd. (SR 341) to Fortune Dr., on Us 50 from Fortune Dr. to Chaves Rd.

Work Description: 2.75 inch Coldmill, 2 inch Plantmix Bituminous Surface with Open Grade.

Contract Awarded: June 15, 2005

Notice to Proceed: July 18, 2005

Work Completed: October 23, 2006

Work Accepted: August 27, 2008

Final Payment: July 17, 2013

Contractor: Road & Highway Builders LLC.

Resident Engineer: NDOT Crew 911 – J. Angel

Designer: Christopher Petersen

Project Performance:

| | |
|--|-----------------|
| Engineers Estimate: | \$12,490,874.05 |
| Bid Price: | \$14,292,292.00 |
| Final Contract Amount: | \$16,132,339.08 |
| Dollar Amount Over/Under Bid: | \$1,840,047.08 |
| Percent Bid: | 113% |
| Construction Engineering Costs: | \$2,188,639.08 |
| Total Change Orders: | \$844,073.59 |
| Percent Change Orders: | 5.9% |
| Settlements/Claims: | none |
| Original Working Days: | 220 |
| Updated Working Days: | 223 |
| Charged Working Days: | 217 |
| Liquidated Damages: | - \$95,069.21 |

Project Cost Breakdown:

| | |
|----------------------------------|-------------------------|
| Preliminary Engineering: | \$15,631.33 (0.10%) |
| Right of Way: | not captured |
| Construction Engineering: | \$2,188,639.08 (13.57%) |
| Construction Contract: | \$16,132,339.08 |
| Total Project Cost: | \$18,336,609.49 |

Contract No.: 3290

NDOT Project No.: 73217

FHWA Project No.: STP-0146(004)

County: Clark

Length: 2.400 Km

Location: SR 146, SAINT ROSE PARKWAY IN HENDERSON, PHASE 2A, FROM SOUTHERN HIGHLANDS PARKWAY TO GILLESPIE STREET. CL0.00 TO 1.54

Work Description: RECONSTRUCT THE I 15 / SAINT ROSE PARKWAY INTERCHANGE AND WIDEN SAINT ROSE PARKWAY TO EIGHT LANES.

Contract Awarded: January 26, 2006

Notice to Proceed: March 13, 2006

Work Completed: July 11, 2008

Work Accepted: January, 12, 2009

Final Payment: December 3, 2013

Contractor: Aggregate Industries SWR Inc.

Resident Engineer: NDOT Crew 906– G. Petrenko

Designer: Miranda Eduardo

Project Performance:

| | |
|--|-----------------|
| Engineers Estimate: | \$50,603,753.25 |
| Bid Price: | \$61,242,038.90 |
| Final Contract Amount: | \$63,003,330.91 |
| Dollar Amount Over/Under Bid: | \$1,761,292.01 |
| Percent Bid: | 103% |
| Construction Engineering Costs: | \$1,673,050.44 |
| Total Change Orders: | \$43,565.36 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 475 |
| Updated Working Days: | 537 |
| Charged Working Days: | 518 |
| Liquidated Damages: | - \$9,210.91 |

Project Cost Breakdown:

| | |
|----------------------------------|------------------------|
| Preliminary Engineering: | \$8,720,627.17 (3.40%) |
| Right of Way: | \$50,068,161.52 |
| Construction Engineering: | \$1,673,050.44 (6.60%) |
| Construction Contract: | \$26,779,189.04 |
| Total Project Cost: | \$87,241,028.17 |

Contract No.: 3339

NDOT Project No.: 72716; 60261

FHWA Project No.: DE-0573(002); DE-PLH-0573(006)

County: Clark

Length: 0.96 miles

Location: SR 573, Craig Road, at the UPPR crossing and on SR 573, in North Las Vegas, From Berg Street to Pecos Road. CL 28.88 to 29.84

Work Description: Widen the roadway from 4 to 6 lanes. Construct a grade separation.

Contract Awarded: October 3, 2007

Notice to Proceed: November 19, 2007

Work Completed: May 30, 2009

Work Accepted: June 16, 2010

Final Payment: June 4, 2013

Contractor: Aggregate Industries SWR Inc.

Resident Engineer: NDOT Crew 926 – A. Sulahria

Designer: John Eiche

Project Performance:

| | |
|--|-----------------|
| Engineers Estimate: | \$33,893,128.15 |
| Bid Price: | \$34,182,531.77 |
| Final Contract Amount: | \$35,164,940.13 |
| Dollar Amount Over/Under Bid: | \$982,408.36 |
| Percent Bid: | 103% |
| Construction Engineering Costs: | \$2,377,763.87 |
| Total Change Orders: | \$520,754.02 |
| Percent Change Orders: | 1.5% |
| Settlements/Claims: | none |
| Original Working Days: | 475 |
| Updated Working Days: | 415 |
| Charged Working Days: | 415 |
| Liquidated Damages: | - \$48,983.90 |

Project Cost Breakdown:

| | |
|----------------------------------|------------------------|
| Preliminary Engineering: | \$1,677,512.24 (4.27%) |
| Right of Way: | \$55,617.58 |
| Construction Engineering: | \$2,377,763.87 (6.05%) |
| Construction Contract: | \$35,164,940.13 |
| Total Project Cost: | \$39,275,833.82 |

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 ROSNY CREEK GRADE SEPARATION TO THE LA / EU COUNTY LINE. LA 15.89 TO 26.97

Work Description: 1.50INCH COLD MILL, 2.5 INCH PBS 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 Bid: | 120% |
| Construction Engineering Costs: | \$1,081,457.85 |
| Total Change Orders: | \$3,163,228.25 |
| Percent Change Orders: | 35.40% |
| Settlements/Claims: | none |
| Original Working Days: | 100 |
| Updated Working Days: | 100 |
| Charged Working Days: | 99 |
| Liquidated Damages: | - \$15,647.80 |

Project Cost Breakdown:

| | |
|----------------------------------|-------------------------|
| Preliminary Engineering: | \$377,052.63 (3.48%) |
| Right of Way: | \$8,891.06 |
| Construction Engineering: | \$1,081,457.85 (10.10%) |
| Construction Contract: | \$10,678,537.77 |
| Total Project Cost: | \$12,145,939.31 |

Contract No.: 3361
NDOT Project No.: 73218
FHWA Project No.: STP-0146(003)
County: Clark
Length: 5.15 km

Location: SR 146, SAINT ROSE PARKWAY IN HENDERSON, PHASE 2B, FROM GILLESPIE STREET TO SEVEN HILLS DRIVE / SPENCER AVENUE AND FROM GILLSPIE STREET TO SEVEN HILLS DRIVE HILLS DRIVE / SPENCER AVENUE AND CORONADO CENTER DRIVE TO I 215. CL 1.54 TO 4.27 AND 6.06 TO 6.55

Work Description: WIDEN SAINT ROSE PARKWAY TO EIGHT LANE

Contract Awarded: February 6, 2009

Notice to Proceed: March 2, 2009

Work Completed: March 8, 2010

Work Accepted: October 26, 2011

Final Payment: September 18, 2013

Contractor: Aggregate Industries SWR Inc.

Resident Engineer: NDOT Crew 922 – D. Christiansen

Designer: Miranda Eduardo

Project Performance:

| | |
|--|----------------|
| Engineers Estimate: | \$9,344,700.15 |
| Bid Price: | \$6,583,366.05 |
| Final Contract Amount: | \$7,959,022.05 |
| Dollar Amount Over/Under Bid: | \$1,375,656.00 |
| Percent Bid: | 121% |
| Construction Engineering Costs: | \$1,040,165.99 |
| Total Change Orders: | \$1,163,772.66 |
| Percent Change Orders: | 17.68% |
| Settlements/Claims: | none |
| Original Working Days: | 100 |
| Updated Working Days: | 220 |
| Charged Working Days: | 220 |
| Liquidated Damages: | - \$33,389.53 |

Project Cost Breakdown:

| | |
|----------------------------------|-------------------------|
| Preliminary Engineering: | \$1,435,504.26 (32.56%) |
| Right of Way: | \$1,930,621.87 |
| Construction Engineering: | \$1,040,165.99 (13.06%) |
| Construction Contract: | \$7,959,022.05 |
| Total Project Cost: | \$12,365,314.17 |

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 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: | 0 |
| 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 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 |

Contract No.: 3397
NDOT Project No.: 60402
FHWA Project No.: ARRA-015-1(140)
County: Clark
Length: 0.00
Location: 1-15 FM CA/NV STATELINE TO MP 16.35.
Work Description: 2 3/4" COLDMILL, 2" PBS WITH 3/4" OG
Contract Awarded: October 22, 2009
Notice to Proceed: November 23, 2009
Work Completed: December 15, 2010
Work Accepted: April 23, 2012
Final Payment: October 2, 2013

Contractor: Fisher Sand & Gravel Co.

Resident Engineer: NDOT Crew 916 – T. Ruguleiski

Designer: Christopher Petersen

Project Performance:

| | |
|--|----------------|
| Engineers Estimate: | \$8,496,584.00 |
| Bid Price: | \$7,333,333.33 |
| Final Contract Amount: | \$9,757,368.16 |
| Dollar Amount Over/Under Bid: | \$2,424,034.83 |
| Percent Bid: | 133% |
| Construction Engineering Costs: | \$711,906.74 |
| Total Change Orders: | \$1,828,446.00 |
| Percent Change Orders: | 24.93% |
| Settlements/Claims: | none |
| Original Working Days: | 120 |
| Updated Working Days: | 120 |
| Charged Working Days: | 120 |
| Liquidated Damages: | - \$69,941.30 |

Project Cost Breakdown:

| | |
|----------------------------------|----------------------|
| Preliminary Engineering: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$711,906.74 (7.29%) |
| Construction Contract: | \$9,757,368.16 |
| Total Project Cost: | \$10,469,274.90 |

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 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 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: | 0 |
| 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 |

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 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.: 3438

NDOT Project No.: 73581

FHWA Project No.: SI-0032(076)

County: Washoe, Douglas & Carson City

Length: 0.00

Location: Multiple Intersections Throughout District Two.

Work Description: SIGNAL HEAD MODIFICATIONS. SYSTEMIC REPLACEMENT OF 5 SECTION P/P HEADS TO FOUR SECTION P/P HEADS (UTILIZING FLASHING YELLOW ARROW) AND REMOVE AND REPLACE EXISTING PED HEADS TO PED COUNTDOWN TIMERS

Contract Awarded: October 28, 2010

Notice to Proceed: November 29, 2010

Work Completed: November, 15, 2011

Work Accepted: November 6, 2012

Final Payment: October 8, 2013

Contractor: Merit Electric Company

Resident Engineer: NDOT Crew 904 – L. Boge

Designer: Jim Ceragioli

Project Performance:

| | |
|--|----------------|
| Engineers Estimate: | \$1,497,229.92 |
| Bid Price: | \$1,013,762.20 |
| Final Contract Amount: | \$1,229,448.25 |
| Dollar Amount Over/Under Bid: | \$215,686.05 |
| Percent Bid: | 121% |
| Construction Engineering Costs: | \$175,537.51 |
| Total Change Orders: | \$76,103.32 |
| Percent Change Orders: | 7.51% |
| Settlements/Claims: | none |
| Original Working Days: | 65 |
| Updated Working Days: | 65 |
| Charged Working Days: | 65 |
| Liquidated Damages: | - \$0.00 |

Project Cost Breakdown:

| | |
|----------------------------------|-----------------------|
| Preliminary Engineering: | \$45,953.76 (3.73%) |
| Right of Way: | not captured |
| Construction Engineering: | \$175,537.51 (14.27%) |
| Construction Contract: | \$1,229,448.25 |
| Total Project Cost: | \$1,450,939.52 |

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 Bid: | 96% |
| Construction Engineering Costs: | \$309,086.82 |
| 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: | \$309,086.82 (6.38%) |
| Construction Contract: | *\$4,840,850.48 |
| Total Project Cost: | \$ 5,344,347.65 |

*Final Contract Amount does not reflect \$82,769.30 given back by the contractor and the \$50,000.00 kept from retention.

Contract No.: 3445
NDOT Project No.: 73578
FHWA Project No.: BR-515-1(037)
County: Clark
Length: 0.00 miles
Location: On US-95/ I-515 over Flamingo Road Interchange
Work Description: Seismic Retrofit and Rehabilitation of Structure I-1452.
Contract Awarded: March 25, 2011
Notice to Proceed: July 25, 2011
Work Completed: January 17, 2012
Work Accepted: July 17, 2012
Final Payment: August 5, 2013

Contractor: Las Vegas Paving Corporation

Resident Engineer: NDOT Crew 922 – D. Christiansen

Designer: Christopher Petersen

Project Performance:

| | |
|--|----------------|
| Engineers Estimate: | \$3,417,740.95 |
| Bid Price: | \$3,416,804.05 |
| Final Contract Amount: | \$3,429,576.55 |
| Dollar Amount Over/Under Bid: | \$12,772.50 |
| Percent Bid: | 100% |
| Construction Engineering Costs: | \$243,101.33 |
| Total Change Orders: | \$63,906.89 |
| Percent Change Orders: | 1.87% |
| Settlements/Claims: | none |
| Original Working Days: | 170 |
| Updated Working Days: | 170 |
| Charged Working Days: | 134 |
| Liquidated Damages: | -\$0.00 |

Project Cost Breakdown:

| | |
|----------------------------------|-----------------------|
| Preliminary Engineering: | \$536,681.71 (15.60%) |
| Right of Way: | \$410.36 |
| Construction Engineering: | \$243,101.33 (7.00%) |
| Construction Contract: | \$3,429,576.55 |
| Total Project Cost: | \$4,209,769.95 |

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 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 Bid: | 109% |
| Construction Engineering Costs: | \$136,186.19 |
| Total Change Orders: | \$18,053.00 |
| Percent Change Orders: | 4.76% |
| Settlements/Claims: | none |
| Original Working Days: | 25 |
| Updated Working Days: | 0 |
| 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.: 3450

NDOT Project No.: 60484

FHWA Project No.: IM-080-4(088)

County: Elko

Length: 9.13 Miles

Location: On I-80 from the beginning of asphalt 3.63 miles West of the Hunter Interchange to 0.40 miles West of West Elko Interchange.

Work Description: 1inch Coldmill with 2 inch Plantmix Bituminous Overlay with Open Grade.

Contract Awarded: May 12, 2011

Notice to Proceed: June 13, 2011

Work Completed: August 14, 2012

Work Accepted: November 1, 2012

Final Payment: July 10, 2013

Contractor: Staker & Parson Companies

Resident Engineer: NDOT Crew 912 – M. Simmons

Designer: Steve Bird

Project Performance:

| | |
|--|----------------|
| Engineers Estimate: | \$7,954,099.24 |
| Bid Price: | \$7,684,054.52 |
| Final Contract Amount: | \$7,680,611.06 |
| Dollar Amount Over/Under Bid: | - \$3,443.46 |
| Percent Bid: | 100% |
| Construction Engineering Costs: | \$960,258.11 |
| Total Change Orders: | \$196,017.82 |
| Percent Change Orders: | 2.6% |
| Settlements/Claims: | none |
| Original Working Days: | 100 |
| Updated Working Days: | 140 |
| Charged Working Days: | 140 |
| Liquidated Damages: | - \$19,890.30 |

Project Cost Breakdown:

| | |
|----------------------------------|-----------------------|
| Preliminary Engineering: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$960,258.11 (11.11%) |
| Construction Contract: | \$7,680,611.06 |
| Total Project Cost: | \$8,640,869.17 |

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 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 |

Contract No.: 3458

NDOT Project No.: 60491

FHWA Project No.: SI-0031(101)

County: Washoe & Carson City

Length: 0.00 miles

Location: On Multiple Intersections in District II

Work Description: Signal System Modification, Systemic Replacement of 5 Section P/P Heads (Utilizing Flashing Yellow) & Remove and Replace Existing Ped Heads to Ped Countdown Timers

Contract Awarded: August 4, 2011

Notice to Proceed: September 6, 2011

Work Completed: May 8, 2012

Work Accepted: November 6, 2012

Final Payment: July 24, 2013

Contractor: Merit Electric Company

Resident Engineer: NDOT Crew 904 – L. Boge

Designer: Jim Ceragioli

Project Performance:

| | |
|--|--------------|
| Engineers Estimate: | \$482,961.00 |
| Bid Price: | \$580,325.46 |
| Final Contract Amount: | \$501,395.01 |
| Dollar Amount Over/Under Bid: | \$-78,930.45 |
| Percent Bid: | 86% |
| Construction Engineering Costs: | \$53,489.28 |
| Total Change Orders: | \$-18,921.34 |
| Percent Change Orders: | -3.26% |
| Settlements/Claims: | none |
| Original Working Days: | 60 |
| Updated Working Days: | 60 |
| Charged Working Days: | 43 |
| Liquidated Damages: | - \$0.00 |

Project Cost Breakdown:

| | |
|----------------------------------|----------------------|
| Preliminary Engineering: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$53,489.28 (10.60%) |
| Construction Contract: | \$501,395.01 |
| Total Project Cost: | \$554,884.29 |

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 Bid: | 109% |
| Construction Engineering Costs: | \$883,754.73 |
| Total Change Orders: | - \$50,760.86 |
| Percent Change Orders: | -1.3% |
| 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 |

Contract No.: 3467
NDOT Project No.: 60517
FHWA Project No.: SP-000M (175)
County: Douglas & Washoe
Length: 2.30 miles in Washoe & 9.30 miles 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 Bid: | 159% |
| Construction Engineering Costs: | \$99,217.72 |
| 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: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$99,217.72 (14.00%) |
| Construction Contract: | \$709,035.26 |
| Total Project Cost: | \$807,252.98 |

Contract No.: 3469

NDOT Project No.: 60514

FHWA Project No.: STP-095-5(018)

County: Mineral

Length: 18.90

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, 2013

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: | \$8,154,989.85 |
| Dollar Amount Over/Under Bid: | \$297,356.85 |
| Percent Bid: | 104% |
| Construction Engineering Costs: | \$1,955,865.25 |
| 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: | 108 |
| Liquidated Damages: | -\$5,676.80 |

Project Cost Breakdown:

| | |
|----------------------------------|-------------------------|
| Preliminary Engineering: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$1,955,865.25 (20.59%) |
| Construction Contract: | \$8,154,989.85 |
| Total Project Cost: | \$10,110,855.10 |

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 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 (0.62%) |
| Right of Way: | \$2,129.37 |
| Construction Engineering: | \$327,352.10 (4.10%) |
| 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 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: | 0 |
| 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 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: | 0 |
| 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 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: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$172,154.84 (5.17%) |
| Construction Contract: | \$3,327,089.32 |
| Total Project Cost: | \$3,499,244.16 |

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 El 11.80 to El 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 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: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$1,378,403.88 (15.89%) |
| Construction Contract: | \$8,671,754.23 |
| Total Project Cost: | \$10,050,158.11 |

Contract No.: 3480

NDOT Project No.: 73649

FHWA Project No.: SP-000M(158)

County: Nye

Length: 16.29 miles

Location: On SR. 372 from the Calif/ Nev. State Line to SR. 160 and on ST. RT. 160
1.317 Miles N. of Clark/ Nye County Line to MI post NY – 9.954

Work Description: 2 inch Mill and 2 inch Plantmix Bituminous Surface with ¾ inch
Open Grade Wearing Course

Contract Awarded: January 19, 2012

Notice to Proceed: March 5, 2012

Work Completed: November 9, 2012

Work Accepted: December 7, 2012

Final Payment: December 31, 2013

Contractor: Aggregate Industries SWR Inc.

Resident Engineer: NDOT Crew 902 – S. Yousuf

Designer: Steve Bird

Project Performance:

| | |
|--|----------------|
| Engineers Estimate: | \$9,351,094.50 |
| Bid Price: | \$8,175,000.00 |
| Final Contract Amount: | \$7,956,959.07 |
| Dollar Amount Over/Under Bid: | - \$218,040.93 |
| Percent Bid: | 97% |
| Construction Engineering Costs: | \$437,607.41 |
| Total Change Orders: | \$0 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 120 |
| Updated Working Days: | 120 |
| Charged Working Days: | 126 |
| Liquidated Damages: | - \$156,028.10 |

Project Cost Breakdown:

| | |
|----------------------------------|----------------------|
| Preliminary Engineering: | \$170,287.04 (2.10%) |
| Right of Way: | \$10,121.22 |
| Construction Engineering: | \$437,607.41 (5.40%) |
| Construction Contract: | \$7,956,959.07 |
| Total Project Cost: | \$8,574,974.74 |

Contract No.: 3500 READV

NDOT Project No.: 73601& 73626

FHWA Project No.: SP-000M(157) & SPI-015-1(061)

County: Clark

Length: 0.00 miles

Location: I-15 Materials Pit 82-03 at Milepost CL 22.00

Work Description: Install fencing around portion of Materials Pit CL 82-03 and contour grading of Detention Basins.

Contract Awarded: June 22, 2012

Notice to Proceed: August 6, 2012

Work Completed: November 14, 2012

Work Accepted: May 23, 2013

Final Payment: July 17, 2013

Contractor: Las Vegas Paving Corporation

Resident Engineer: NDOT Crew 902 – S. Yousuf

Designer: Kevin Maxwell

Project Performance:

| | |
|--|--------------|
| Engineers Estimate: | \$940,968.66 |
| Bid Price: | \$812,000.00 |
| Final Contract Amount: | \$817,326.89 |
| Dollar Amount Over/Under Bid: | \$5,326.89 |
| Percent Bid: | 101% |
| Construction Engineering Costs: | \$115,341.44 |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0% |
| Settlements/Claims: | none |
| Original Working Days: | 70 |
| Updated Working Days: | 70 |
| Charged Working Days: | 64 |
| Liquidated Damages: | -\$1,000.00 |

Project Cost Breakdown:

| | |
|----------------------------------|-----------------------|
| Preliminary Engineering: | \$40,630.25 (4.17%) |
| Right of Way: | \$1,132.56 |
| Construction Engineering: | \$115,341.44 (11.84%) |
| Construction Contract: | \$817,326.89 |
| Total Project Cost: | \$974,431.14 |

Contract No.:3502

NDOT Project No.: 73620

FHWA Project No.: IM-080-3(068)

County: Lander

Length: 6.84 Miles

Location: On I-80 from 0.929 miles E. of Battle Mountain Interchange the beginning of PCCP to 0.416 miles W. of the Rosney Creek Grade Separation.

Work Description: Dowel Bar Retrofit, Profile Grind, Saw and Seal Joints.

Contract Awarded: April 2 2012

Notice to Proceed: May 7 2012

Work Completed: October 18 2012

Work Accepted: November 14 2012

Final Payment: February 4 2013

Contractor: Interstate Improvement Inc.

Resident Engineer: NDOT Crew 920 –Dave Schwartz

Designer: John Bradshaw

Project Performance:

| | |
|--|----------------|
| Engineers Estimate: | \$4,597,695.75 |
| Bid Price: | \$3,181,013.78 |
| Final Contract Amount: | \$3,233,394.24 |
| Dollar Amount Over/Under Bid: | \$52,380.46 |
| Percent Bid: | 102% |
| Construction Engineering Costs: | \$172,515.95 |
| Total Change Orders: | \$0 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 100 |
| Updated Working Days: | 100 |
| Charged Working Days: | 100 |
| Liquidated Damages: | - \$.00 |

Project Cost Breakdown:

| | |
|----------------------------------|----------------------|
| Preliminary Engineering: | \$113,544.83 (3.51%) |
| Right of Way: | \$6,174.27 |
| Construction Engineering: | \$172,515.95 (4.89%) |
| Construction Contract: | \$3,233,394.24 |
| Total Project Cost: | \$3,525,626.29 |

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 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: | 0 |
| 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 |

Contract No.: 3517

NDOT Project No.: 60563

FHWA Project No.: NH-395-1(025)

County: Carson City

Length: N/A

Location: On US 395, Carson City Freeway, at South Carson Street and the Junction of US 50.

Work Description: Demolition of the NDOT Landmark Building.

Contract Awarded: October 23, 2012

Notice to Proceed: November 26, 2012

Work Completed: February 13, 2013

Work Accepted: March 13, 2013

Final Payment: June 18, 2013

Contractor: Facilities Management Inc.

Resident Engineer: NDOT Crew 907 – S. Lani

Designer: Nicholas Johnson

Project Performance:

| | |
|--|--------------|
| Engineers Estimate: | \$125,883.82 |
| Bid Price: | \$103,000.20 |
| Final Contract Amount: | \$95,628.12 |
| Dollar Amount Over/Under Bid: | -\$7,372.08 |
| Percent Bid: | 93% |
| Construction Engineering Costs: | \$13,555.03 |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0% |
| Settlements/Claims: | none |
| Original Working Days: | 45 |
| Updated Working Days: | 45 |
| Charged Working Days: | 41 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|----------------------------------|----------------------|
| Preliminary Engineering: | not captured |
| Right of Way: | not captured |
| Construction Engineering: | \$13,555.33 (12.41%) |
| Construction Contract: | \$95,628.12 |
| Total Project Cost: | \$ 109,183.45 |

Contract No.: 3520**NDOT Project No.:** 73721**FHWA Project No.:** SI - 0032(105)**County:** Clark**Length:** 0.00miles**Location:** Signal Modifications on Multiple Intersections in District 1. City of Mesquite Package 1.**Work Description:** Signal system modifications in City of Mesquite. Systemic replacement of 5 section P/P Heads to 4 section P/P heads (utilizing flashing yellow arrow)..**Contract Awarded:** October 12, 2012**Notice to Proceed:** November 26, 2012**Work Completed:** February 8, 2013**Work Accepted:** May 16, 2013**Final Payment:** August 21, 2013**Contractor:** Las Vegas Electric Inc.**Resident Engineer:** NDOT Crew 922 – D. Christiansen**Designer:** Jim Ceragioli**Project Performance:**

| | |
|--|--------------|
| Engineers Estimate: | \$137,352.19 |
| Bid Price: | \$179,229.18 |
| Final Contract Amount: | \$195,098.70 |
| Dollar Amount Over/Under Bid: | \$15,869.52 |
| Percent Bid: | 109% |
| Construction Engineering Costs: | \$9955.19 |
| Total Change Orders: | \$0 |
| Percent Change Orders: | 0.00% |
| Settlements/Claims: | none |
| Original Working Days: | 40 |
| Updated Working Days: | 40 |
| Charged Working Days: | 5 |
| Liquidated Damages: | - \$0.00 |

Project Cost Breakdown:

| | |
|----------------------------------|--------------------|
| Preliminary Engineering: | \$5,684.67 (2.91%) |
| Right of Way: | not captured |
| Construction Engineering: | \$9,955.19 (5.10%) |
| Construction Contract: | \$195,098.70 |
| Total Project Cost: | \$210,738.56 |

Contract No.: 3521

NDOT Project No.: 73731, 73732 & 73733

FHWA Project No.: SI-0032(109), SI-0032(110) & SI-0032(111)

County: Elko, White Pine & Humboldt

Length: 0.00 Miles

Location: Multiple Intersections in D3 – Jackpot, Ely and Winnemucca

Work Description: SIGNAL SYSTEM MODIFICATION. SYSTEMIC REPLACEMENT OF 5 SECTION P/P HEADS TO 4 SECTION P/P HEADS (UTILIZING FLASHING YELLOW ARROW).

Contract Awarded: October 12, 2012

Notice to Proceed: November 13, 2012

Work Completed: April 19, 2013

Work Accepted: May 21, 2013

Final Payment: November 19, 2013

Contractor: Par Electrical Contractors Inc.

Resident Engineer: NDOT Crew 963 – B. Ratliff

Designer: Jim Ceragioli

Project Performance:

| | |
|--|--------------|
| Engineers Estimate: | \$263,763.52 |
| Bid Price: | \$294,830.00 |
| Final Contract Amount: | \$297,186.00 |
| Dollar Amount Over/Under Bid: | \$2,356.00 |
| Percent Bid: | 101% |
| Construction Engineering Costs: | \$21,261.48 |
| Total Change Orders: | \$0 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 40 |
| Updated Working Days: | 40 |
| Charged Working Days: | 35 |
| Liquidated Damages: | - \$0.00 |

Project Cost Breakdown:

| | |
|----------------------------------|---------------------|
| Preliminary Engineering: | \$5,632.77 (1.90%) |
| Right of Way: | not captured |
| Construction Engineering: | \$21,261.48 (7.20%) |
| Construction Contract: | \$297,186.00 |
| Total Project Cost: | \$324,080.25 |

Contract No.: 3523

NDOT Project No.: 73717

FHWA Project No.: SI-0032(101)

County: Clark/ Lincoln/ Lander/ Nye/ Mineral/ Esmeralda

Length: 0.00 miles

Location: Various Intersections Throughout District 1

Work Description: Install Intersection Safety Improvements (Solar Flashing Stop Beacons, Transverse Rumble strips and Advance Stop Ahead Signs).

Contract Awarded: October 12, 2012

Notice to Proceed: November 13, 2012

Work Completed: February 9, 2013

Work Accepted: June 4, 2013

Final Payment: September 16, 2013

Contractor: Nevada Barricade & Sign Co. Inc.

Resident Engineer: NDOT Crew 903 – J. Voigt

Designer: Jim Ceragioli

Project Performance:

| | |
|--|--------------|
| Engineers Estimate: | \$608,176.23 |
| Bid Price: | \$417,777.77 |
| Final Contract Amount: | \$396,315.07 |
| Dollar Amount Over/Under Bid: | \$21,462.70 |
| Percent Bid: | 95% |
| Construction Engineering Costs: | \$73,175.57 |
| Total Change Orders: | \$0 |
| Percent Change Orders: | 0.00% |
| Settlements/Claims: | none |
| Original Working Days: | 70 |
| Updated Working Days: | 70 |
| Charged Working Days: | 19 |
| Liquidated Damages: | - \$0.00 |

Project Cost Breakdown:

| | |
|----------------------------------|---------------------|
| Preliminary Engineering: | \$9,480.67 (0.00%) |
| Right of Way: | not captured |
| Construction Engineering: | \$73,175.57 (2.39%) |
| Construction Contract: | \$396,315.07 |
| Total Project Cost: | \$478,971.31 |



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

MEMORANDUM

January 30, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 10, 2013 Transportation Board of Directors Meeting
ITEM #9: Briefing on the Nevada Pacific Parkway Project – *Informational item only*

Summary:

To continue the Department's efforts in being more transparent to the Transportation Board, we would like to provide a status report on the Nevada Pacific Parkway Project, as well as, seek policy guidance from the Transportation Board regarding agreements NDOT enters into with Private Developers. These types of agreements don't fit neatly into any current agreement categories the Board is now approving.

Project History and Status Report:

Back in the early 2000s, the Sonterra Development Company, LLC (comprised of Wade Company, LLC & Lakemont Communities, LLC) approached NDOT with a request to build an additional I-80 interchange, approximately one mile east of the existing US-95 Interchange in Fernley, Nevada.

This new interchange would serve Sonterra's proposed commercial development properties located along the proposed Nevada Pacific Parkway, between I-80 and US 50 Alternate Highway (US 50A) at the south end of the project limits. Any requests for a new interstate interchange requires NDOT to make a formal request to the Federal Highway Administration (FHWA), who holds full approval authority. What was also needed to fulfill the purpose and need for the interchange was a roadway with all appurtenances (Nevada Pacific Parkway) that would physically connect I-80 to US 50A. This new roadway would also serve the public by providing an alternate and more direct route from I-80 to US50A for those motorists not wanting to travel through town.

The main elements of the project included building the I-80 interchange, constructing a 4 lane roadway (2 lanes in each direction), building a bridge over the Union Pacific railroad tracks (just north of US 50A), and connecting the proposed roadway facility to US50A at the southern end of the project. This work would also include building/extending all necessary utilities and securing all the necessary property to build the project.

The project was broken into three phases. The first was to construct the I-80/ Nevada Pacific Parkway Interchange. Because this required construction of an interchange on the interstate, NDOT administered and oversaw the construction contract for this phase. This contract was advertised in November of 2008 and construction work completed in November of 2009. The second phase, which was advertised as a City of Fernley Contract, included construction of a new four lane roadway, including necessary utility work, and would complete the roadway from

where it ended at the Phase 1 project limits and extend south to Newlands Drive. Phase 2 advertised in October of 2011 and construction work completed in June of 2012. The remaining phase includes constructing about one mile of new four lane roadway from Newlands Drive to US 50A, including the bridge over the railroad tracks. The developer is within four to eight months of completing the the design for this 3rd and final phase. The construction cost estimate for this work is approximately \$10M.

Project Approval Process:

By mid-2006, the project scope, schedule and budget had been negotiated by the project stakeholders, who included NDOT, Sonterra- LLC, FHWA, the City of Fernley and Lyon County.

NDOT and the Developer (Sonterra Development, LLC), executed an agreement that outlined the terms and conditions of the entire project, including the funding sources, completion deadlines and responsibilities for the design, construction and maintenance of the new facility.

Until July of 2011, the Transportation Board delegated the approval authority of these types of agreements to the NDOT Director. Therefore, it was not requested nor anticipated that this agreement come before the Transportation Board. The agreement was executed by the Director on October 9th, 2006.

There was, however, an item that did require Transportation Board approval, which was the "Control of Access" openings on the north and south sides of the proposed interchange, necessary to allow traffic to legally access the interstate using the new interchange.

Interstate roadways are "limited access" routes that allow traffic onto and off of the facility at specific and controlled locations, i.e., interchanges. There is an imaginary line along each side of every interstate freeway. NDOT typically uses physical barriers such as fences, walls or barrier rail along these control of access lines to keep motorists from accessing the freeway inbetween interchanges.

Control of access is a property right owned by NDOT and does have value. For this project, NDOT had agreed to donate these access rights, new openings on the north and south sides of the interchange, with an estimated value of \$5,765,000. Right of Way property transactions, including disposing of the surplus property rights, are required to come before the Transportation Board for approval.

This item, "Disposal of the control of access openings for the Nevada Pacific Parkway Interchange", came before the Transportation Board (in accordance with N.R.S 408.533) on September 20th, 2007.

During this Transportation Board Meeting, there was anticipated dialogue surrounding the right-of-way approval process and control of access details, as well as, a lot of discussion regarding the need for the project and when the project would be completed. Of course, there was detailed discussions of the tremendous economic development benefits that would serve the region. The Board did vote and approved the item to dispose of the control of access openings for the project.

After conducting recent interviews with the Developer and ex-NDOT employees, it was understood that the developer began experiencing hardships directly related to the downturn in

the economy and approached NDOT about restructuring the original agreement. The restructuring would allow the Developer more time to complete the project without severe financial consequences. In an attempt to work with the Developer, NDOT negotiate the new terms and conditions amendment to the original contract, which was executed by the Director on August 20th, 2019.

Again, at that time, the Transportation Board delegated its approval authority of these types of agreements and amendments to the NDOT Director. We did learn that the NDOT Director did inform the Transportation Board Chairman of the amendment and the reason for the necessary changes to the original agreement.

We're seeking policy guidance by the Transportation Board regarding the approval of agreements and amendments with private developers. Since July of 2011, NDOT Staff has been working with the Transportation Board to refine the approval authority of the Transportation Board regarding NDOT agreements and amendments.

NDOT/Private Developer Agreements were previously categorized as Interlocal Agreements because of the typically heavy involvement by Local Agencies. In order to provide better transparency and internal consistency, we're recommending the Transportation Board approve agreements and amendments between NDOT and Private Developers for construction projects that seek to use State Gas Tax Funds in the amount of \$300,000 or more.

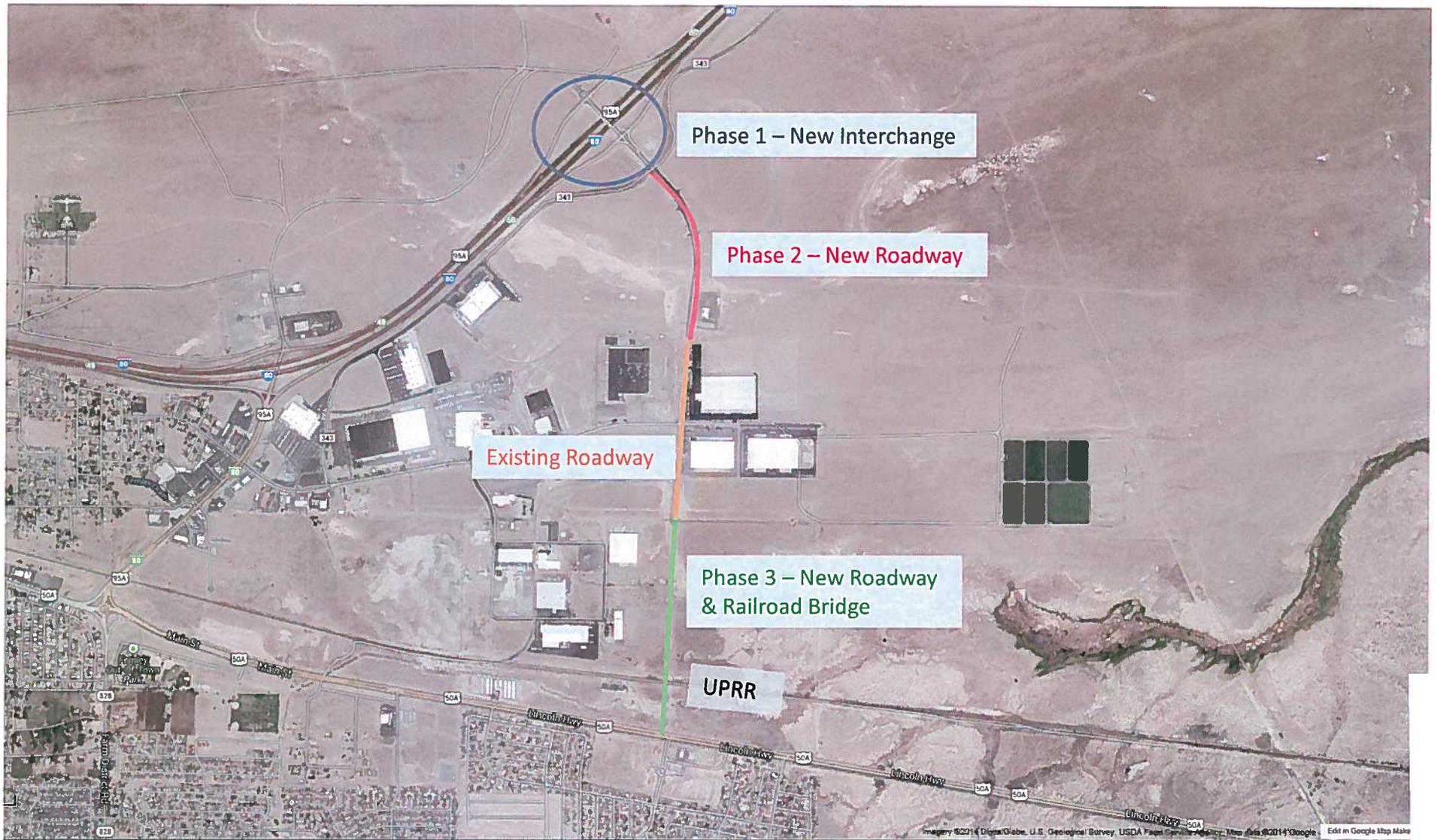
List of Attachments:

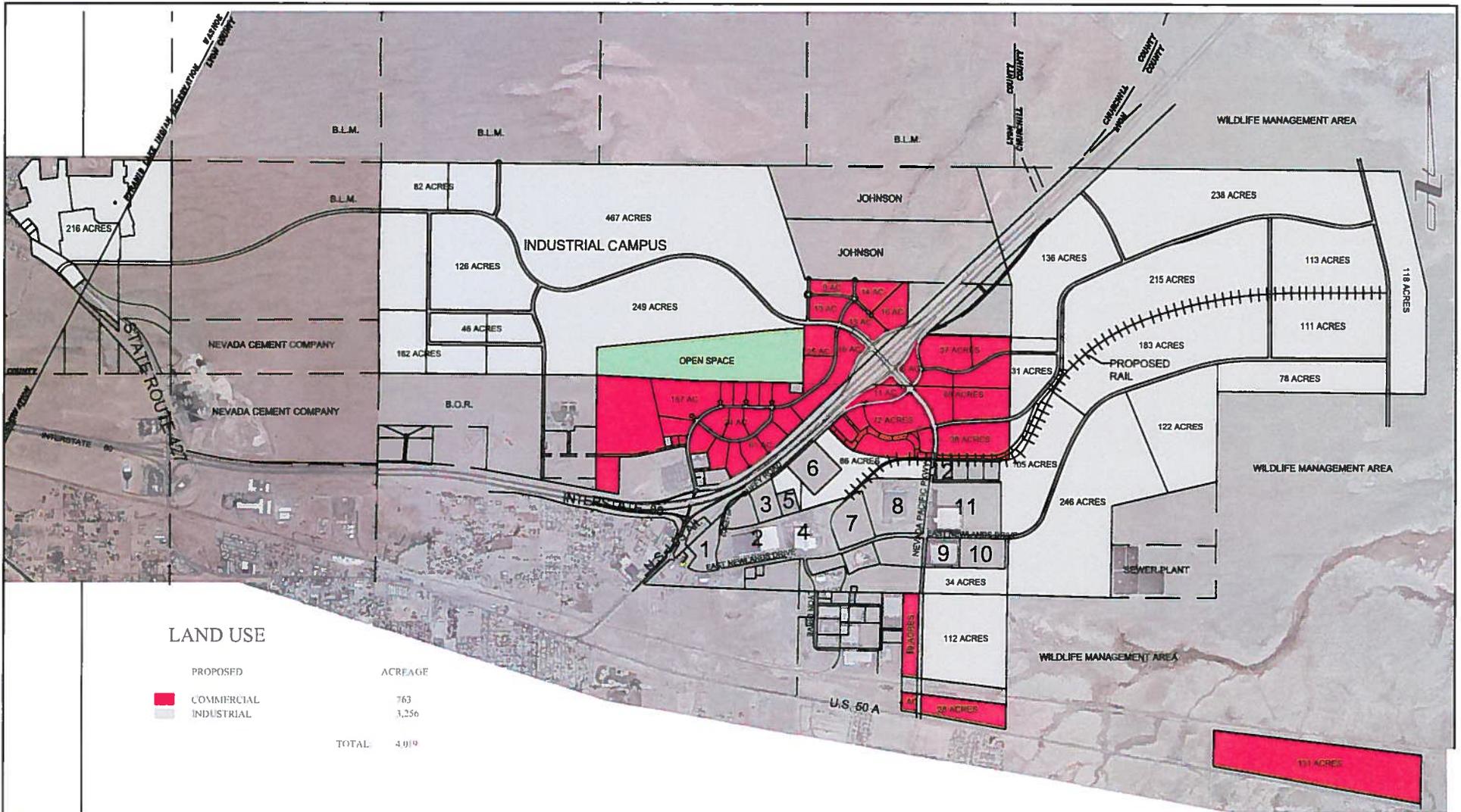
1. Nevada Pacific Parkway Project Site Map
2. Crossroads Commerce Center Development Map
3. Board Memo on Reporting Agreements (August 30, 2013) w/Approval Matrix
4. Board Memo on Agreement & Contract Approval Process (June 27th, 2011)

Prepared by:

Bill Hoffman, Deputy Director

Nevada Pacific Pkwy. Project Site Map





EXISTING DEVELOPMENT

- (1) WALMART
- (2) AMAZON
- (3) LOWES
- (4) TREX MANUFACTURING
- (5) TREX WAREHOUSE
- (6) SHERWIN-WILLIAMS
- (7) AGRU
- (8) QUIBECOR
- (9) UPS
- (10) TREX WAREHOUSE
- (11) MSC
- (12) SOUTHWEST GAS

CROSSROADS COMMERCE CENTER



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

MEMORANDUM

August 30, 2013

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: Reporting of Contracts, Agreements and Settlements

The purpose of this memo is to inform the Board of the current process used by the Department to report items as either informational or action on a routine basis, especially as it relates to procurements.

During the July 2011 Transportation Board of Directors Meeting the Board was presented with Item #9: Agreement and Contract Process Approval (attached), including two options for reporting contracts and agreements as either informational or action items. The Board selected Option #2 which outlined specific reporting requirements for the following: claim settlements; agreements related to policy and planning for railways, urban public transportation and aviation; design-build construction contracts; agreements over \$300,000 for non-construction matters; construction contracts; right of way acquisition agreements; disaster or emergency agreements; agreements or contracts not involving the expenditure of state funds; matters handled by State Purchasing; and routine operational matters.

The process described under Option #2 provides an excellent foundation upon which the Department has reported items to the Transportation Board of Directors since October 2011. The Department has since learned that the documented process does not provide for all possible situations where a contract or agreement might be presented to the Board, and therefore has applied its best interpretation of the process defined in Option #2 and reported such items accordingly. For example, the Construction Manager at Risk (CMAR) method of procurement was not in use at the time the Board approved the reporting process. When the CMAR process was implemented the Department agreed to provide the Board with approval authority for each stage of procurement, regardless of the dollar amounts in question. This process did not precisely follow the contract and agreement reporting thresholds defined in Option #2.

Attached is a matrix of current reporting practices in use by the Department. This information is provided as a clarification and expansion of the reporting process as defined in Item #9: Agreement and Contract Process Approval, Option #2 presented at the July 2011 Transportation Board of Directors Meeting. It is provided for your information, to document the current reporting process.

| Line # | Type | Board of Examiners Approval | Transportation Board Approval | Transportation Board Informational | Tort Claims Administrator | Not Reported to Board | Source | Notes |
|--------|---|-----------------------------|-------------------------------|------------------------------------|---------------------------|-----------------------|--------------------------|---|
| 1 | 100% Federal/Local Expenditure Agreements | | | | | x | July 2011 Board Meeting | Includes most Stewardship agreements |
| 2 | Agreements Over \$300,000 | | x | | | | July 2011 Board Meeting | Non-construction matters, except railways, urban public transport & aviation |
| 3 | Agreements Under \$300,000 | | | x | | | July 2011 Board Meeting | |
| 4 | Amendment Bringing Agreement Total Over \$300,000 | | x | | | | NDOT Director's Office * | For example: Existing Agreement \$250,000, Amendment \$185,000 |
| 5 | Amendment Keeping Agreement Total Under \$300,000 | | | x | | | NDOT Director's Office * | For example: Existing Agreement \$250,000, Amendment \$45,000 |
| 6 | Amendment Over \$300,000 | | x | | | | NDOT Director's Office * | Regardless of existing agreement amount |
| 7 | Amendment up to \$300,000 - Existing Agreement Total Over \$300,000 | | | x | | | NDOT Director's Office * | For example: Existing Agreement \$350,000, Amendment \$45,000 |
| 8 | Claim Settlements | x | | x | | | July 2011 Board Meeting | Includes personnel, construction, and right-of-way claims |
| 9 | CMAR Construction Contracts (any amount) | | x | | | | NDOT Director's Office | The Construction Manager at Risk method of procurement was not used by NDOT prior to July 2011, and therefore was not addressed in the Board Reporting policy adopted that month. This reporting process was defined and refined by the Director's Office as agreements and construction contracts for CMAR projects arose. |
| 10 | CMAR Independent Cost Estimator Service Agreements Over \$300,000 | | x | | | | NDOT Director's Office | |
| 11 | CMAR Independent Cost Estimator Service Agreements Up To \$300,000 | | | x | | | NDOT Director's Office | |
| 12 | CMAR Pre-Construction Services Agreements (any amount) | | x | | | | NDOT Director's Office | |
| 13 | Construction Contracts: Engineer's Estimate >\$250,000, Low Bid Price Over \$5 million | | x | | | | July 2011 Board Meeting | |
| 14 | Construction Contracts: Engineer's Estimate >\$250,000, Low Bid Price Up To \$5 million | | | x | | | July 2011 Board Meeting | |
| 15 | Design-Build Contracts | | x | | | | July 2011 Board Meeting | |
| 16 | Disaster or Emergency Agreements | | | x | | | July 2011 Board Meeting | Authorized by NRS 408.323(2) |
| 17 | Grants | | | x | | | NDOT Director's Office * | |

| Line # | Type | Board of Examiners Approval | Transportation Board Approval | Transportation Board Informational | Tort Claims Administrator | Not Reported to Board | Source | Notes |
|--------|--|-----------------------------|-------------------------------|------------------------------------|---------------------------|-----------------------|--------------------------|--|
| 18 | Interlocal Agreements | | | | | x | July 2011 Board Meeting | |
| 19 | Master Agreements with Task Orders - Total Authority up to \$300,000 | | | x | | | NDOT Director's Office * | Individual Task Orders are not presented to the Board (see Line 26) |
| 20 | Master Agreements with Task Orders - Total Authority over \$300,000 | | x | | | | NDOT Director's Office * | Individual Task Orders are not presented to the Board (see Line 26) |
| 21 | Matters Handled by State Purchasing | x | | | | | July 2011 Board Meeting | Including Master Service agreements |
| 22 | Non-monetary agreements | | | x | | | NDOT Director's Office * | |
| 23 | Quotes (Construction Contracts - Engineer's Estimate <\$250,000) | | | x | | | NDOT Director's Office * | Quotes result in Agreements, and are reported as such (see Lines 2 & 3) |
| 24 | Railways, Urban Public Transportation & Aviation | x | | | | | July 2011 Board Meeting | |
| 25 | Right of Way Acquisition Agreements (any amount) | | | x | | | July 2011 Board Meeting | Follows FHWA processes defined in 23 CFR - time is of the essence |
| 26 | Routine Operational Matters | | | | | x | July 2011 Board Meeting | Including truck/special event/facility use permits and litter-free highways agreements |
| 27 | Task Orders for Master Agreements | | | | | x | NDOT Director's Office * | These items are reported under the Master Agreement (see Lines 18 & 19) |
| 28 | Time extension only amendments | | | x | | | NDOT Director's Office * | |
| 29 | Tort Claim Fund | | | | x | | July 2011 Board Meeting | |
| 30 | Utility Relocation Agreements (any amount) | | | x | | | NDOT Director's Office * | Follows FHWA processes defined in 23 CFR - time is of the essence |

* Interpretation of July 2011 Board Meeting Approved Reporting Process



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

MEMORANDUM

June 27, 2011

TO: Department of Transportation Board of Directors
FROM: Susan Martinovich, Director
SUBJECT: July 11, 2011 Transportation Board of Directors Meeting
Item # 9: Agreement and Contract Process Approval

Summary:

This item is to discuss and present for approval a process for the Transportation Board of Directors to approve Agreements and Contracts entered into by the Department of Transportation.

Background:

As background to this item it might be beneficial for the board to have a brief summary of certain of its statutory duties and responsibilities as well as a brief history of the Board's delegation of authority to the NDOT director.

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." The Board also has the statutory authorization to delegate to the NDOT director "such authority as it deems necessary under the provisions of this chapter." NRS 408.131(6). See also NRS 408.205. However, "[t]he board shall not delegate to the director its authority to approve purchases of equipmentNRS 408.389. Additionally, the director may execute all contract 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. See NRS 408.205(1). This statutory authorization is consistent with its legislative intent behind the creation of NDOT:

To this end, it is the express intent of the legislature to make the board of directors of the department of transportation custodian to the state highways and roads and to provide sufficiently broad authority to enable the board to function adequately and efficiently in all areas of appropriate jurisdiction, subject to the limitation of the constitution and the legislative mandate proposed in this chapter.

A brief history as to how the Board's delegation of authority evolved may be informative and may provide context for this agenda item. The Legislature created the Department of Transportation and abolished the Department of Highways in 1957. See 1957 Nev. Stat. Ch. 370, Sec. 21, p. 665. At that time, the Legislature created a board of directors consisting of the governor, attorney general, and the state controller. In 1987, the Legislature repealed that section and amended NRS 408.100 making the Department's director rather than a board of directors the administrator of the Department. See 1987 Nev. Stat. Ch. 740, Sec. 9.7, p. 1799. In 1989, the Legislature created a new board of directors consisting of the governor, lieutenant governor, attorney general, the state controller, and three members appointed by the governor. See 1989 Nev. Stat. Ch. 603, Sec. 3, p. 1296. The following year at its meeting

in April of 1990, the Board considered delegating to the director the ability to execute contracts which otherwise would have required Board approval. The Board approved by motion the delegation to the director of the duty to approve agreements, contracts, and instruments required to be approved by the Board and granted the director the authority to delegate such authority to the deputy director and assistant directors as deemed necessary by the director.

Analysis:

With this overview of certain statutory authority granted to the Board coupled with the brief summary of the delegation of authority, the following is a recommendation for a revised process for approval of agreements and contracts with a recommendation on what types of matters would be presented to the Board of Examiners for approval, and those which would be presented to the Transportation Board of Directors for approval, ratification, or informational purposes.

Option 1:

- All claim settlements would go to the Board of Examiners for approval (except those within the jurisdiction and financial threshold of the Tort Claim Fund which would go to the tort claims administrator). All claim settlements that are presented to the Board of Examiners will be reported to the Transportation Board as informational items. (Examples include claim settlements for: personnel, construction, right-of-way)
- All agreements related to policy and planning for railways, urban public transportation, and aviation would go to the Board of Examiners.
- All of the following would be presented to the Transportation Board for approval/ratification:
 - All design build construction contracts.
 - All agreements (including amendments) for nonconstruction matters such as consultants, service providers, leases, licenses, etc. (except as otherwise noted above related to railways, urban public transportation, and aviation, and those items excepted below.)

In order to allow for the free flow of commerce, **since Board Meetings are currently held quarterly**, it is recommended that the director be authorized to enter into all these agreements (except the design build contracts) provided that they contain a cancellation clause in the event the Board does not approve or ratify the agreement. The contracting party would receive prorated compensation from the start date of the effective date of the cancellation.

- All construction contracts will be signed by the governor as chairman of the board and will be presented to the Board for informational purposes. These contracts will relate to projects that are on the Annual Work Program which is approved by the Board.
- All right of way acquisition agreements (except right-of-way settlement claims as mentioned above) will be presented to the Board for informational purposes. These

agreements follow the Federal Highway Administration processes as defined in CFR 23, and timing is critical in both working with the property owners and in project delivery.

- The director or her/his designee may enter contracts as deemed necessary in the event of disaster or great emergency as authorized by NITS 408.323(2). Any such contracts will be reported to the Board.
- Any agreement or contract not involving the expenditure of any state funds (i.e. those involving only federal or local monies) may be signed by the director, and will not be submitted to the Board. Matters handled by State Purchasing will not be submitted to the Board. Routine operational matters such as truck permitting, event permits, facility special use permit, highway agreements for litter-free highways, interlocal agreements, non-governmental traffic video use agreement, etc. will not be presented to the Board.

Option 2:

This was approved

- All claim settlements would go to the Board of Examiners for approval (except those within the jurisdiction and financial threshold of the Tort Claim Fund which would go to the tort claims administrator). All claim settlements that are presented to the Board of Examiners will be reported to the Transportation Board as informational items. (Examples include claim settlements for: personnel, construction, right-of-way)
- All agreements related to policy and planning for railways, urban public transportation, and aviation would go to the Board of Examiners.
- All of the following would be presented to the Transportation Board for approval/ratification:
 - All design build construction contracts.
 - All agreements over \$300k (including amendments) for non- construction matters such as consultants, service providers, leases, licenses, etc. (except as otherwise noted above related to railways, urban public transportation, and aviation, and those items excepted below). This accounts approximately 70% of all contracts.
 - All construction contracts over \$5 million. This accounts for approximately 80% of contracts.

To meet time frames established to deliver seasonal work and to minimize impact to the public to accomplish work in one construction season, or to meet milestone dates, or funding parameters, the **Transportation Board would need to meet monthly** to accommodate project delivery schedules and contractor's bidding practices. NDOT will also work with industry to change our practice of 30 day award to 60 days as they will need to hold their bid prices until approval.

- All construction contracts under \$5 million will be signed by the governor as chairman of the board and will be presented to the Board for informational purposes. These contracts will relate to projects that are on the Annual Work Program which is approved by the Board.

- All right of way acquisition agreements (except right-of-way settlement claims as mentioned above) will be presented to the Board for informational purposes. These agreements follow the Federal Highway Administration processes as defined in CFR 23, and timing is critical in both working with the property owners and in project delivery.
- The director or her/his designee may enter contracts as deemed necessary in the event of disaster or great emergency as authorized by NRS 408.323(2). Any such contracts will be reported to the Board.
- Any agreement or contract not involving the expenditure of any state funds (i.e. those involving only federal or local monies) may be signed by the director, and will not be submitted to the Board. Matters handled by State Purchasing will not be submitted to the Board. Routine operational matters such as truck permitting, event permits, facility special use permit, highway agreements for liter-free highways, interlocal agreements, non-governmental traffic video use agreement, etc. will not be presented to the Board.

Recommendation for Board Action:

Approval and adoption of one the options as outlined above or combination thereof.

Prepared by:

Dennis Gallagher, Chief Deputy Attorney General Transportation Division,
Office of the Nevada Attorney General



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

MEMORANDUM

Date: January 23, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 10, 2014 Transportation Board of Directors Meeting
Item #10: Quarterly Briefing on I-11 and Intermountain West Corridor Study –
Informational item only

Summary:

The I-11 & Intermountain West Corridor Study is a two year coordinated effort between the Nevada and Arizona Departments of Transportation, in cooperation with the RTC of Southern Nevada, Maricopa Association of Governments, Federal Highway Administration, and Federal Railroad Administration. The study is evaluating the designated future I-11 between Phoenix, AZ and Las Vegas, NV, as well as potential connections north and south of that corridor.

Since the last board update, the team has completed the Level 2 screening, which included quantitative and qualitative analysis of the alternatives in the Las Vegas, Northern Arizona, and Phoenix sections of the corridor to determine Reasonable and Feasible Alternatives. The team has held Stakeholder meetings to discuss the results and will be conducting public outreach in early February. The project manager would like to provide an update on these results and proposed recommendations as well as input received from stakeholders to date and the ongoing public outreach effort.

Background:

Many efforts, dating back at least to the early 1990's, have shown a desire and need for robust, efficient North-South corridors for North American trade. In 1995, the CANAMEX Corridor was designated by Congress as a High Priority Corridor. The corridor is defined as I-19 from Nogales to Tucson, I-10 from Tucson to Phoenix, US 93 in the vicinity of Phoenix to Las Vegas, and I-15 from Las Vegas to Canada. The only portion of the CANAMEX Corridor that is not an interstate is US 93 between Phoenix and Las Vegas. However, this portion was designated as future I-11 in the passage of MAP-21. Several other high priority corridors are designated in the intermountain west that include connections between Nevada and the Pacific Northwest and/or Canada.

The Arizona and Nevada Departments of Transportation felt it was critical to study the proposed I-11 in conjunction with potential north-south connections between Mexico and Canada and have embarked on a two-year study to look at need, opportunities and constraints, including a Planning and Environmental Linkages effort to prepare portions of the Corridor for future environmental analysis.

Analysis:

Informational item only

Attachment:

- a. Technical Memorandum: Draft Level 2 Preliminary Evaluation Results Summary
http://i11study.com/wp/wp-content/uploads/2012/09/I-11_L2_Evaluation_Results_Compressed.pdf (password: Review)

Recommendation for Board Action:

Information item only

Prepared by:

Sondra Rosenberg, Federal Programs Manager



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

MEMORANDUM

January 29, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: February 10, 2014 Transportation Board of Directors Meeting
Item #11: Old Business

Summary:

This item is to provide follow up and ongoing information brought up at previous Board Meetings.

Analysis:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
Please see Attachment A.
- b. Monthly Litigation Report - *Informational item only.*
Please see Attachment B.
- c. Fatality Report dated January 27, 2014 - *Informational item only.*
Please see Attachment C.
- d. Interlocal Agreements and Amendments from January 1, 2012 through January 17, 2014 – *Informational item only.*
Please see Attachment D.
- e. Quarterly Report on the Freeway Service Patrol – *Informational item only.*
Please see Attachment E.

List of Attachments:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
- b. Monthly Litigation Report - *Informational item only.*
- c. Fatality Report dated January 27, 2014 - *Informational item only.*
- d. Interlocal Agreements and Amendments from January 1, 2012 through January 17, 2014 – *Informational item only.*
- e. Quarterly Report on the Freeway Service Patrol

Recommendation for Board Action:

Informational item only.

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JANUARY 17, 2014 | | | | | | |
|--|--|--|--|--|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | 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 | \$ 159,749.01 |
| 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 | \$ 373,377.85 |
| 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 Amendment #1 | 3/1/2012 9/12/13 | \$150,000.00 20,000.00 | \$ 170,000.00 | \$ 35,989.03 |
| 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 Amendment #2 Amendment Pending | 3/1/2012 2/18/13 9/12/13 | \$150,000.00 \$75,000.00 75,000.00 \$ 300,000.00 | \$ 300,000.00 | \$ 308.72 |
| 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 | \$ 5,500.00 | \$ 5,500.00 | \$ 688.30 |
| 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 - 6/12/15 | 6/12/2012 | \$ 541,800.00 | \$ 541,800.00 | \$ 431,400.43 |
| 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 | \$ 421,086.51 |
| Chapman Law Firm | NDOT vs. Roberts 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 | \$ 437,905.81 |
| 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 | \$ 435,093.46 |
| 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 | \$ 397,008.70 |
| 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 | \$ 424,079.43 |

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JANUARY 17, 2014 | | | | | | |
|--|---|---------------------|-----------------------------|-------------------------------|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| 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 | \$ 386,497.00 |
| Laura FitzSimmons, Esq. | Condemnation Litigation Consultation NDOT Agmt No. P510-12-004 | 12/16/12 - 12/30/14 | 12/16/2012 | \$ 300,000.00 | \$ 1,150,000.00 | \$ 35,127.38 |
| | | Amendment #1 | 8/12/2013 | \$ 850,000.00 | | |
| 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 | \$ 147,895.94 |
| 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 | \$ 107,901.23 |
| 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 | \$ 46,142.84 |
| 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 | \$ 234,863.37 |
| 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 | \$ 187,410.49 |
| 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 | \$ 164,372.21 |
| 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 | \$ 60,176.66 |

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JANUARY 17, 2014 | | | | | | |
|--|--|---------------------|-----------------------------|-------------------------------|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| Sylvester & Polednak | Fitzhouse Enterprises (acquired title as Westcare) 8th JD - A-13-660564-C Project Neon - Las Vegas NDOT Acmt No. P201-13-004 | 5/31/13 - 5/31/15 | 5/31/2013 | \$ 290,000.00 | \$ 290,000.00 | \$ 212,236.36 |
| Chapman Law Firm | 54 B LLC vs. Clark County & NDOT 8th JD - A-12-674009 NDOT Acmt No. P217-13-004 | 6/6/13 - 11/30/15 | 6/6/2013 | \$ 250,000.00 | \$ 250,000.00 | \$ 227,211.82 |
| Snell & Wilmer | Meadow Valley Public Records Request K3399 NDOT Acmt No. P273-13-004 | 7/18/13 - 7/30/14 | 7/18/2013 | \$30,000.00 | \$ 30,000.00 | \$ 24,056.40 |
| Kemp, Jones, Coulthard | Nassiri vs. NDOT 8th JD A672841 NDOT Acmt No. P290-13-004 | 7/17/13 - 6/30/15 | 7/17/2013 | \$ 280,000.00 | \$ 280,000.00 | \$ 191,274.62 |
| Chapman Law Firm | Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Acmt No. P291-13-004 | 7/25/13 - 7/30/15 | 7/25/2013 | \$ 200,000.00 | \$ 200,000.00 | \$ 27,446.56 |
| Chapman Law Firm | Ad America vs. NDOT (Cactus Direct and Inverse) 8th JD A-10-631520-C & A-12666482-C NDOT Acmt No. P292-13-004 | 7/25/13 - 7/30/15 | 7/25/2013 | \$ 250,000.00 | \$ 250,000.00 | \$ 201,551.86 |
| Chapman Law Firm | Ad America vs. NDOT (South Point) 8th JD A-11-653502-C NDOT Acmt No. P293-13-004 | 7/25/13 - 7/30/15 | 7/25/2013 | \$ 70,000.00 | \$ 70,000.00 | \$ 41,187.93 |
| Kemp, Jones & Coulthard | NDOT vs. City of Los Angeles 8th JD A-13-687717-C Boulder City Bypass Project NDOT Acmt No. P405-13-004 | 9/1/13 - 9/30/15 | 9/1/2013 | \$ 250,000.00 | \$ 250,000.00 | \$ 236,933.60 |
| Sylvester & Polednak | NDOT vs. Smith Family Trust 8th JD A-13-687895-C Project Neon NDOT Acmt No. P465-13-004 | 9/7/13 - 9/30/15 | 9/7/2013 | \$ 280,000.00 | \$ 280,000.00 | \$ 272,676.29 |
| Chapman Law Firm | NDOT vs. LGC, 231, LLC | 12/20/13 - 12/15/15 | 12/20/2013 | \$ 453,650.00 | \$ 453,650.00 | \$ 446,602.78 |
| * BH Consulting Agreement | <i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.</i> | 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 - January 20, 2014 | | | | |
|---|--|---|---------------|-----------------|
| 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 | \$ 145,485.51 | \$ 27,287.83 | \$ 172,773.34 |
| NDOT vs. Bawcon | Eminent domain - Elko | | | |
| NDOT vs. Catello Family Trust, Carmine V. | Eminent domain - Project Neon | \$ 13,045.75 | \$ 1,435.79 | \$ 14,481.54 |
| NDOT vs. City of Los Angeles, et al. | Eminent domain - Boulder City Bypass | \$ 11,891.50 | \$ 1,174.90 | \$ 13,066.40 |
| NDOT vs. Fitzhouse/Westcare | Eminent domain - Project Neon | \$ 46,175.00 | \$ 31,588.64 | \$ 77,763.64 |
| NDOT vs. Gendall Trust | Eminent domain - Project Neon | \$ 101,070.05 | \$ 19,643.44 | \$ 120,713.49 |
| NDOT vs. Highland Partnership 1980, LLC | Eminent domain - Project Neon | \$ 21,827.50 | \$ 3,668.07 | \$ 25,495.57 |
| NDOT vs. Highland 2000-I, LLC | Eminent domain - Project Neon | \$ 56,047.61 | \$ 7,030.39 | \$ 63,078.00 |
| NDOT vs. I-15 and Cactus, LLC | Eminent domain - I-15 Cactus | \$ 11,850.00 | \$ 739.51 | \$ 12,589.51 |
| NDOT vs. Jenkins, Carrie, aka Carrie Sanders | Eminent domain - Project Neon | \$ 88,726.75 | \$ 21,672.82 | \$ 110,399.57 |
| NDOT vs. Jericho Heights, LLC | Eminent domain - Boulder City Bypass | \$ 559,720.00 | \$ 555,152.62 | \$ 1,114,872.62 |
| NDOT vs. K & L Dirt Company, LLC | Eminent domain - Boulder City Bypass | \$ 38,125.00 | \$ 2,011.63 | \$ 40,136.63 |
| NDOT vs. KP & TP, LLC, Roohani, Khusrow | Eminent domain - I-15 and Warm Springs | | | |
| NDOT vs. MLK-ALTA | Eminent domain - Project Neon | \$ 51,418.75 | \$ 7,097.55 | \$ 58,516.30 |
| NDOT vs. Railroad Pass Investment Group | Eminent domain - Boulder City Bypass | \$ 116,800.00 | \$ 112,057.16 | \$ 228,857.16 |
| NDOT vs. Smith Family Trust, et al | Eminent domain - Project Neon | \$ 5,775.00 | \$ 1,323.71 | \$ 7,098.71 |
| 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 | \$ 140,250.78 | \$ 26,847.99 | \$ 167,098.77 |
| Rural Telephone vs. Dorsey Ln, NDOT | Public utility seeks permanent easement | | | |
| Nevada Power Company vs. Westcare, NDOT - 8 | Public utility seeks permanent easement | | | |
| Inverse Condemnations | | | | |
| 54 B LLC | Inverse condemnation | \$ 18,887.78 | \$ 3,900.40 | \$ 22,788.18 |
| AD America, Inc. vs. NDOT (NEON) | Inverse condemnation - Project Neon | \$ 337,524.05 | \$ 103,060.21 | \$ 440,584.26 |
| AD America, Inc. vs. NDOT (SouthPoint) | Inverse condemnation - I-15 Cactus | \$ 57,073.49 | \$ 5,881.59 | \$ 62,955.08 |
| JYTYJK, LLC dba Wireless Toyz vs. NDOT | Inverse condemnation - Project Neon | \$ 9,705.25 | \$ 922.54 | \$ 10,627.79 |
| Nassiri, Fred vs. NDOT | Inverse condemnation | \$ 85,966.68 | \$ 2,758.70 | \$ 88,725.38 |
| P8 Arden, LLC vs. NDOT | Inverse condemnation - Blue Diamond Road | | | |
| Robarts 1981 Decedents Trust vs. NDOT | Inverse Condemnation - Project Neon | \$ 31,554.83 | \$ 1,940.61 | \$ 37,819.19 |
| Cases Removed from Last Report: | | Disposition: | | |
| P8 Arden, LLC vs. NDOT | Inverse condemnation - Blue Diamond Road | Settled with BOE approval 2010. Cooperative Agreement approved by Clark County Board of Commissioners 2013. | | |
| Rural Telephone vs. Dorsey Ln, NDOT | Public utility seeks permanent easement | Dismissed. Disclaimer of Interest. | | |

| Monthly Litigation Report to the Nevada Department of Transportation - January 20, 2014 | | | | |
|---|---|-------------------------|--------------|---------------|
| Case Name | Nature of Case | Outside Counsel to Date | | |
| | | Fees | Costs | Total |
| <u>Torts</u> | | | | |
| Antonio, James S. vs. NDOT | Plaintiff alleges negligence causing personal injury | | | |
| Ariza, Ana, et al. vs. Wulfenstein, NDOT | Plaintiff alleges wrongful death | | | |
| Discount Tire Company vs. NDOT; Fisher | Plaintiff alleges negligence and personal injury | | | |
| Francois, John A. vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Harper, Kenneth J. vs. NDOT | Plaintiff alleges negligence/wrongful death | | | |
| Harris Farm, Inc. vs NDOT | Plaintiff alleges negligence and personal injury | | | |
| Lopez, Jewelee Marie vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Marshall, Charles vs. State, NDOT | State awarded costs. Appeal of arbitration pending. | | | |
| Mullen, Janet vs. NDOT | Plaintiff alleges personal injury | | | |
| NDOT vs. Tamietti | NDOT seeks injunct. relief to prevent closing access | | | |
| Slegers, Gloria vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Windrum, Richard & Michelle vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Zito, Adam vs. NDOT | Plaintiff alleges negligence and property damage | | | |
| <u>Contract Disputes</u> | | | | |
| Peek Construction vs. State, NDOT | Plaintiff alleges delays on Contract 3377, SR 207 | \$ 301,479.00 | \$ 13,403.82 | \$ 314,882.82 |
| Peek Construction vs. State, NDOT | Plaintiff alleges delays on Contract 3407, US-93 | \$ 129,759.50 | \$ 4,251.47 | \$ 134,010.97 |
| <u>Personnel Matters</u> | | | | |
| Akinola, Ayodele vs. State, NDOT | Plaintiff alleges 14th Amendment - discrimination | | | |
| Cooper, Jennifer vs. State, NDOT | Plaintiff appeals trial verdict of alleged decrimination | | | |
| Hettinger, Travis vs. State Employees | Plaintiff alleges wrongful termination | | | |
| Lau, Stan vs. State, NDOT | Nevada Supreme Court affirmed summary judgment and award of attorney fees and costs | | | |

Cases Removed from Last Report:**Disposition:**

| | | |
|--|---|---------------------------------|
| Allstate Insur. vs. Las Vegas Paving; NDOT | Plaintiff alleges property damage and negligence | Voluntary dismissal of NDOT. |
| Chadwick, Estate of Lonnie Joe vs. NDOT | Estate alleges transfer of property w/o court order | NDOT dismissed from NSC appeal. |

1/27/2014

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 | Fatals | Yesterday | Fatals | Fatals | Crashes | Fatals |
| 1/26/2014 | 2 | 2 | 1/26/2013 | 1 | 1 | 1 | 1 |
| MONTH | 12 | 12 | MONTH | 19 | 19 | -7 | -7 |
| YEAR | 12 | 12 | YEAR | 19 | 19 | -7 | -7 |

CRASH AND FATAL COMPARISON BETWEEN 2012 AND 2013, AS OF CURRENT DATE.

| COUNTY | 2013 Crashes | 2014 Crashes | % CHANGE | 2013 Fatalities | 2014 Fatalities | % Change | 2013 Alcohol Crashes | 2014 Alcohol Crashes | % Change | 2013 Alcohol Fatalities | 2014 Alcohol Fatalities | % Change |
|------------|-----------------|-----------------|-------------|--------------------|--------------------|-------------|----------------------------|----------------------------|-------------|-------------------------------|-------------------------------|-------------|
| CARSON | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| CHURCHILL | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| CLARK | 16 | 9 | -43.75% | 16 | 9 | -43.75% | 2 | 2 | 0.00% | 2 | 2 | 0.00% |
| DOUGLAS | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% |
| ELKO | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| ESMERALDA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| EUREKA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| HUMBOLDT | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| LANDER | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| LINCOLN | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| LYON | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 1 | 100.00% |
| MINERAL | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| NYE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| PERSHING | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| STOREY | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| WASHOE | 1 | 1 | 0.00% | 1 | 1 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| WHITE PINE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| YTD | 19 | 12 | -36.84% | 19 | 12 | -36.84% | 3 | 3 | 0.00% | 3 | 3 | 0.00% |
| TOTAL 13 | 246 | ---- | -95.1% | 267 | ---- | -95.5% | 56 | ---- | -94.64% | 63 | ---- | -95.24% |

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 | 2013 Vehicle Occupants | 2014 Vehicle Occupants | % Change | 2013 Peds | 2014 Peds | % Change | 2013 Motor- Cyclist | 2014 Motor- Cyclist | % Change | 2013 Bike | 2014 Bike | % Change | 2013 Other moped,sc ooter,atv | 2014 Other moped,sc ooter,atv |
|------------|------------------------------|------------------------------|-------------|--------------|--------------|-------------|---------------------------|---------------------------|-------------|--------------|--------------|-------------|--|--|
| CARSON | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| CHURCHILL | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| CLARK | 8 | 4 | -50.00% | 5 | 0 | -100.00% | 3 | 5 | 66.67% | 0 | 0 | 0.00% | 0 | 0 |
| DOUGLAS | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| ELKO | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| ESMERALDA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| EUREKA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| HUMBOLDT | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LANDER | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LINCOLN | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LYON | 0 | 0 | 0.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| MINERAL | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| NYE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| PERSHING | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| STOREY | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| WASHOE | 1 | 0 | -100.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| WHITE PINE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| YTD | 11 | 0 | -100.00% | 5 | 2 | -60.00% | 3 | 5 | 66.67% | 0 | 0 | 0.00% | 0 | 0 |
| TOTAL 13 | 132 | ---- | -100.00% | 71 | ---- | -97.18% | 52 | ---- | -90.38% | 7 | ---- | -100.00% | 5 | ---- |

Total 2013 267

State of Nevada Department of Transportation
Interlocal Agreements and Amendments
January 1, 2012 through January 17, 2014

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|--------------------------------|------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|-----------|------------|----------------|---|
| University Agreements & Amendments - Service-Based Scope | | | | | | | | | | | | | | | |
| 1 | 04612 | 01 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | INTEGRATE DATA SOURCES | N | 62,953.00 | - | 62,953.00 | - | 2/1/2012 | 8/31/2012 | 6/14/2012 | Amendment | AMD 1 05-29-12: EXTEND TERMINATION DATE FROM 06-30-12 TO 08-31-12 TO ALLOW UNLV MORE TIME TO INTERACT WITH NDOT STAFF REGARDING DATA INTEGRATION. 02-01-12: TO INTEGRATE SOME OF THE VARIOUS DATA SOURCES PRESENTLY USED BY THE PERFORMANCE ANALYSIS DIVISION TO FACILITATE BETTER ANALYSIS CAPABILITY AND CONSISTENCY AMONG THE USERS OF SUCH DATA, CARSON CITY AND CLARK COUNTY. NV B/L#: EXEMPT |
| 2 | 20412 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | DTA MODEL OF LAS VEGAS | N | 135,000.00 | - | 135,000.00 | - | 5/30/2012 | 6/30/2013 | - | Agreement | 05-30-12: COMPLETION OF A DYNAMIC TRAFFIC ASSIGNMENT (DTA) MODEL OF METROPOLITAN LAS VEGAS, CORRIDOR SIMULATION (CORSIM) DATA EXTRACTION TOOL, AND TRAINING COURSE ON THE USE THEREOF, CLARK COUNTY. NV B/L#: EXEMPT |
| 3 | 30012 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | GEO DESIGN FWY SYSTEM | N | 56,686.00 | - | 56,686.00 | - | 7/31/2012 | 8/31/2013 | - | Agreement | 07-31-12: TO EVALUATE THE NEEDS OF GEOMETRIC DESIGN OF FREEWAY SYSTEMS BASED ON ARCHIVED ITS AND SAFETY DATA, STATEWIDE. NV B/L#: EXEMPT |
| 4 | 33912 | 01 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | ENHANCE TRAFFIC SAFETY PROG | N | 108,769.00 | - | 108,769.00 | - | 8/30/2012 | 7/31/2014 | 7/31/2013 | Amendment | AMD 1 07-31-13: EXTEND TERMINATION DATE FROM 07-31-13 TO 07-31-14. 08-30-12: TO ENHANCE THE NDOT'S TRAFFIC SAFETY PROGRAMS, STATEWIDE. NV B/L#: EXEMPT |
| 5 | 43212 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | BENEFIT COST STUDIES | N | 158,000.00 | - | 158,000.00 | - | 10/15/2012 | 6/30/2013 | - | Agreement | 10-15-12: CONDUCT BENEFIT COST STUDIES ON HIGHWAY PROJECTS AS REQUIRED PER 2007 NEVADA LEGISLATIVE BILL AB595, CLARK COUNTY. NV B/L#: EXEMPT |
| 6 | 00113 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | EVAL IMPACTS IN LV/FAST DASH | N | 61,772.00 | - | 61,772.00 | - | 1/3/2013 | 2/28/2014 | - | Agreement | 01-03-13: TO EVALUATE THE DEVELOPMENT OF ANALYSIS TOOL FOR EVALUATION OF MARGINAL IMPACTS OF FREEWAY INCIDENTS IN THE LAS VEGAS AREA USING FAST'S DASHBOARD, CLARK COUNTY. NV B/L#: EXEMPT |
| 7 | 22413 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | FRAMEWORK FOR VALUE/COST RED | Y | 189,000.00 | - | 189,000.00 | - | 6/12/2013 | 6/30/2014 | - | Agreement | 06-12-13: DEVELOP STATE-OF-THE-ART FRAMEWORK FOR ADDING VALUE TO PROJECTS AND REDUCING PROJECT COSTS, CLARK COUNTY. NV B/L#: EXEMPT |
| 8 | 20613 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | UTILITY GIS DATABASE | N | 610,000.00 | - | 610,000.00 | - | 6/17/2013 | 6/30/2015 | - | Agreement | 06-17-13: ENGAGE THE UNIVERSITY TO ASSIST THE DEPARTMENT IN THE UTILITIES DATA COLLECTION EFFORTS AND DESIGN AND DEVELOPMENT OF A GEOGRAPHIC INFORMATION SYSTEMS (GIS) DATABASE SOLUTION TO PROVIDE THE DEPARTMENT WITH A MAPPING SYSTEM CONTAINING LOCATION AND SELECTED ATTRIBUTES DATASETS, STATEWIDE. NV B/L #: EXEMPT |
| 9 | 22713 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | INTEGRATE FUEL TAX SYSTEM | N | 263,000.00 | - | 263,000.00 | - | 7/25/2013 | 1/30/2014 | - | Agreement | 07-25-13: INTEGRATE AND PROVIDE A SOPHISTICATED MECHANISM FOR NDOT FUEL TAX SYSTEM FOR PERFORMANCE ANALYSIS DIVISION TO FACILITATE BETTER ANALYSIS CAPABILITY AND CONSISTENCY FOR FUEL TAX REVENUE REIMBURSEMENT FROM FHWA, CARSON CITY AND CLARK COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|--------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| University Agreements & Amendments - Service-Based Scope (Continued) | | | | | | | | | | | | | | | |
| 10 | 10913 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | CUSTOMER SATISFACTION SURVEY | N | 234,000.00 | - | 234,000.00 | - | 8/12/2013 | 6/30/2014 | - | Agreement | 08-12-13: CONDUCT CUSTOMER FEEDBACK AND SATISFACTION SURVEY TO HELP ALLOCATE RESOURCES EFFECTIVELY TO SOLVE CUSTOMERS' PROBLEMS, CARSON CITY AND CLARK COUNTY. NV B/L#: EXEMPT |
| 11 | 33513 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | BENEFIT COST STUDIES | Y | 198,000.00 | - | 198,000.00 | - | 9/5/2013 | 6/30/2014 | - | Agreement | 09-05-13: TO CONDUCT BENEFIT COST STUDIES, CARSON CITY AND CLARK COUNTY. NV B/L#: EXEMPT |
| 12 | 54413 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | SUSTAINABLE TRANS FUNDING | N | 1,590,000.00 | - | 1,590,000.00 | - | 11/25/2013 | 12/31/2014 | - | Agreement | 11-25-13: ALTERNATIVE TRANSPORTATION FUNDING STUDY TO IDENTIFY SUSTAINABLE TRANSPORTATION FUNDING, WASHOE AND CLARK COUNTIES. NV B/L#: EXEMPT |
| 13 | 52812 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | DRIVER ED AND INFO PROGRAM | N | 81,581.00 | - | 81,581.00 | - | 12/31/2013 | 2/28/2014 | - | Agreement | 12-31-12: TO EVALUATE THE EFFECTIVENESS OF DRIVER EDUCATION AND INFORMATION PROGRAMS IN NEVADA, STATEWIDE. NV B/L#: EXEMPT |
| 14 | 17812 | 00 | 00 | UNIVERSITY OF NEVADA RENO | UNR FLAGGER CERTIFICATION | N | - | - | - | - | 5/15/2012 | 6/30/2013 | - | Agreement | 05-15-12: TO PROVIDE FOR CONDUCT OF A FLAGGER CERTIFICATION PROGRAM WITH UNR, STATEWIDE. NV B/L#: EXEMPT |
| 15 | 22712 | 00 | 00 | UNIVERSITY OF NEVADA RENO | UNR ENGINEERING CAMP | Y | 54,999.90 | - | 54,999.90 | - | 6/15/2012 | 12/31/2012 | - | Agreement | 06-15-12: INTERLOCAL AGREEMENT BETWEEN NDOT AND UNR TO PROVIDE A NATIONAL SUMMER TRANSPORTATION INSTITUTE AT THE UNIVERSITY TO MIDDLE AND HIGH SCHOOL KIDS THAT WILL HELP TO MAKE THEM AWARE OF CAREERS IN THE TRANSPORTATION INDUSTRY. WASHOE COUNTY. NV B/L #: EXEMPT |
| 16 | 33412 | 00 | 00 | UNIVERSITY OF NEVADA RENO | BENEFIT COST STUDIES | N | 138,000.00 | - | 138,000.00 | - | 7/25/2012 | 6/30/2013 | - | Agreement | 08-28-12: TO CONDUCT BENEFIT COST STUDIES ON HIGHWAY PROJECTS AS REQUIRED PER 2007 NEVADA LEGISLATIVE BILL AB595, WASHOE COUNTY. NV B/L#: EXEMPT |
| 17 | 28212 | 00 | 00 | UNIVERSITY OF NEVADA RENO | INTEGRATE BENEFIT COST DATA | N | 99,850.00 | - | 99,850.00 | - | 7/26/2012 | 6/30/2013 | - | Agreement | 07-26-12: TO INTEGRATE THE BENEFIT COST DATA FOR PERFORMANCE ANALYSIS DIVISION TO FACILITATE BETTER ANALYSIS CAPABILITY, RETRIEVAL, SHARING, AND CONSISTENCY AMONG THE USERS OF SUCH DATA, WASHOE COUNTY. NV B/L#: EXEMPT |
| 18 | 11513 | 00 | 00 | UNIVERSITY OF NEVADA RENO | DIST BASED USER FEE FIELD TEST | Y | 1,451,620.00 | - | 1,451,620.00 | 307,620.00 | 4/15/2013 | 12/30/2014 | - | Agreement | 04-15-13: TO CONTINUE TO CONDUCT A DISTANCE-BASED USER FEE FIELD TEST, WASHOE AND CLARK COUNTIES. NV B/L#: NV19871028903 |
| 19 | 14913 | 00 | 00 | UNIVERSITY OF NEVADA RENO | WEST COAST COALITION STUDY | Y | 1,432,001.00 | - | 1,432,001.00 | 1,144,001.00 | 7/9/2013 | 12/30/2014 | - | Agreement | 07-09-13: ALTERNATIVE TRANSPORTATION FUNDING WEST COAST COALITION STUDY TO IDENTIFY SUSTAINABLE TRANSPORTATION FUNDING, CLARK AND WASHOE COUNTIES. NV B/L#: EXEMPT |
| 20 | 35113 | 00 | 00 | UNIVERSITY OF NEVADA RENO | CONDUCT B/C STUDIES | N | 178,000.00 | - | 178,000.00 | - | 9/16/2013 | 6/30/2014 | - | Agreement | 09-16-13: CONDUCT BENEFIT COST STUDIES, WASHOE COUNTY. NV B/L#: EXEMPT |
| 21 | 30113 | 00 | 00 | UNIVERSITY OF NEVADA RENO | MINDFUL LEADERSHIP TRAINING | N | 31,448.00 | - | 31,448.00 | - | 10/4/2013 | 6/30/2015 | - | Agreement | 10-04-13: TO PROVIDE UP TO FOUR (4) SESSIONS OF THE MINDFUL LEADERSHIP TRAINING PROGRAM, WASHOE COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|--|--------------|----------|------------|--------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| University Agreements & Amendments - Research-Based Scope | | | | | | | | | | | | | | | |
| 22 | 53113 | 00 | 00 | MONTANA STATE UNIVERSITY | COMPARE ANTI-ICING STRATEGIES | N | 181,926.00 | - | 181,926.00 | - | 12/23/2013 | 2/29/2016 | - | Agreement | 12-23-13: TO CONDUCT A RESEARCH PROJECT TITLED: "COMPARING THE DIRECT COSTS AND INFRASTRUCTURE IMPLICATIONS OF ANTI-ICING STRATEGIES, STATEWIDE. NV B/L#: EXEMPT |
| 23 | 39812 | 00 | 00 | TMCC | 2013 T2 CENTER - LTAP | Y | 300,000.00 | - | 300,000.00 | - | 9/27/2012 | 10/31/2013 | - | Agreement | 09-27-12: 2013 T2 CENTER UNDER LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP) AS PART OF THE TECHNOLOGY TRANSFER PROGRAM, STATEWIDE. NV B/L#: EXEMPT |
| 24 | 43713 | 00 | 00 | TMCC | T2 CENTER UNDER LTAP | Y | 600,000.00 | - | 600,000.00 | - | 10/14/2013 | 10/31/2015 | - | Agreement | 10-14-13: 2014-2015 T2 CENTER UNDER TECHNICAL ASSISTANCE PROGRAM (LTAP), STATEWIDE. NV B/L#: EXEMPT |
| 25 | 01712 | 01 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | RESEARCH ON PBMC PHASE 1 | Y | 125,433.00 | - | 125,433.00 | - | 1/11/2012 | 9/30/2014 | 12/23/2013 | Amendment | AMD 1 12-23-13: EXTEND TERMINATION DATE FROM 01-15-14 TO 09-30-14 TO ALLOW FOR PROPER COMPLETION OF RESEARCH PROJECT. 01-11-12: CONDUCT RESEARCH ON "THE INVESTIGATION OF AN INNOVATIVE MAINTENANCE CONTRACTING STRATEGY: PERFORMANCE-BASED MAINTENANCE CONTRACT (PBMC)" PHASE 1 - CONCEPT STAGE, STATEWIDE. NV B/L#: EXEMPT |
| 26 | 20312 | 02 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | SAFETY ANALYST APPLICATION | Y | 249,258.00 | 87,426.00 | 336,684.00 | - | 5/30/2012 | 6/30/2014 | 7/10/2013 | Amendment | AMD 2 07-10-13: TO INCREASE AUTHORITY \$87,426 FROM \$249,258 TO \$336,684 TO COLLECT REAL-TIME GPS COORDINATES OF CRASH SITES, AND DISPLAY LOCATIONS VIA REAL-TIME MAPPING IN ORDER TO FULLY IMPLEMENT THE SAFETY ANALYST APPLICATION. AMD 1 09-04-12: TO CHANGE THE BILLING FREQUENCY FROM UPON COMPLETION TO QUARTERLY. 05-30-12: TO COLLECT AND ANALYZE SAFETY DATA IN ORDER TO IMPLEMENT THE "SAFETYANALYST" APPLICATION, CLARK COUNTY. NV B/L#: EXEMPT EA 73374 |
| 27 | 24012 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | DISTANCED BASED STUDY VMT | Y | 490,000.00 | - | 490,000.00 | - | 6/25/2012 | 12/31/2012 | - | Agreement | 06-25-12: TO ADDRESS RESPONSIBILITIES OF THE DEPARTMENT AND UNLV FOR THE IMPLEMENTATION OF A FIELD TEST OF THE VEHICLE MILES TRAVELED (VMT) STUDY, WASHOE AND CLARK COUNTIES. NV B/L#: EXEMPT |
| 28 | 32712 | 01 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | ANALYZE GEOTEXTILE IN NV | Y | 141,253.00 | - | 141,253.00 | - | 10/1/2012 | 12/31/2014 | 1/13/2014 | Amendment | AMD 1 01-13-14: EXTEND TERMINATION DATE FROM 04-30-14 TO 12-31-14 TO ALLOW PROPER COMPLETION OF THE RESEARCH PROJECT. 10-01-12: TO ANALYZE THE EFFECTIVENESS OF GEOTEXTILE IN STRENGTHENING AND REDUCING ROADWAY STRUCTURAL SECTIONS IN NEVADA, STATEWIDE. NV B/L#: EXEMPT |
| 29 | 01913 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | SHEAR STRENGTH FOR DEEP FOUND | Y | 196,758.00 | - | 196,758.00 | - | 1/16/2013 | 2/28/2015 | - | Agreement | 01-16-13: TO CONDUCT A RESEARCH PROJECT TITLED: CORRELATION OF IN SITU TEST DATA WITH SHEAR STRENGTH FOR DEEP FOUNDATION DESIGN, CLARK COUNTY. NV B/L#: EXEMPT |
| 30 | 09513 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | NEXT GEN PERF MONITOR DATA | Y | 105,058.00 | - | 105,058.00 | - | 3/27/2013 | 6/30/2014 | - | Agreement | 03-27-13: TO CONDUCT A RESEARCH PROJECT TITLED: "NEXT GENERATION PERFORMANCE MONITORING DATA NEEDS FOR NEVADA DOT, CLARK COUNTY. NV B/L#: EXEMPT |
| 31 | 09613 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | SELF-CONSOLIDATING CONCRETE | Y | 84,858.00 | - | 84,858.00 | - | 4/2/2013 | 5/31/2015 | - | Agreement | 04-12-13: TO CONDUCT A RESEARCH PROJECT TITLED: "EVALUATION OF SHORT AND LONG TERM DIMENSIONAL PROPERTIES OF SELF-CONSOLIDATING CONCRETE, CLARK COUNTY. NV B/L#: EXEMPT |
| 32 | 19613 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | FIELD TEST OF SLOW MVG TRAFFIC | Y | 84,234.00 | - | 84,234.00 | - | 6/19/2013 | 8/1/2014 | - | Agreement | 06-19-13: TO CONDUCT A RESEARCH PROJECT TITLED: "FIELD TEST OF SLOW MOVING TRAFFIC ALERTING SYSTEM ON FREEWAYS IN LAS VEGAS," CLARK COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|--|--------------|----------|------------|---|--------------------------------|-----|---------------------------|-----------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| University Agreements & Amendments - Research-Based Scope (Continued) | | | | | | | | | | | | | | | |
| 33 | 34013 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | CO2 LASER-BASED PVM T STRIPE | N | 45,000.00 | - | 45,000.00 | - | 9/3/2013 | 7/31/2014 | - | Agreement | 09-03-13: TO CONDUCT A RESEARCH PROJECT TITLED "INNOVATIVE CO2 LASER-BASED PAVEMENT STRIPING AND STRIPE REMOVAL," STATEWIDE. NV B/L#: EXEMPT |
| 34 | 33813 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | LAND FERRY SYSTEM | N | 45,002.00 | - | 45,002.00 | - | 9/3/2013 | 7/31/2014 | - | Agreement | 09-03-13: TO CONDUCT A RESEARCH PROJECT TITLED "ECONOMIC ASSESSMENT OF THE ABILITY OF A LAND FERRY SYSTEM TO ALLEVIATE INCREASING COSTS OF MAINTAINING THE I-80 TRANSPORTATION CORRIDOR", STATEWIDE. NV B/L#: EXEMPT |
| 35 | 34213 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | DTA MODEL FOR NORTHERN NV | N | 57,350.00 | - | 57,350.00 | - | 9/3/2013 | 7/31/2014 | - | Agreement | 09-03-13: TO CONDUCT A RESEARCH PROJECT TITLED "DEVELOPMENT OF A DYNAMIC TRAFFIC ASSIGNMENT (DTA) MODEL FOR NORTHERN NEVADA," STATEWIDE. NV B/L#: EXEMPT |
| 36 | 33913 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | PCCP PERFORMANCE MODELS | N | 44,138.00 | - | 44,138.00 | - | 9/5/2013 | 7/31/2014 | - | Agreement | 09-05-13: TO CONDUCT A RESEARCH PROJECT ENTITLED, "EVALUATION OF PORTLAND CEMENT CONCRETE PAVEMENT (PCCP) MATERIAL PROPERTIES TO VALIDATE/CALIBRATE MEPDG PERFORMANCE MODELS," STATEWIDE. NV B/L#: EXEMPT |
| 37 | 34113 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | ADA COMPLIANCE DATA COLLECT | N | 44,749.00 | - | 44,749.00 | - | 9/5/2013 | 7/31/2014 | - | Agreement | 09-05-13: TO CONDUCT A RESEARCH PROJECT ENTITLED, "DEVELOPMENT OF AN INTEGRATED SOFTWARE TOOL FOR ADA COMPLIANCE DATA COLLECTION, MANAGEMENT AND INQUIRY," STATEWIDE. NV B/L#: EXEMPT |
| 38 | 37213 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | POST-TENSIONED WEB CRACKING | N | 28,044.00 | - | 28,044.00 | - | 9/30/2013 | 7/31/2014 | - | Agreement | 09-30-13: TO CONDUCT A RESEARCH PROJECT ENTITLED: "POST-TENSIONED WEBCRACKING SUPPLEMENT," STATEWIDE. NV B/L#: EXEMPT |
| 39 | 41513 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | CORSIM MODELS STUDY | N | 80,955.00 | - | 80,955.00 | - | 9/30/2013 | 7/31/2014 | - | Agreement | 09-30-13: TO CONDUCT A RESEARCH PROJECT TITLED: "DEVELOPMENT OF A TOOL FOR EFFICIENT CALIBRATION OF CORSIM MODELS - PHASE II," STATEWIDE. NV B/L#: EXEMPT |
| 40 | 43013 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | SLOW MOVING VEH ALERT SYS | N | 40,413.00 | - | 40,413.00 | - | 10/17/2013 | 7/31/2014 | - | Agreement | 10-17-13: TO CONDUCT A RESEARCH PROJECT TITLED: "DEVELOP A DISTRIBUTED SLOW-MOVING VEHICLE ALERTING SYSTEM IN NEVADA," STATEWIDE. NV B/L#: EXEMPT |
| 41 | 36513 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | ENHANCE PERFORMANCE MGMT | Y | 189,000.00 | - | 189,000.00 | - | 10/17/2013 | 6/30/2014 | - | Agreement | 10-17-13: ENHANCE THE PERFORMANCE MANANGEMENT PROCESS, WASHOE COUNTY. NV B/L#: EXEMPT |
| 42 | 51313 | 00 | 00 | UNIVERSITY OF NEVADA LAS VEGAS | EVAL NEW INNOVATIONS IN RUBBER | Y | 374,520.00 | - | 374,520.00 | - | 11/12/2013 | 2/29/2016 | - | Agreement | 11-12-13: TO CONDUCT A RESEARCH PROJECT TITLED: "EVAL OF NEW INNOVATIONS IN RUBBER MODIFIED ASPHALT BINDERS & RUBBERIZED ASP MIXES FOR NDOT", STATEWIDE. NV B/L#: EXEMPT |
| 43 | 29710 | 02 | 00 | UNIVERSITY OF NEVADA LAS VEGAS OFFICE OF SPONSORED PROGRAMS | DRIVING SIMULATOR RESEARCH | N | 122,640.00 | - | 122,640.00 | - | 10/1/2010 | 10/31/2013 | 6/20/2012 | Amendment | AMD 2 06-20-12: EXTEND TERMINATION DATE FROM 06-30-12 TO 10-31-13 TO PROCESS MORE DATA FOR THE PROJECTS. AMD 1 08-19-11: EXTEND TERMINATION DATE FROM 09-30-11 TO 06-30-12, DUE TO THE DELAY IN COMPLETING THE SCOPE. 10-01-10: TO CONDUCT RESEARCH PROJECT ENTITLED "APPLICATION-SPECIFIC SCENARIO EVALUATION USING DRIVING SIMULATOR." STATEWIDE. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|--|--------------|----------|------------|---|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|--|
| University Agreements & Amendments - Research-Based Scope (Continued) | | | | | | | | | | | | | | | |
| 44 | 29510 | 01 | 00 | UNIVERSITY OF NEVADA LAS VEGAS OFFICE OF SPONSORED PROGRAMS | I-15 DESIGN BUILD STUDY | Y | 161,516.00 | - | 161,516.00 | - | 10/12/2010 | 10/31/2013 | 7/3/2012 | Amendment | AMD 1 07-03-12: EXTEND TERMINATION DATE FROM 10-31-12 TO 10-31-13 DUE TO THE DELAY IN COMPLETING THE SCOPE OF WORK; ALLOWS THE PROCESSING OF MORE DATA FOR THE PROJECTS AND ALSO ALLOWS CONTINUOUS DEVELOPMENT ON THIS PROJECT WITHOUT ADDITIONAL RESOURCES. 10-12-10: TO CONDUCT RESEARCH PROJECT ENTITLED "I-15 S. DESIGN-BUILD COMPREHENSIVE EVALUATION STUDY BASED ON QUANTITATIVE AND QUALITATIVE ANALYSIS," STATEWIDE. NV B/L #: EXEMPT |
| 45 | 25511 | 01 | 00 | UNIVERSITY OF NEVADA LAS VEGAS OFFICE OF SPONSORED PROGRAMS | CONDUCT RESEARCH | Y | 106,261.00 | - | 106,261.00 | - | 6/6/2011 | 6/30/2013 | 6/20/2012 | Amendment | AMD 1 06-20-12: EXTEND TERMINATION DATE FROM 06-20-12 TO 06-30-13. 05-01-11: TO CONDUCT RESEARCH ON "PREPARING GUIDELINES FOR SPEED REDUCTION IN TOWNS ALONG RURAL HIGHWAYS," STATEWIDE. NV B/L#: EXEMPT |
| 46 | 18804 | 04 | 01 | UNIVERSITY OF NEVADA RENO | MONITOR GALENA CREEK BRIDGE | Y | 307,586.00 | - | 307,586.00 | - | 7/1/2004 | 12/31/2013 | 11/27/2012 | Amendment | AMD 4 11-27-12: EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13. AMD 3 03-04-11: INCREASE AUTHORITY \$139,549.00 FROM \$168,037.00 TO \$307,586.00 AND EXTEND TERMINATION DATE FROM 12-31-10 TO 12-31-12. AMD 2 05-31-08: EXTEND TERMINATION DATE FROM 05-08-08 TO 12-31-10 TO INSTRUMENT AND MONITOR THE GALENA CREEK BRIDGE. AMD 1 03-02-05: INCREASE AUTHORITY \$38,185.00 FROM \$129,852.00 TO \$168,037.00 AND EXTEND TERMINATION DATE FROM 07-31-07 TO 05-31-08 TO INSTRUMENT AND MONITOR THE GALENA CREEK BRIDGE. 07-01-04: PROVIDE TECHNICAL SERVICES RELATING TO HIGHWAY STRUCTURES IN WASHOE COUNTY. NV B/L#: EXEMPT |
| 47 | 54711 | 01 | 00 | UNIVERSITY OF NEVADA RENO | UNR PAVEMENT PERFORMANCE | N | 175,000.00 | - | 175,000.00 | - | 12/21/2011 | 6/30/2014 | 4/23/2013 | Amendment | AMD 1 04-23-13: EXTEND TERMINATION DATE FROM 06-30-13 TO 06-30-14 DUE TO THE START OF THE PROJECT BEING LATER THAN ANTICIPATED. 12-21-11: UNIVERSITY OF NEVADA, RENO WILL PROVIDE TECHNICAL ASSISTANCE AND DEVELOPMENT EFFORT STRUCTURED TO COLLECT AND DOCUMENT PAVEMENT PERFORMANCE, STATEWIDE. NV B/L#: EXEMPT |
| 48 | 06112 | 02 | 00 | UNIVERSITY OF NEVADA RENO | MSE WALLS IN NEVADA PH.II | Y | 367,522.00 | - | 367,522.00 | - | 2/3/2012 | 6/30/2014 | 11/12/2013 | Amendment | AMD 2 11-12-13: TIME EXTENSION FROM 12-31-13 TO 06-30-14 TO ALLOW FOR COMPLETION OF THE PROJECT. AMD 1 12-06-12: TIME EXTENSION FROM 03-31-13 TO 12-31-13 TO ALLOW FOR COMPLETION OF THE PROJECT. 02-03-12: TO CONDUCT RESEARCH ON "INVESTIGATION OF CORROSION MSE WALLS IN NEVADA, PHASE II, STATEWIDE. NV B/L#: EXEMPT |
| 49 | 22412 | 00 | 00 | UNIVERSITY OF NEVADA RENO | SIGNAL TIMING PARAMETERS | Y | 154,751.00 | - | 154,751.00 | - | 5/15/2012 | 6/30/2014 | - | Agreement | 05-15-12: TO CONDUCT RESEARCH ON STATEWIDE GUIDELINES FOR SIGNAL TIMING PARAMETERS CONSIDERING SAFETY AND EFFICIENCY, STATEWIDE. NV B/L#: EXEMPT |
| 50 | 28112 | 00 | 00 | UNIVERSITY OF NEVADA RENO | INSTRUMENT & ANALYZE GRS WALLS | Y | 157,391.00 | - | 157,391.00 | - | 7/25/2012 | 12/31/2014 | - | Agreement | 07-25-12: TO INSTRUMENT AND ANALYZE GEOSYNTHETIC REINFORCED SOIL (GRS) WALLS FOR USE IN SOUTHERN NEVADA, STATEWIDE. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|--|--------------|----------|------------|---------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|--|
| University Agreements & Amendments - Research-Based Scope (Continued) | | | | | | | | | | | | | | | |
| 51 | 12212 | 01 | 00 | UNIVERSITY OF NEVADA RENO | POST EARTH QUAKE CAPACITY | Y | 224,122.00 | - | 224,122.00 | - | 7/30/2012 | 8/31/2015 | 11/29/2012 | Amendment | AMD 1 11-29-12: EXTEND TERMINATION DATE FROM 12-31-14 TO 08-31-15 TO ALLOW FOR PROPER ADMINISTRATION OF THE RESEARCH PROJECT. 07-30-12: TO CONDUCT RESEARCH ON POST EARTH QUAKE CAPACITY AND ASSESSMENT OF COLUMNS AND BRIDGES, STATEWIDE. NV B/L#: EXEMPT |
| 52 | 49312 | 00 | 00 | UNIVERSITY OF NEVADA RENO | EST FINE SEDIMENT GENERATION | Y | 59,395.00 | - | 59,395.00 | - | 12/3/2012 | 4/30/2014 | - | Agreement | 12-03-12: TO CONDUCT A RESEARCH PROJECT TITLED: ESTIMATING FINE SEDIMENT GENERATION FROM HIGHWAY CUT SLOPES IN THE LAKE TAHOE BASIN, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 53 | 52412 | 00 | 00 | UNIVERSITY OF NEVADA RENO | PHS 2 / NV ITS MOBILE | Y | 312,445.00 | - | 312,445.00 | - | 1/14/2013 | 12/31/2014 | - | Agreement | 01-14-13: PHASE 2 OF THE NEVADA INTELLIGENT TRANSPORTATION SYSTEM MOBILE OBSERVATION PROJECT FUNDING BY FHWA, STATEWIDE. NV B/L#: EXEMPT |
| 54 | 07913 | 00 | 00 | UNIVERSITY OF NEVADA RENO | CEMENTITIOUS COMPOSITES | Y | 150,746.00 | - | 150,746.00 | - | 3/12/2013 | 10/31/2014 | - | Agreement | 03-12-13: TO CONDUCT A RESEARCH PROJECT TITLED: "DEVELOPMENT OF SPECIFICATIONS FOR ENGINEERED CEMENTITIOUS COMPOSITES FOR USE IN BRIDGE DECK OVERLAYS", WASHOE COUNTY. NV B/L#: EXEMPT |
| 55 | 07813 | 00 | 00 | UNIVERSITY OF NEVADA RENO | POST TENSIONED WEB CRACK | Y | 188,903.00 | - | 188,903.00 | - | 3/12/2013 | 10/31/2014 | - | Agreement | 03-12-13: TO CONDUCT A RESEARCH PROJECT TITLED: "POST-TENSIONED WEBCRACKING", WASHOE COUNTY. NV B/L#: EXEMPT |
| 56 | 12313 | 00 | 00 | UNIVERSITY OF NEVADA RENO | RIGHT TURN LANE VOL ADJ | Y | 115,604.00 | - | 115,604.00 | - | 4/23/2013 | 10/31/2014 | - | Agreement | 04-23-13: TO CONDUCT A RESEARCH STUDY TITLED "RIGHT-TURN TRAFFIC VOLUME ADJUSTMENTS IN TRAFFIC SIGNAL WARRANTS," WASHOE COUNTY. NV B/L#: EXEMPT |
| 57 | 12213 | 00 | 00 | UNIVERSITY OF NEVADA RENO | AUTO INTERSECTION VOL COUNTS | Y | 156,906.00 | - | 156,906.00 | - | 4/23/2013 | 4/30/2015 | - | Agreement | 04-23-13: TO CONDUCT A RESEARCH PROJECT TITLED "AUTOMATED INTERSECTION VOLUME COUNTS USING EXISTING SIGNAL CONTROL DEVICES", WASHOE COUNTY. NV B/L#: EXEMPT |
| 58 | 04613 | 00 | 01 | UNIVERSITY OF NEVADA RENO | HIGH CRASH CORRIDOR CRITERIA | Y | 500,000.00 | 80,917.00 | 500,000.00 | - | 5/29/2013 | 5/31/2014 | - | Task Order | 05-29-13: IDENTIFY AND PRIORITIZE HIGH CRASH CORRIDOR CRITERIA WHERE SAFETY IMPROVEMENT MEASURES MAY BE IMPLEMENTED, STATEWIDE. NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$500,000. |
| 59 | 20213 | 00 | 00 | UNIVERSITY OF NEVADA RENO | MDSS PILOT STUDY | Y | 38,349.70 | - | 38,349.70 | - | 6/28/2013 | 1/31/2014 | - | Agreement | 06-28-13: CONDUCT A RESEARCH PROJECT ENTITLED "MAINTENANCE DECISION SUPPORT SYSTEM: PILOT STUDY AND COST-BENEFIT ANALYSIS, PHASE 2.5." THIS WILL ASSIST NDOT TO MAXIMIZE ITS WINTER MAINTENANCE RESOURCES, PROJECT # SPR13P2L (JOB # 29810015), STATEWIDE. NV B/L#: EXEMPT |
| 60 | 19113 | 01 | 00 | UNIVERSITY OF NEVADA RENO | FHWA TRANSPORTATION INSTITUTE | Y | 55,000.00 | - | 55,000.00 | - | 6/28/2013 | 12/31/2013 | 7/30/2013 | Amendment | AMD 1 07-31-13: DELETE ATTACHMENT A AND TABLE B, AND INSERT REVISED ATTACHMENT A AND REVISED TABLE B. 06-28-13: FHWA SUMMER TRANSPORTATION INSTITUTE, WASHOE COUNTY. NV B/L#: EXEMPT |
| 61 | 13013 | 00 | 00 | UNIVERSITY OF NEVADA RENO | NV IMO RESEARCH PROJECT | Y | 97,715.00 | - | 97,715.00 | - | 6/28/2013 | 7/31/2014 | - | Agreement | 06-28-13: CONDUCT A RESEARCH PROJECT TITLED: "NEVADA INTELLIGENT MOBILE OBSERVATIONS (NV IMO) PROJECT: MULTI-MODAL TELEMETRY CAPABILITY." THIS PROJECT WILL FURTHER ENHANCE THE DATA TELEMETRY CAPABILITIES OF THE PILOT VEHICLES THAT ARE CURRENTLY GATHERING DATA IN NEVADA, PROJECT # SPR13P2L (JOB # 29810027), WASHOE COUNTY. NV B/L#: EXEMPT |
| 62 | 26013 | 00 | 00 | UNIVERSITY OF NEVADA RENO | EVAL NEW MATERIALS/DESIGN PROC | N | 150,000.00 | - | 150,000.00 | - | 8/22/2013 | 6/30/2015 | - | Agreement | 08-22-13: TO ASSIST NDOT IN EVALUATING NEW MATERIALS AND TO IMPLEMENT NEW DESIGN PROCEDURES, STATEWIDE. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|--|--------------|----------|------------|--|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|--|
| University Agreements & Amendments - Research-Based Scope (Continued) | | | | | | | | | | | | | | | |
| 63 | 31513 | 00 | 00 | UNIVERSITY OF NEVADA RENO | COST ALLOCATION STUDY | Y | 230,000.00 | - | 230,000.00 | - | 10/8/2013 | 1/30/2015 | - | Agreement | 10-08-13: CONDUCT COST ALLOCATION STUDY TO CAPTURE THE MOST RECENT SYSTEM USAGE BY PASSENGER CARS AND COMMERCIAL VEHICLES TO HELP, WASHOE COUNTY. NV B/L#: EXEMPT |
| 64 | 51513 | 00 | 00 | UNIVERSITY OF NEVADA RENO | CALIBRATION OF RESIST FACTORS | Y | 194,000.00 | - | 194,000.00 | - | 11/25/2013 | 2/29/2016 | - | Agreement | 11-25-13: TO CONDUCT A RESEARCH PROJECT TITLED: "CALIBRATION OF RESISTANCE FACTORS FOR LRFD DESIGN OF AXIALLY LOADED DRILLED SHAFTS IN LAS VEGAS VALLEY, CLARK COUNTY. NV B/L#: EXEMPT |
| 65 | 51413 | 00 | 00 | UNIVERSITY OF NEVADA RENO | INVESTIGATE DECISION-MAKING | Y | 57,053.00 | - | 57,053.00 | - | 11/26/2013 | 2/28/2015 | - | Agreement | 11-26-13: TO CONDUCT A RESEARCH PROJECT TITLED: INVESTIGATING DECISION-MAKING PROCESSES THAT CONTRIBUTE TO IMPAIRED DRIVING, STATEWIDE. NV B/L#: EXEMPT |
| 66 | 04613 | 00 | 02 | UNIVERSITY OF NEVADA RENO | US 50 WILDLIFE EVALUATION | Y | 500,000.00 | 77,298.00 | 500,000.00 | - | 12/16/2013 | 11/30/2014 | - | Task Order | 12-16-13: US 50 WILDLIFE UNDERPASS EVALUATION, STATEWIDE. NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$500,000. |
| 67 | 60913 | 00 | 00 | UNIVERSITY OF NEVADA RENO | MECH BASED PVMT DAMAGE | Y | 193,411.00 | - | 193,411.00 | - | 1/7/2014 | 9/30/2016 | - | Agreement | 01-07-14: TO CONDUCT A RESEARCH PROJECT ENTITLED: "MECHANISTIC-BASED PAVEMENT DAMAGE & ASSOC. COST FROM OVERSIZE AND OVERWEIGHT VEHICLES IN NEVADA," STATEWIDE. NV B/L#: EXEMPT |
| 68 | 03210 | 03 | 00 | UNIVERSITY OF NEVADA RENO OFFICE OF SPONSORED PROGRAMS | UNBONDED COLUMN STUDY | Y | 198,166.00 | - | 198,166.00 | - | 5/1/2010 | 1/31/2013 | 8/8/2012 | Amendment | AMD 3 08-08-12: EXTEND TERMINATION DATE FROM 08-31-12 TO 01-31-13 TO ALLOW FOR PROPER ADMINISTRATION OF THE RESEARCH PROJECT. AMD 2 10-24-11: EXTEND TERMINATION DATE FROM 03-21-12 TO 08-31-12 TO ALLOW FOR PROPER ADMINISTRATION OF THE RESEARCH PROJECT. AMD 1 05-01-10: EXTEND TERMINATION DATE FROM 01-31-12 TO 03-31-12 TO ALLOW FOR PROPER ADMINISTRATION OF THE RESEARCH PROJECT. 02-11-10: TO CONDUCT A RESEARCH PROJECT ENTITLED "UNBONDED PRESTRESSED COLUMNS FOR ACCELERATED BRIDGE CONSTRUCTION AND EARTHQUAKE RESISTANCE," STATEWIDE. NV B/L#: EXEMPT |
| 69 | 20610 | 01 | 00 | UNIVERSITY OF NEVADA RENO OFFICE OF SPONSORED PROGRAMS | %-WITHIN LIMITS GRADED HOT MIX | Y | 298,984.63 | - | 298,984.63 | - | 7/1/2010 | 12/31/2014 | 7/31/2013 | Amendment | AMD 1 07-31-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 12-31-14 TO COMPLETE RESEARCH PROJECT. 07-01-10: TO CONDUCT A RESEARCH PROJECT ENTITLED "DEVELOP A PERCENT-WITHIN-LIMITS SYSTEM FOR THE DENSE GRADED HOT MIX ASPHALT CONSTRUCTION, INCLUDING PAY FACTORS," STATEWIDE. NV B/L#: EXEMPT |
| 70 | 26911 | 01 | 00 | UNIVERSITY OF NEVADA RENO OFFICE OF SPONSORED PROGRAMS | CONDUCT RESEARCH | Y | 213,792.00 | - | 213,792.00 | - | 6/20/2011 | 9/30/2012 | 3/6/2012 | Amendment | AMD 1 03-06-12: EXTEND TERMINATION DATE FROM 06-20-11 TO 09-30-12 FOR WINTER WEATHER DATA COLLECTION AND SUBSEQUENT REPORT WRITING. 06-20-11: CONDUCT RESEARCH ON "NEVADA INTELLIGENT MOBILE OBSERVATIONS PROJECT," STATEWIDE. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|--------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|--|
| Other Interlocal Agreements & Amendments | | | | | | | | | | | | | | | |
| 71 | 07312 | 00 | 00 | ARIZONA DEPT OF TRANSPORTATION | AGMT FOR PROPOSED INTERSTATE | N | - | - | - | 1,000,000.00 | 3/22/2012 | 9/30/2014 | - | Agreement | 03-22-12: CORRIDOR ANALYSIS STUDY FOR PROPOSED FUTURE INTERSTATE. NEVADA AND ARIZONA WISH TO CONDUCT THE STUDY TOGETHER AS IT PASSES THROUGH BOTH STATES. ARIZONA WOULD LIKE TO TRANSFER MONEY TO NEVADA, WHO WILL LEAD THE STUDY; LOCATED THROUGHOUT THE STATES OF NEVADA AND ARIZONA, STATEWIDE. NV B/L#: EXEMPT |
| 72 | 23013 | 00 | 00 | CALTRANS | UT/CA/NV I15 MOBILITY ALLIANCE | Y | - | - | - | 400,000.00 | 6/25/2013 | 12/31/2015 | - | Agreement | 06-25-13: TO PROVIDE AN AGREEMENT BETWEEN UTAH DOT, CALTRANS AND NDOT FOR THE PURPOSE OF CONTINUING WORK IN THE I-15 MOBILITY ALLIANCE, CLARK COUNTY, UTAH AND CALIFORNIA. NV B/L#: EXEMPT |
| 73 | 32813 | 00 | 00 | CALTRANS | SNOW REMOVAL CA SR 266 | N | - | - | - | - | 10/23/2013 | 5/15/2015 | - | Agreement | 10-23-13: NDOT MAINTENANCE FORCES TO PROVIDE WINTER SNOW REMOVAL ON 12 MILES OF CALIFORNIA STATE ROUTE 266, MONO COUNTY, CALIFORNIA. NV B/L#: EXEMPT |
| 74 | 51812 | 01 | 00 | CAMPO | UNIFIED PLANNING WORK PROGRAM | Y | 490,477.00 | 22,120.00 | 512,597.00 | 25,630.00 | 10/1/2012 | 9/30/2013 | 5/20/2013 | Amendment | AMD 1 05-20-13: INCREASE AUTHORITY \$22,120.00, FROM \$464,847.00 TO \$486,967.00 FOR ADDITIONAL PLANNING ACTIVITIES. 10-01-12: COMPLETE PLANNING ACTIVITIES UNDER THE UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FFY 2013, CARSON CITY. NV B/L#: EXEMPT |
| 75 | 44412 | 00 | 00 | CAMPO | AUTHORIZATION FOR PLANNING | Y | - | - | - | - | 10/1/2012 | 9/30/2016 | - | Agreement | 10-01-12: SET FORTH GENERAL PROVISIONS FOR THE DUTIES OF THE PARTIES FOR THE EXPENDITURE OF THE FEDERAL METROPOLITAN PLANNING FUNDS, CARSON CITY. NV B/L#: EXEMPT |
| 76 | 27013 | 00 | 00 | CAMPO | UNIFIED PLANNING WORK PROGRAM | Y | 530,000.00 | - | 530,000.00 | 30,250.00 | 10/1/2013 | 9/30/2014 | - | Agreement | 10-01-13: UNIFIED PLANNING WORK PROGRAM (UPWP) PLANNING ACTIVITIES FOR FFY 2014, CARSON CITY. NV B/L#: EXEMPT |
| 77 | 25112 | 00 | 00 | CARSON CITY | PHASE 2B-2 CARSON FWY | Y | 800,879.35 | - | 800,879.35 | 677,723.82 | 6/25/2012 | 12/31/2025 | - | Agreement | 06-25-12: INTERLOCAL AGREEMENT FOR PHASE 2B-2 OF THE CARSON CITY FREEWAY TO DEFINE NDOT AND CARSON CITY RESPONSIBILITIES: RIGHT-OF-WAY, MAINTENANCE, AND UTILITY RELOCATIONS FOR THE PROJECT, CARSON CITY. NV B/L#: EXEMPT |
| 78 | 41613 | 00 | 00 | CARSON CITY | COMM SITE LEASE | N | 40,000.00 | - | 40,000.00 | - | 9/24/2013 | 6/30/2018 | - | Agreement | 09-24-13: COMMUNICATIONS SITE LEASE, CARSON CITY. NV B/L#: EXEMPT |
| 79 | 29312 | 00 | 00 | CARSON CITY FIRE DEPARTMENT | LANDMARK TRAINING | N | - | - | - | - | 8/2/2012 | 10/15/2012 | - | Agreement | 08-02-12: TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAW ENFORCEMENT PERSONNEL, CARSON CITY. NV B/L#: EXEMPT |
| 80 | 58213 | 00 | 00 | CARSON CITY RTC | MICROSURFACING | N | 22,847.00 | - | 22,847.00 | - | 12/30/2013 | 12/31/2013 | - | Agreement | 12-31-13: MICRO-SURFACING AND RESTRIPING A PORTION OF FAIRVIEW DRIVE, CARSON CITY. NV B/L#: EXEMPT |
| 81 | 27512 | 00 | 00 | CARSON CITY SHERIFF'S DEPT. | USE OF LANDMARK FOR TRAINING | N | - | - | - | - | 7/17/2012 | 10/15/2012 | - | Agreement | 07-17-12: TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAW ENFORCEMENT PERSONNEL, CARSON CITY. NV B/L#: EXEMPT |
| 82 | 24412 | 01 | 00 | CENTRAL FEDERAL LANDS HIGHWAY | CONTRIBUTE TO KYLE CANYON PROJ | Y | 2,000,000.00 | - | 2,000,000.00 | - | 6/27/2012 | 12/31/2015 | 5/9/2013 | Amendment | AMD 1 05-09-13: EXTEND TERMINATION DATE FROM 09-30-14 TO 12-31-15 AND ALLOCATE PREVIOUSLY CONTRIBUTED \$2,000,000.00 AS A MAP-21 MATCH REQUIREMENT. 06-27-12: MAKE A CONTRIBUTION TO THE CENTRAL FEDERAL LANDS HIGHWAY DIVISIONS (CFHL) WIDENING AND SAFETY IMPROVEMENTS TO SR 157 KYLE CANYON PROJECT, CLARK COUNTY. NV B/L#: EXEMPT |
| 83 | 46912 | 00 | 00 | CITY OF BOULDER CITY | BOULDER CITY LAND TRANSFER | N | - | - | - | - | 10/23/2012 | 3/31/2013 | - | Agreement | 10-23-12: TO ACCEPT A LAND TRANSFER FROM THE CITY OF BOULDER CITY FOR THE US93 BOULDER BYPASS PROJECT, CLARK COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|-----------------------------|--------------------------------|-----|---------------------------|-----------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 84 | 60813 | 00 | 00 | CITY OF CARSON PUBLIC WORKS | REMOVE NDOT MATERIAL FROM BLM | N | - | - | - | - | 12/2/2013 | 8/9/2014 | - | Agreement | 12-10-13: REGARDING NDOT MATERIAL TO BE TAKEN OFF OF BUREAU OF LAND MANAGEMENT (BLM) PROPERTY WHICH NDOT DOES NOT NEED, CARSON CITY. NV B/L#: EXEMPT |
| 85 | 26412 | 00 | 00 | CITY OF ELKO | FYA AT CEDAR 5TH & SILVER | Y | - | - | - | 5,000.00 | 7/12/2012 | 12/31/2013 | - | Agreement | 07-12-12: SYSTEMIC REPLACEMENT OF THE FIVE SECTION PROTECTIVE/PERMISSIVE SIGNAL HEADS WITH FOUR SECTION FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE SIGNAL HEADS, ELKO COUNTY. NV B/L#: EXEMPT |
| 86 | 45112 | 00 | 00 | CITY OF ELKO | MOUNTAIN CITY HWY IMPROVEMENTS | N | 1,365,285.00 | - | 1,365,285.00 | 68,264.00 | 10/23/2012 | 11/30/2014 | - | Agreement | 10-23-12: MOUNTAIN CITY HIGHWAY STREET ENHANCEMENTS, ELKO COUNTY. NV B/L#: EXEMPT |
| 87 | 22613 | 00 | 00 | CITY OF ELKO | MOUNTAIN CITY AND IDAHO ELKO | Y | - | - | - | 75,000.00 | 8/8/2013 | 12/31/2015 | - | Agreement | 08-08-13: TO ADDRESS FUNDING AND MAINTENANCE RESPONSIBILITIES FOR SIDEWALK AND LANDSCAPE & AESTHETICS IMPROVEMENTS ON MOUNTAIN CITY HIGHWAY AND IDAHO STREET IN ELKO, ELKO COUNTY. NV B/L#: EXEMPT |
| 88 | 26112 | 00 | 00 | CITY OF ELY | US 50 & CAMPTON STREET LIGHTS | N | - | - | - | - | 7/12/2012 | 12/31/2013 | - | Agreement | 07-12-12: INTERLOCAL AGREEMENT WITH CITY OF ELY TO INSTALL STREET LIGHTS ON US 50 AND CAMPTON STREET, WHITE PINE COUNTY. NV B/L#: EXEMPT |
| 89 | 12113 | 00 | 00 | CITY OF HENDERSON | HORIZON & I-515 | Y | 1,281,579.00 | - | 1,281,579.00 | 131,579.00 | 7/10/2013 | 6/30/2015 | - | Agreement | 07-10-13: TO AUTHORIZE THE CITY OF HENDERSON TO ADVERTISE, AWARD & ADMINISTER A CONTRACT TO CONSTRUCT OPERATIONAL IMPROVEMENTS AT HORIZON & I-515, PCEMS 1-03373, CLARK COUNTY. NV B/L#: EXEMPT |
| 90 | 12109 | 02 | 00 | CITY OF LAS VEGAS | ITS IMPROVEMENTS RANCHO | Y | 5,754,000.00 | - | 5,754,000.00 | 274,000.00 | 5/21/2009 | 6/30/2014 | 6/12/2012 | Amendment | AMD 2 06-12-12: EXTEND TERMINATION DATE 06-30-12 TO 06-30-14 TO ALLOW FOR COMPLETION OF THE PROJECT. AMD 1 06-30-10: EXTEND TERMINATION DATE FROM 06-30-10 TO 06-30-12 TO ALLOW FOR COMPLETION OF THE PROJECT. 05-21-09: OVERSIGHT OF STEWARDSHIP AGREEMENT FOR THE ITS IMPROVEMENT OF RANCHO DRIVE, CLARK COUNTY. NV B/L#: EXEMPT |
| 91 | 33510 | 01 | 00 | CITY OF LAS VEGAS | US 95/CC-215 N BELTWAY INTCHG | N | - | - | - | 1,500,000.00 | 12/6/2010 | 12/31/2014 | 2/22/2013 | Amendment | 02-22-13 AMD 1: TO DELEGATE AUTHORITY TO THE CITY OF LAS VEGAS TO ACQUIRE RIGHT-OF-WAY FOR THE LOCAL ACCESS PORTION OF THE US-95 AND 215 INTERCHANGE PROJECT. 11-06-10: FOR THE CITY OF LAS VEGAS TO PAY FOR STATE SERVICES TO INCORPORATE IMPROVED LOCAL ACCESS INTO THE US-95 AND 215 NORTHERN BELTWAY INTERCHANGE, CLARK COUNTY. NV B/L#: EXEMPT |
| 92 | 29212 | 00 | 00 | CITY OF LAS VEGAS | REIMBURSEMENT FROM LAWSUIT | N | - | - | - | 2,000,000.00 | 8/2/2012 | 9/30/2012 | - | Agreement | 08-02-12: PROVIDE FOR THE CITY'S REIMBURSEMENT TO THE DEPARTMENT FOR CASE NO.A-09-590346-C, INVERSE CONDEMNATION LAWSUIT IN CLARK COUNTY. NV B/L #: EXEMPT |
| 93 | 40712 | 00 | 00 | CITY OF LAS VEGAS | SAFETY PRJT-MULTI INTERSEC | Y | 400,000.00 | - | 400,000.00 | 20,000.00 | 10/5/2012 | 12/31/2013 | - | Agreement | 10-05-12: SYSTEMIC REPLACEMENT OF THE FIVE SECTION PROTECTIVE/PERMISSIVE SIGNAL HEADS WITH FOUR SECTION FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE SIGNAL HEADS, AND THE REMOVAL AND REPLACEMENT OF PEDESTRIAN SIGNAL HEADS WITH PEDESTRIAN COUNTDOWN TIMER SIGNAL HEADS LOCATED WITHIN THE CITY OF LAS VEGAS, CLARK COUNTY. NV B/L#: EXEMPT |
| 94 | 52912 | 00 | 00 | CITY OF LAS VEGAS | REOPEN F STREET UNDER I-15 | N | - | - | - | 7,950,000.00 | 12/31/2012 | 3/31/2013 | - | Agreement | 01-02-13: ADDRESS RESPONSIBILITIES FOR COST PARTICIPATION, DESIGN, CONSTRUCTION, OWNERSHIP AND MAINTENANCE FOR REOPENING F STREET UNDER I-15, CLARK COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|-------------------------|--------------------------------|-----|---------------------------|-----------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 95 | 11913 | 00 | 00 | CITY OF LAS VEGAS | REGIONAL FLOOD FACILITY | N | - | - | - | 3,000,000.00 | 6/28/2013 | 6/1/2017 | - | Agreement | 06-28-13: COST AND MAINTENANCE RESPONSIBILITIES FOR THE CONSTRUCTION OF THE REGIONAL FLOOD FACILITY WITH US 95 PHASE 2A PROJECT, CLARK COUNTY. NV B/L#: EXEMPT |
| 96 | 35813 | 00 | 00 | CITY OF LAS VEGAS | SAFETY MULTI INTER PACK II | Y | - | - | - | 67,200.00 | 10/30/2013 | 12/31/2016 | - | Agreement | 10-30-13: SAFETY PROJECT FOR MULTIPLE INTERSECTIONS IN LAS VEGAS, PACKAGE II, CLARK COUNTY. NV B/L#: EXEMPT |
| 97 | 11111 | 01 | 00 | CITY OF MESQUITE | WEST MESQUITE INTCHG DB | Y | 27,500,000.00 | - | 27,500,000.00 | 19,488,200.00 | 1/25/2011 | 12/31/2014 | 6/12/2012 | Amendment | AMD 1 06-12-12: TO AMEND RESPONSIBILITIES FOR FUTURE MAINTENANCE. 01-25-11: TO ASSIGN RESPONSIBILITY FOR R/W, PAYMENT OF CONSTRUCTION AND FUTURE PERMANENT MAINTENANCE OF THE WEST MESQUITE INTERCHANGE DESIGN-BUILD PROJECT, CLARK COUNTY. NV B/L#: EXEMPT |
| 98 | 00812 | 00 | 00 | CITY OF MESQUITE | LANDSCAPE MAINTENANCE | N | 33,600.00 | - | 33,600.00 | - | 1/6/2012 | 10/31/2015 | - | Agreement | 01-06-12: PAY FOR LANDSCAPE SERVICES PROVIDED BY THE CITY OF MESQUITE AT THE MESQUITE WELCOME CENTER, CLARK COUNTY. NV B/L#: EXEMPT |
| 99 | 18812 | 00 | 00 | CITY OF MESQUITE | SAFETY INTERSECTIONS MESQUITE | Y | - | - | - | 5,750.00 | 5/23/2012 | 12/31/2013 | - | Agreement | 05-23-12: FOR THE SYSTEMATIC REPLACEMENT OF THE FIVE SECTION PROTECTIVE/PERMISSIVE SIGNAL HEADS WITH FOUR SECTION FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE HEADS, AND REMOVAL AND REPLACEMENT OF PEDESTRIAN SIGNAL HEADS WITH PEDESTRIAN COUNTDOWN TIMER HEADS LOCATED WITHIN THE CITY OF MESQUITE, NEVADA, CLARK COUNTY. NV B/L#: EXEMPT |
| 100 | 18313 | 00 | 00 | CITY OF MESQUITE | INSTALL/OPERATE COMM EQUIP | N | 6,000.00 | - | 6,000.00 | - | 7/10/2013 | 6/30/2017 | - | Agreement | 07-10-13: INSTALLATION AND OPERATION OF COMMUNICATION EQUIPMENT, CLARK COUNTY. NV B/L#: EXEMPT |
| 101 | 42013 | 00 | 00 | CITY OF NORTH LAS VEGAS | MULTIPLE INTERSECTIONS PHASE I | Y | - | - | - | 21,250.00 | 9/24/2013 | 12/31/2016 | - | Agreement | 09-24-13: SAFETY PROJECT FOR MULTIPLE INTERSECTIONS IN NORTH LAS VEGAS, PHASE I, CLARK COUNTY. NV B/L#: EXEMPT |
| 102 | 27506 | 01 | 00 | CITY OF RENO | MAINT TRAFFIC SIGNAL SYSTEMS | N | - | - | - | - | 11/9/2005 | 12/31/2019 | 5/13/2013 | Amendment | AMD 1 05-13-13: ADD PEDESTRIAN FLASHING SYSTEM. 06-28-06: ASSIGN MAINTENANCE RESPONSIBILITIES FOR TRAFFIC SIGNAL AT I-580 AND MT ROSE, WASHOE COUNTY. NV B/L#: EXEMPT |
| 103 | 22110 | 01 | 00 | CITY OF RENO | DELEGATE AUTHORITY RETRAC | Y | 1,008,300.00 | 157,729.00 | 1,166,029.00 | 21,926.00 | 8/12/2010 | 12/31/2013 | 11/27/2012 | Amendment | AMD 1 11-27-12: INCREASE AUTHORITY BY \$157,729.00 FROM \$1,008,300.00 TO \$1,166,029.00, DUE TO A BALANCE REMAINING IN AN OLDER EARMARK FOR THIS PROJECT. 08-12-10: TO DELEGATE AUTHORITY TO THE CITY OF RENO TO DESIGN, ADVERTISE, AWARD AND MANAGE THE CONSTRUCTION OF PEDESTRIAN IMPROVEMENTS FOR THE RENO RETRAC PROJECT, WASHOE COUNTY. NV B/L#: EXEMPT |
| 104 | 26312 | 00 | 00 | CITY OF RENO | STREET LIGHT MAINTENANCE | N | - | - | - | - | 7/16/2012 | 12/31/2029 | - | Agreement | 07-16-12: TO ASSIGN RESPONSIBILITY FOR MAINTENANCE FOR SIGNALS ON MCCARRAN AND VIRGINIA STREET, WASHOE COUNTY. NV B/L#: EXEMPT |
| 105 | 35812 | 01 | 00 | CITY OF RENO | MOANA INTERCHANGE DDI MAINT | N | - | - | - | - | 9/14/2012 | 12/31/2025 | 3/12/2013 | Amendment | AMD 1 03-12-13: TO AMEND ROLES AND RESPONSIBILITIES SURROUNDING THE CONSTRUCTION OF MOANA DDI. 09-14-12: TO DEFINE ROLES AND RESPONSIBILITIES SURROUNDING CONSTRUCTION OF THE MOANA INTERCHANGE DDI AND FUTURE MAINTENANCE, WASHOE COUNTY. NV B/L#: EXEMPT |

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|---|--------------|----------|------------|---------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 106 | 16113 | 00 | 00 | CITY OF RENO | MAINTAIN RRFB SYSTEM | N | - | - | - | - | 5/10/2013 | 5/10/2033 | - | Agreement | 05-10-13: TO ADDRESS EACH PARTY'S RESPONSIBILITIES CONCERNING THE MAINTENANCE AND OPERATION OF A RECTANGULAR RAPID FLASHING BEACON SYSTEM AT KIETZKE LANE AT ROBERTS STREET. THIS AGREEMENT AUTOMATICALLY RENEWS EVERY TWO YEARS UNLESS ONE OF THE PARTIES CHOOSES TO TERMINATE, WASHOE COUNTY. NV B/L#: EXEMPT |
| 107 | 12613 | 00 | 00 | CITY OF SPARKS | ITS ALONG I-80 W/IN SPARKS | N | - | - | - | - | 7/30/2013 | 6/30/2017 | - | Agreement | 07-30-13: TO IDENTIFY THE DEPARTMENT AND THE CITY OF SPARKS' RESPONSIBILITIES FOR ONGOING MAINTENANCE OF THE ITS DEVICES ALONG I-80, WASHOE COUNTY. NV B/L#: EXEMPT |
| 108 | 26512 | 00 | 00 | CITY OF WEST WENDOVER | FYA WENDOVER BLVD | Y | - | - | - | 2,500.00 | 7/12/2012 | 12/31/2013 | - | Agreement | 07-12-12: SYSTEMIC REPLACEMENT OF THE FIVE SECTION PROTECTIVE/PERMISSIVE SIGNAL HEADS WITH FOUR SECTION FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE SIGNAL HEADS, ELKO COUNTY. NV B/L#: EXEMPT |
| 109 | 22113 | 00 | 00 | CITY OF WINNEMUCCA | NDOT STRIPING ROADS | N | - | - | - | 35,000.00 | 6/10/2013 | 12/31/2014 | - | Agreement | 06-10-13: NDOT WILL STRIPE ROADS IN THE CITY OF WINNEMUCCA, HUMBOLDT COUNTY. NV B/L#: EXEMPT |
| 110 | 60505 | 01 | 00 | CLARK COUNTY | I-15 BLUE DIAMOND INT | N | (6,602,485.70) | (1,407,753.59) | - | 8,010,239.29 | 8/8/2005 | 12/31/2013 | 3/21/2013 | Amendment | AMD 1 03-21-13: TO INCREASE RECEIVABLE AMOUNT BY \$1,407,753.59 TO BRING TOTAL TO \$8,010,239.29. 08-08-05: TO DEFINE EACH PARTY'S RESPONSIBILITIES FOR THE FINANCING, DESIGN AND CONSTRUCTION FOR THE REPLACEMENT OF THE EXISTING I-15 BLUE DIAMOND INTERCHANGE, CLARK COUNTY .NV B/L#: EXEMPT EA 72495 |
| 111 | 06012 | 00 | 00 | CLARK COUNTY | URBAN AREA SECURITY INITIATIVE | N | - | - | - | 36,000.00 | 2/8/2012 | 8/31/2013 | - | Agreement | 02-08-12: CONDUCT PROGRAMMING RELATIVE TO THE URBAN AREA SECURITY INITIATIVE (ASI) 00 MHZ BROADBAND NETWORK PROJECT. NV B/L#: EXEMPT |
| 112 | 51412 | 00 | 00 | CLARK COUNTY | PAYMENT FOR DAMAGE TROPICANA | N | - | - | - | 50,000.00 | 12/10/2012 | 5/31/2013 | - | Agreement | 12-10-12: NDOT WILL RECEIVE FUNDS FROM COUNTY TO PAY FOR REPAIRS TO TROPICANA AVENUE FROM KOVAL TO PARADISE, CLARK COUNTY. NV B/L#: EXEMPT |
| 113 | 41713 | 00 | 00 | CLARK COUNTY | PAYMENT FOR SEARCHLIGHT | N | - | - | - | 392,725.21 | 9/20/2013 | 12/31/2013 | - | Agreement | 09-20-13: FINAL PAYMENT FOR SEARCHLIGHT STORM DRAIN AND STREETLIGHT PROJECT, CLARK COUNTY. NV B/L#: EXEMPT |
| 114 | 23513 | 00 | 00 | CLARK COUNTY | SAFETY/MULTIPLE INTERSECTIONS | Y | - | - | - | 55,000.00 | 9/26/2013 | 12/31/2016 | - | Agreement | 09-26-13: SAFETY PROJECT FOR MULTIPLE INTERSECTIONS, CLARK COUNTY. NV B/L#: EXEMPT |
| 115 | 51013 | 00 | 00 | CLARK COUNTY | FINAL PAYMENT SOUNDWALL | N | - | - | - | 348,130.99 | 10/28/2013 | 12/31/2013 | - | Agreement | 10-28-13: FINAL PAYMENT FOR THE SOUNDWALL ON 515 AND FLAMINGO, CLARK COUNTY. NV B/L#: EXEMPT |
| 116 | 10013 | 00 | 00 | CLARK COUNTY PUBLIC WORKS | CACTUS AVE/I15 INTERCHANGE | Y | - | - | - | - | 5/5/2013 | 3/3/2015 | - | Agreement | 04-05-13: TO ESTABLISH RESPONSIBILITY FOR FUNDING, DESIGNING, ADMINISTERING CONSTRUCTION AND MAINTENANCE FOR THE NEW INTERCHANGE ON INTERSTATE 15 ALONG THE CACTUS AVE ALIGNMENT BETWEEN THE EXISTING SILVERADO AND SAINT ROSE INTERCHANGE, CLARK COUNTY. NV B/L#: EXEMPT |
| 117 | 29808 | 01 | 00 | COOPERATIVE LIBRARIES | JOIN A NETWORK OF COMPUTERS | Y | 5,028.00 | 650.00 | 5,678.00 | - | 10/1/2008 | 6/30/2014 | 6/29/2012 | Amendment | AMD 1 06-29-12: INCREASE AUTHORITY BY \$650 FROM \$5,028 TO \$5,678 DUE TO THE COSTS ASSOCIATED WITH THE SERVICES FOR THIS MEMBERSHIP INCREASING. 10-01-08: TO JOIN A NETWORK OF COMPUTER AND TELECOMMUNICATION SERVICES KNOWN AS INTERLOCAL LIBRARIES AUTOMATED NETWORK (CLAN), CARSON CITY. NV B/L#: EXEMPT |
| 118 | 22013 | 00 | 00 | COUNTY OF HUMBOLDT | NDOT STRIPING COUNTY ROADS | N | - | - | - | 40,000.00 | 6/10/2013 | 12/31/2014 | - | Agreement | 06-10-13: NDOT WILL STRIPE COUNTY ROADS WITHIN HUMBOLDT COUNTY LIMITS, HUMBOLDT COUNTY. NV B/L#: EXEMPT |

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|---|--------------|----------|------------|--------------------------------|----------------------------|-----|---------------------------|-----------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 119 | 11213 | 00 | 00 | DEPARTMENT OF PUBLIC SAFETY | CRIMINAL BACKGROUND CHECKS | N | 12,000.00 | - | 12,000.00 | - | 4/22/2013 | 4/22/2017 | - | Agreement | 04-22-13: CRIMINAL HISTORY BACKGROUND CHECKS FOR CANDIDATES OF SPECIFIC POSITIONS, STATEWIDE. NV B/L#: EXEMPT |
| 120 | 32212 | 00 | 00 | DEPT. OF PUBLIC SAFETY | LANDMARK BUILDING TRAINING | N | - | - | - | - | 8/8/2012 | 10/15/2012 | - | Agreement | 08-08-12: TO PROVIDE USE OF THE LANDMARK BUILDING FOR THE TRAINING OF LAW ENFORCEMENT PERSONNEL, CARSON CITY. NV B/L#: EXEMPT |
| 121 | 18312 | 00 | 00 | DOUGLAS COUNTY SCHOOL DISTRICT | LOAN OF BICYCLE EQUIPMENT | N | - | - | - | - | 5/17/2012 | 6/30/2014 | - | Agreement | 05-17-12: USE OF BICYCLE/PEDESTRIAN SAFETY EDUCATION EQUIPMENT FROM THE BICYCLE AND PEDESTRIAN EDUCATION PROGRAM'S MOBILE TRAILERS AND EQUIPMENT. INCLUDING: TRAILER, BICYCLES, AND ASSORTED SUPPLIES, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 122 | 38312 | 00 | 00 | DPS OFFICE OF TRAFFIC SAFETY | HIGHWAY SAFETY PLAN | Y | 800,000.00 | - | 800,000.00 | - | 9/11/2012 | 12/31/2013 | - | Agreement | 09-11-12: TO PROVIDE SUPPORT DATA AND OTHER INFORMATION WHICH WILL CONTINUE THE STATEWIDE PAID MEDIA ENHANCEMENT FOR DISTRACTED DRIVING, IMPAIRED DRIVING, AND PEDESTRIAN SAFETY, AND EXPAND THE HIGH VISIBILITY ENFORCEMENT OF STRATEGIC HIGHWAY SAFETY PLAN CRITICAL EMPHASIS AREAS, STATEWIDE. NV B/L#: EXEMPT |
| 123 | 25413 | 00 | 01 | DPS OFFICE OF TRAFFIC SAFETY | JOINING FORCES | Y | - | 690,500.00 | 690,500.00 | - | 10/18/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE. NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |
| 124 | 25413 | 00 | 02 | DPS OFFICE OF TRAFFIC SAFETY | MEDIA CAMPAIGN | Y | - | 954,758.00 | 954,758.00 | - | 10/18/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE. NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |
| 125 | 25413 | 00 | 03 | DPS OFFICE OF TRAFFIC SAFETY | MEDICAL COST DATA | Y | - | 281,776.00 | 281,776.00 | - | 10/28/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE. NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|--|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 126 | 25413 | 00 | 04 | DPS OFFICE OF TRAFFIC SAFETY | ZERO TEEN FATALITIES PROGRAM | Y | - | 572,578.00 | 572,578.00 | - | 11/27/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE.NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |
| 127 | 25413 | 00 | 09 | DPS OFFICE OF TRAFFIC SAFETY | SHSP RECOGNITION EVENT | Y | - | 50,000.00 | 50,000.00 | - | 12/5/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE.NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |
| 128 | 25413 | 00 | 08 | DPS OFFICE OF TRAFFIC SAFETY | PEDESTRIAN SAFETY / EDUCATION | Y | - | 68,024.00 | 68,024.00 | - | 12/5/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE.NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |
| 129 | 25413 | 00 | 06 | DPS OFFICE OF TRAFFIC SAFETY | PEDESTRIAN AND DRIVING PROGRAM | Y | - | 140,000.00 | 140,000.00 | - | 12/5/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE.NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |
| 130 | 25413 | 00 | 07 | DPS OFFICE OF TRAFFIC SAFETY | PEDESTRIAN SAFETY / EDUCATION | Y | - | 147,720.00 | 147,720.00 | - | 12/5/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING, STATEWIDE.NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|--------------------------------|-------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 131 | 25413 | 00 | 05 | DPS OFFICE OF TRAFFIC SAFETY | SERVICE AGREEMENT FOR NCATS | Y | - | 200,000.00 | 200,000.00 | - | 12/5/2013 | 12/31/2015 | - | Task Order | 10-18-13: TO IMPLEMENT A PROGRAM IN REDUCING CRASHES ON NEVADA ROADWAYS THROUGH JOINING FORCES, A MULTI-JURISDICTIONAL TRAFFIC ENFORCEMENT PROGRAM THAT HAS BEEN SUCCESSFUL IN CONDUCTING ENFORCEMENT EVENTS FOR VARIOUS CRITICAL EMPHASIS AREAS WITHIN THE NEVADA STRATEGIC HIGHWAY SAFETY PLAN (SHSP), INCLUDING SEATBELT USAGE, IMPAIRED DRIVING, SPEEDING, PEDESTRIAN SAFETY, INTERSECTIONS, AND DISTRACTED DRIVING. STATEWIDE. NV B/L#: EXEMPT. MASTER AGREEMENT TOTAL \$4,000,000 |
| 132 | 23413 | 00 | 00 | DPS-DIV EMERGENCY MGMT | TRANSFER MAINT RESPONSIBILITY | N | - | - | - | - | 7/26/2013 | 9/30/2023 | - | Agreement | 07-26-13: TRANSFER OF MAINTENANCE RESPONSIBILITY OF THE NEVADA EMERGENCY CROSSBAND REPEATER SYSTEM FROM NDPS-DEM TO NDOT, STATEWIDE. NV B/L #: EXEMPT |
| 133 | 38212 | 00 | 00 | ELKO COUNTY | NSRS STATEWIDE RADIO SYSTEM | N | - | - | - | 462,000.00 | 9/18/2012 | 6/30/2016 | - | Agreement | 09-18-12: PROVIDE REQUIREMENTS AND EXPECTATIONS FOR BOTH PARTIES WHILE OPERATING THE NSRS STATEWIDE RADIO SYSTEM, ELKO COUNTY. NV B/L#: EXEMPT |
| 134 | 30413 | 00 | 00 | ENVIRONMENTAL PROTECTION DIV | PROTECTION OF LAKE TAHOE | N | - | - | - | - | 8/16/2013 | 8/16/2016 | - | Agreement | 08-16-13: ACKNOWLEDGE AND ESTABLISH A COMMITMENT BY EACH SIGNATORY PARTY TO APPLY THEIR COLLECTIVE EFFORTS TO RESTORE AND PROTECT LAKE TAHOE. CARSON CITY, DOUGLAS, AND WASHOE COUNTIES. NV B/L#: EXEMPT |
| 135 | 53213 | 00 | 00 | FHWA-CENTRAL FEDERAL LANDS | PROJECT SCOPE FOR FLAP SR 28 | Y | 10,000.00 | - | 10,000.00 | - | 10/31/2013 | 1/1/2014 | - | Agreement | 10-31-13: TO PRODUCE A SCOPE FOR THE PROJECTS RELATED TO THE FEDERAL LAND ACCESS PROGRAM, STATE ROUTE 28. CARSON CITY, DOUGLAS AND WASHOE COUNTIES. NV B/L#: EXEMPT |
| 136 | 16088 | 04 | 00 | LV CONVENTION & VISITORS AUTH. | MESQUITE WELCOME CENTER | N | 83,520.00 | 20,000.00 | 162,056.00 | - | 10/11/1988 | 10/10/2018 | 9/25/2013 | Amendment | AMD 4 09-25-13: EXTEND TERMINATION DATE FROM 10-10-13 TO 10-10-18, AND INCREASE AUTHORITY BY \$20,000 FROM \$142,056 TO \$162,056. AMD 3 08-25-08: EXTEND TERMINATION DATE FROM 10-10-08 TO 10-10-13 FOR THE CONSTRUCTION AND OPERATION OF VISITORS WELCOME CENTER IN MESQUITE, CLARK COUNTY. AMD 2 09-30-03: EXTEND TIMEFRAME FOR THE CONSTRUCTION AND OPERATION OF VISITORS WELCOME CENTER IN MESQUITE, CLARK COUNTY AND INCREASE AUTHORITY \$32,056 FROM \$110,000 TO \$142,056 AMD 1 09-08-98: EXTEND TIMEFRAME FOR THE CONSTRUCTION AND OPERATION OF VISITORS WELCOME CENTER OF MESQUITE, CLARK COUNTY AND INCREASE AUTHORITY \$26,480 FROM \$83,520 TO \$110,000 08-25-88: JOINTLY PARTICIPATE IN THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF PARKING AREAS, WELCOME STATION BUILDING, LANDSCAPING AND BEAUTIFICATION ON 4.62 ACRES OF LAND WITHIN THE EXISTING HIGHWAY RIGHT-OF-WAY ON INTERSTATE 15 IN THE SOUTHEAST QUADRANT OF THE EAST MESQUITE INTERCHANGE IN THE CITY OF MESQUITE, CLARK |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|--------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 137 | 31913 | 00 | 00 | LV CONVENTION & VISITORS AUTH. | TROPICANA ESCALATORS | N | - | - | - | 19,612,883.00 | 8/27/2013 | 12/31/2017 | - | Agreement | 09-09-13: TO PROVIDE FUNDING BY THE LAS VEGAS CONVENTION AND VISITORS AUTHORITY TO THE DEPARTMENT FOR THE DESIGN AND CONSTRUCTION OF REPLACEMENT ESCALATORS AND ASSOCIATED MECHANICAL SYSTEMS AND APPURTENANCES INCLUDING IMPROVEMENTS TO PEDESTRIAN BRIDGES AND ELEVATORS AT THE INTERSECTION OF TROPICANA AVENUE AND LAS VEGAS BOULEVARD, AND TROPICANA AVENUE AMERICANS WITH DISABILITIES ACT IMPROVEMENTS, CLARK COUNTY. NV B/L#: EXEMPT |
| 138 | 25512 | 00 | 00 | LYON COUNTY | BRIDGE REPLACEMENT B-1610 | Y | 1,452,000.00 | - | 1,452,000.00 | 72,000.00 | 7/10/2012 | 12/31/2017 | - | Agreement | 07-10-12: TO REPLACE THE NORDYKE ROAD BRIDGE OVER THE EAST FORK OF THE WALKER RIVER, STRUCTURE B-1610. BRIDGE IS IN A STATE OF SEVERE DETERIORATION AND REQUIRES REPLACEMENT, LYON COUNTY. NV B/L#: EXEMPT |
| 139 | 16312 | 00 | 00 | NATIONAL PARK SERVICE | PONY EXPRESS TRAIL SIGNS | N | - | - | - | - | 5/4/2012 | 7/30/2017 | - | Agreement | 05-04-12: ESTABLISH FUNDING FOR DESIGN, REVIEW, MATERIALS AND INSTALLATION OF PONY EXPRESS AND CALIFORNIA TRAIL SIGNS AND PONY EXPRESS TRAIL AND CALIFORNIA TRAIL AUTO TOUR SIGNS, ELKO, WHITE PINE, EUREKA, LANDER, CHURCHILL, LYON, CARSON CITY, AND DOUGLAS COUNTIES. NV B/L#: EXEMPT |
| 140 | 11812 | 00 | 00 | NEVADA DIVISION OF STATE LANDS | LAKE TAHOE WATER PROJECT | N | - | - | - | 1,000,000.00 | 4/1/2012 | 6/30/2014 | - | Agreement | 04-01-12: FUNDING AGREEMENT FOR LAKE TAHOE WATER QUALITY AND EROSION CONTROL PROJECT, WASHOE COUNTY. NV B/L#: EXEMPT |
| 141 | 05213 | 00 | 00 | NEVADA DIVISION OF STATE PARKS | STATE PARK WATER IMPROVEMENT | N | 2,776.00 | - | 2,776.00 | - | 2/1/2013 | 6/30/2016 | - | Agreement | 02-01-13: INTERLOCAL AGREEMENT WITH NEVADA DIVISION OF STATE PARKS FOR A CULTURAL RESOURCE SURVEY OF THE WATER STORAGE TANK SITE FOR THE VALLEY OF FIRE STATE WATER SYSTEM IMPROVEMENTS, CLARK COUNTY. NV B/L#: EXEMPT |
| 142 | 29112 | 00 | 00 | NEVADA LEGISLATURE POLICE | ESTABLISH ROLES FOR RADIO | N | - | - | - | 10,000.00 | 8/15/2012 | 6/30/2017 | - | Agreement | 08-15-12: ESTABLISH DEPARTMENT AND AGENCY RESPONSIBILITIES IN OPERATING AND MAINTAINING THE 800 MHZ TRUNKED RADIO COMMUNICATIONS SYSTEM, STATEWIDE. NV B/L#: EXEMPT |
| 143 | 13313 | 00 | 00 | NEVADA TAHOE CONSERVATION DIST | NEPA/DESIGN WQ/EC TAHOE | N | 200,000.00 | - | 200,000.00 | - | 6/16/2013 | 6/30/2014 | - | Agreement | 06-17-13: TO PROVIDE FUNDING FOR MASTER PLANNING, NEPA, AND DESIGN SERVICES FOR WQ/EC PROJECT AT LAKE TAHOE, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 144 | 19610 | 03 | 00 | NV COMM FOR RECONST OF V&T R/W | CONSTRUCT V&T RAILWAY PHASE 3B | Y | 475,000.00 | - | 475,000.00 | - | 7/20/2010 | 12/31/2013 | 11/27/2012 | Amendment | AMD 3 11-27-12: EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13 DUE TO DELAYS IN ACQUIRING RIGHT OF WAY. AMD 2 11-20-11: EXTEND TERMINATION DATE FROM 12-31-11 TO 12-31-12 TO ALLOW COMPLETION OF PROJECT. AMD 1 09-16-10: TO ADDRESS CHANGES TO THE SCOPE OF WORK ALLOWING COMMISSION TO ACQUIRE RIGHT-OF-WAY FOR PHASE 3B OF PROJECT. 07-20-10: TO OBLIGATE FEDERAL TRANSPORTATION IMPROVEMENT FUNDS AND TO DELEGATE AUTHORITY TO THE COMMISSION TO ACQUIRE RIGHT-OF-WAY FOR V&T RAILWAY RECONSTRUCTION PHASE 3B PROJECT, CARSON CITY. NV B/L#: EXEMPT |
| 145 | 15112 | 00 | 00 | NV DIVISION OF FORESTRY | PROTECTED PLANT SALVAGE | N | 173,906.00 | - | 173,906.00 | - | 7/2/2012 | 12/31/2025 | - | Agreement | 07-02-12: TO ADDRESS THE FUNDING AND REponsibilities FOR EACH PARTY TO PERFORM PROTECTED PLANT SALVAGE AND MAINTENANCE OPERATIONS, CLARK COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|--------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 146 | 23812 | 00 | 00 | NV NATURAL HERITAGE PROG | TRANSFER FUNDS TO NNHP | N | 525,434.00 | - | 525,434.00 | - | 6/22/2012 | 6/30/2019 | - | Agreement | 06-22-12: TRANSFER FUNDING TO THE NNHP IN EXCHANGE FOR DATA AND RELATED INFORMATION VITAL TO PROJECTS THE DEPARTMENT COMPLETES, CARSON CITY. NV B/L#: EXEMPT |
| 147 | 40812 | 00 | 00 | NYE COUNTY | DATA SHARING PLAN | N | - | - | - | - | 9/18/2012 | 12/31/2017 | - | Agreement | 09-18-12: NO COST DATA SHARING AGREEMENT, NYE COUNTY. NV B/L#: EXEMPT |
| 148 | 13509 | 01 | 00 | RTC OF SOUTHERN NEVADA | IMPROVE BUS RAPID TRANSIT | Y | - | - | - | - | 5/28/2009 | 12/31/2013 | 1/31/2013 | Amendment | AMD 1 01-31-13: EXTEND TERMINATION DATE FROM 01-31-13 TO 12-31-13 BECAUSE RTC WAS NOT ABLE TO FINISH OPEN GRADE AND OTHER CONSTRUCTION NEAR SAHARA DUE TO A CLARK COUNTY CONTRACT. 05-28-09: CONSTRUCTION OF IMPROVEMENTS TO ACCOMMODATE BUS RAPID TRANSIT (BRT) LANES ON BOTH DIRECTIONS OF SR 158, BOULDER HIGHWAY CORRIDOR FROM 8TH STREET/FREMONT STREET TO EQUESTRIAN DRIVE, CLARK COUNTY. NV B/L#: EXEMPT |
| 149 | 02712 | 00 | 00 | RTC OF SOUTHERN NEVADA | BOULDER CITY BYPASS PHASE 2 | Y | 971,800.00 | - | 971,800.00 | - | 3/14/2012 | 12/31/2014 | - | Agreement | 03-14-12: AUTHORIZE RTC OF SOUTHERN NEVADA TO PERFORM ENGINEERING AND FINANCIAL FEASIBILITY ANALYSES TO SUPPORT THE DEVELOPMENT OF THE BOULDER CITY BYPASS AS A TOLL ROAD AND ACQUIRE THE RIGHTS-OF-WAY AND EASEMENTS NECESSARY TO CONSTRUCT PHASE 2 OF THE BYPASS, CLARK COUNTY. NV B/L#: EXEMPT |
| 150 | 08713 | 00 | 00 | RTC OF SOUTHERN NEVADA | EMPLOYEE TRIP REDUCTION | Y | 1,300,000.00 | - | 1,300,000.00 | 65,000.00 | 10/1/2012 | 9/30/2013 | - | Agreement | 10-01-12: TO PROVIDE FUNDING TO THE RTC FOR CONTINUED OPERATION OF THE EMPLOYEE TRIP REDUCTION REGIONAL RIDE SHARE PROGRAM, CLARK COUNTY. NV B/L#: EXEMPT |
| 151 | 51612 | 00 | 00 | RTC OF SOUTHERN NEVADA | UNIFIED PLANNING WORK PROGRAM | Y | 5,129,142.00 | - | 5,129,142.00 | 256,457.00 | 10/1/2012 | 9/30/2013 | - | Agreement | 10-01-12: AUTHORIZATION TO COMPLETE THE UNIFIED PLANNING WORK PROGRAM (UPWP) FFY 2013, CLARK COUNTY. NV B/L#: EXEMPT |
| 152 | 44312 | 00 | 00 | RTC OF SOUTHERN NEVADA | FEDERAL METRO PLANNING FUNDS | Y | - | - | - | - | 10/1/2012 | 9/30/2016 | - | Agreement | 10-01-12: TO SET FORTH GENERAL PROVISIONS FOR THE DUTIES OF THE PARTIES FOR THE EXPENDITURES OF THE FEDERAL METROPOLITAN PLANNING (PL) FUNDS, CLARK COUNTY. NV B/L#: EXEMPT |
| 153 | 39913 | 00 | 00 | RTC OF SOUTHERN NEVADA | EMPLOYEE TRIP REDUCTION | Y | 1,300,000.00 | - | 1,300,000.00 | 65,000.00 | 10/1/2013 | 9/30/2014 | - | Agreement | 10-01-13: APPROVAL FOR CONTINUED OPERATION OF THE EMPLOYEE TRIP REDUCTION REGIONAL RIDE SHARE PROGRAM, CLARK COUNTY. NV B/L#: EXEMPT |
| 154 | 38213 | 00 | 00 | RTC OF SOUTHERN NEVADA | BC BYPASS PH 1 NDOT PH 1&2 RTC | Y | 50,820,000.00 | - | 50,820,000.00 | 10,000,000.00 | 10/17/2013 | 12/31/2018 | - | Agreement | 10-17-13: TO CONDUCT THE BOULDER CITY BYPASS PROJECT - PHASE 1 TO BE CONSTRUCTED BY NDOT AND THE PORTIONS OF PHASE 1 AND PHASE 2 TO BE CONSTRUCTED BY THE RTC, CLARK COUNTY. NV B/L#: EXEMPT |
| 155 | 04411 | 01 | 00 | RTC OF WASHOE COUNTY | RTC TRAVEL DEMAND MODEL | N | 500,000.00 | - | 500,000.00 | - | 1/25/2011 | 12/31/2012 | 6/29/2012 | Amendment | AMD 1 06-29-13: EXTEND TERMINATION DATE FROM 06-30-12 TO 12-31-12 TO ALLOW COMPLETION OF REGIONAL TRAVEL DEMAND MODEL. 01-25-11: HIRING OF CONSULTANT SERVICES TO UPGRADE THE RTC'S WASHOE TRAVEL DEMAND MODEL, WASHOE COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|-------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|--|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 156 | 15611 | 02 | 00 | RTC OF WASHOE COUNTY | IMPROV PYRAMID HWY AT MCCARRAN | Y | 1,157,895.00 | - | 1,272,895.00 | - | 4/11/2011 | 12/31/2013 | 12/10/2012 | Amendment | AMD 2 12-10-12: EXTEND TERMINATION DATE FROM 12-31-12 TO 12-31-13 TO ALLOW COMPLETION OF PROJECT. AMD 1 10-12-11: INCREASE AUTHORITY \$115,000.00 FROM \$1,157,895.00 TO \$1,272,895.00 TO ADJUST SCOPE OF WORK TO AUTHORIZE RTC TO COMPLETE HARDSHIP ACQUISITION AND TO ASSIST RTC WITH RIGHT OF WAY ACQUISITION AND ENGINEERING. 04-11-11: TO OBLIGATE FEDERAL CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS AND TO AUTHORIZE RTC TO DESIGN PLANS FOR IMPROVEMENTS TO PYRAMID HWY SR 445 AT N MCCARRAN BLVD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 157 | 00712 | 00 | 00 | RTC OF WASHOE COUNTY | ROLES FOR ROW AND UTILITIES | Y | - | - | - | - | 1/4/2012 | 4/1/2014 | - | Agreement | 01-04-12: TO DEFINE ROLLS AND RESPONSIBILITIES FOR RIGHT-OF-WAY AND UTILITIES, WASHOE COUNTY. NV B/L#: EXEMPT |
| 158 | 28312 | 00 | 00 | RTC OF WASHOE COUNTY | SE MCCARRAN PHASE 2 PROJECT | N | 6,000,000.00 | - | 6,000,000.00 | - | 7/25/2012 | 12/31/2025 | - | Agreement | 07-25-12: TO ADDRESS FUNDING AND RESPONSIBILITIES OF EACH PARTY TO CONSTRUCT SE MCCARRAN PHASE 2 PROJECT, WASHOE COUNTY. NV B/L#: EXEMPT |
| 159 | 49112 | 00 | 00 | RTC OF WASHOE COUNTY | EMPLOYEE TRIP REDUCTION | Y | 500,000.00 | - | 500,000.00 | 25,000.00 | 10/1/2012 | 9/30/2013 | - | Agreement | 10-01-12: TO PROVIDE FUNDING TO THE RTC FOR CONTINUED OPERATION OF THE EMPLOYEE TRIP REDUCTION REGIONAL PROGRAM FFY 2013, WASHOE COUNTY. NV B/L#: EXEMPT |
| 160 | 51712 | 00 | 00 | RTC OF WASHOE COUNTY | UNIFIED PLANNING WORK PROGRAM | Y | 3,370,412.00 | - | 3,370,412.00 | 168,520.00 | 10/1/2012 | 9/30/2013 | - | Agreement | 10-01-12: COMPLETE PLANNING ACTIVITIES UNDER THE UNIFIED PLANNING WORK PROGRAM (UPWP) FFY 2013, WASHOE COUNTY. NV B/L#: EXEMPT |
| 161 | 44512 | 00 | 00 | RTC OF WASHOE COUNTY | AUTHORIZATION FOR PLANNING | Y | - | - | - | - | 10/1/2012 | 9/30/2016 | - | Agreement | 10-01-12: TO SET FORTH GENERAL PROVISIONS FOR THE DUTIES OF THE PARTIES FOR THE EXPENDITURE OF THE FEDERAL METROPOLITAN PLANNING (PL) FUNDS, WASHOE COUNTY. NV B/L#: EXEMPT |
| 162 | 51512 | 01 | 00 | RTC OF WASHOE COUNTY | ANALYSIS IMPROV VIRGINIA ST | Y | 400,000.00 | - | 400,000.00 | 20,000.00 | 12/11/2012 | 4/30/2014 | 7/29/2013 | Amendment | AMD 1 07-29-13: EXTEND TERMINATION DATE OF AGREEMENT TO 04-30-14 TO ALLOW WASHOE COUNTY TO INVOICE FOR ALL EXPENSES INCURRED. 12-11-12: MULTIMODAL (PEDESTRIAN, BICYCLE, TRANSIT, AUTOMOBILE) ANALYSIS FOR TRANSPORTATION IMPROVEMENTS ON VIRGINIA STREET IN RENO, WASHOE COUNTY. NV B/L#: EXEMPT |
| 163 | 32213 | 00 | 00 | RTC OF WASHOE COUNTY | EMPLOYEE TRIP REDUCTION | Y | 600,000.00 | - | 600,000.00 | 30,000.00 | 10/1/2013 | 9/30/2014 | - | Agreement | 10-01-13: PROVIDE FUNDING FOR CONTINUED OPERATION OF THE TRIP REDUCTION/REGIONAL RIDE SHARE PROGRAM FFY 2014, WASHOE COUNTY. NV B/L#: EXEMPT |
| 164 | 26913 | 00 | 00 | RTC OF WASHOE COUNTY | UNIFIED PLANNING WORK PROGRAM | Y | 2,831,483.00 | - | 2,831,483.00 | 141,577.00 | 10/1/2013 | 9/30/2014 | - | Agreement | 10-01-13: AUTHORIZATION TO PERFORM PLANNING ACTIVITIES FOR THE UNIFIED PLANNING WORK PROGRAM (UPWP) FFY 2014, WASHOE COUNTY. NV B/L#: EXEMPT |
| 165 | 29012 | 00 | 00 | STATE HISTORICAL PRESERVATION | FUNDING FOR HIST. MARKERS | N | 180,000.00 | - | 180,000.00 | - | 7/27/2012 | 6/30/2016 | - | Agreement | 07-27-12: TO PROVIDE FUNDING FOR HISTORICAL MARKER INVENTORY, RESTORATION, AND MAINTENANCE, STATEWIDE. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|-------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 166 | 53811 | 01 | 00 | STATE PUBLIC WORKS DIVISION | SPEC AND PLAN REVIEW | N | 100,000.00 | 150,000.00 | 250,000.00 | - | 12/14/2011 | 12/31/2015 | 5/13/2013 | Amendment | AMD 1 05-13-13: EXTEND TERMINATION DATE FROM 12-31-13 TO 12-31-15, AND INCREASE AUTHORITY \$150,000.00 FROM \$100,000.00 TO \$250,000.00 DUE TO ADDITIONAL SPECIFICATIONS AND PLAN SET CODE COMPLIANT REVIEW FOR CONSTRUCTION PROJECTS. 12-14-11: INTERLOCAL AGREEMENT WITH STATE PUBLIC WORKS DEPARTMENT; THE SPWD WILL PERFORM PLAN AND SPECS REVIEW FOR BUILDING CODE COMPLIANCE ON NDOT OWNED BUILDINGS, STATEWIDE. NV B/L#: EXEMPT |
| 167 | 46612 | 00 | 00 | STATE PUBLIC WORKS DIVISION | SHARED FIRE WATERLINE | N | - | - | - | - | 11/7/2012 | 1/1/2015 | - | Agreement | 11-07-12: REPAIR, REPLACEMENT, AND MAINTENANCE RESPONSIBILITIES INTERLOCAL AGREEMENT BETWEEN THE DEPARTMENT AND STATE PUBLIC WORKS, BUILDINGS AND GROUNDS DIVISION FOR A SHARED FIRE WATERLINE SYSTEM, WASHOE COUNTY. NV B/L#: EXEMPT |
| 168 | 05613 | 00 | 00 | TAHOE METRO PLANNING ORG | UNIFIED PLANNING WORK PROGRAM | Y | 223,410.00 | - | 223,410.00 | 11,171.00 | 10/1/2012 | 9/30/2013 | - | Agreement | 10-01-12: COMPLETE PLANNING ACTIVITIES UNDER THE UNIFIED PLANNING WORK PROGRAM (UPWP) FFY 2013, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 169 | 26813 | 00 | 00 | TAHOE METRO PLANNING ORG | UNIFIED PLANNING WORK PROGRAM | Y | 200,000.00 | - | 200,000.00 | 10,000.00 | 10/1/2013 | 9/30/2014 | - | Agreement | 10-01-13: AUTHORIZATION TO PERFORM PLANNING ACTIVITIES FOR FFY 2014 UNIFIED PLANNING WORK PROGRAM (UPWP) IN ASSOCIATION WITH AGREEMENT NM446-12-804, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 170 | 42313 | 00 | 00 | TAHOE RESOURCE CONSERV DIST | STORMWATER MONITORING TMDL | N | 167,000.00 | - | 167,000.00 | - | 11/12/2013 | 12/31/2016 | - | Agreement | 11-12-13: TO CONDUCT STORMWATER MONITORING TO MEET THE REQUIREMENTS OF OUR LAKE TAHOE TMDL AS PART OF OUR MS4 STORMWATER PERMIT, CARSON CITY, DOUGLAS, AND WASHOE COUNTIES. NV B/L#: EXEMPT |
| 171 | 22312 | 00 | 00 | TAHOE TRANSPORTATION DISTRICT | NEVADA BIKEWAY SOUTH DEMO | N | 985,246.00 | - | 985,246.00 | - | 6/12/2012 | 10/31/2013 | - | Agreement | 06-12-12: ONE-TIME LUMP SUM CONTRIBUTION TO CONSTRUCTION OF LAKE TAHOE- NEVADA BIKEWAY, SOUTH DEMONSTRATION PROJECT, \$985,246.00, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 172 | 27912 | 01 | 00 | TAHOE TRANSPORTATION DISTRICT | DEFINE RESPONSIBILITIES | N | - | 75,000.00 | 75,000.00 | - | 9/14/2012 | 12/31/2015 | 4/23/2013 | Amendment | AMD 1 04-23-13: CHANGE THE AGREEMENT FROM A NON-MONETARY AGREEMENT TO A PAYABLE AGREEMENT. INCREASE AUTHORITY \$75,000.00 TO PAY TAHOE TRANSPORTATION DISTRICT FOR CONSTRUCTION ENGINEERING AND POST CONSTRUCTION MONITORING. 09-14-12: INTERLOCAL BETWEEN NDOT, TTD, AND DOUGLAS COUNTY TO DEFINE RESPONSIBILITIES FOR THE STATELINE TO STATELINE BIKEWAY PROJECT PHASE 1C, DOUGLAS COUNTY. NV B/L#: NV20101738296 (TAHOE TRANSPORTATION DISTRICT) NV B/L#: EXEMPT (DOUGLAS COUNTY) |
| 173 | 17113 | 00 | 00 | TAHOE TRANSPORTATION DISTRICT | COMPLETE NEPA PRELIM ENG | Y | 1,000,000.00 | - | 1,000,000.00 | - | 6/21/2013 | 1/1/2015 | - | Agreement | 06-21-13: TTD WILL PERFORM WORK TO SATISFY THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) AND PRELIMINARY ENGINEERING NECESSARY TO COMPLETE NEPA FOR IMPROVEMENTS ON U.S. HIGHWAY 50, DOUGLAS COUNTY. NV B/L#: EXEMPT 73819 |
| 174 | 28713 | 00 | 00 | TMCC | FLAGGER CERTIFICATION TRAINING | N | - | - | - | - | 8/14/2013 | 7/1/2014 | - | Agreement | 08-16-13: PROVIDE FLAGGER CERTIFICATION TRAINING TO BENEFIT NDOT EMPLOYEES AND THE PEOPLE OF NEVADA, WASHOE, WHITE PINE, HUMBOLDT, ELKO, NYE, AND CLARK COUNTIES. NV B/L#: NV19821013274 |
| 175 | 44612 | 00 | 00 | TMPO | AUTH PRFRM PLNING ACTIVITIES | Y | - | - | - | - | 10/1/2012 | 9/30/2016 | - | Agreement | 10-01-12: TO SET FORTH GENERAL PROVISIONS FOR THE DUTIES OF THE PARTIES FOR THE EXPENDITURE OF THE THE FEDERAL METROPOLITAN PLANNING (PL) FUNDS, DOUGLAS COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Task Order | Contractor | Purpose | Fed | Original Agreement Amount | Amendment/ Task Order Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agreement Type | Notes |
|---|--------------|----------|------------|---------------------------------|--------------------------------|-----|---------------------------|------------------------------|----------------|-------------------|------------|------------|------------|----------------|---|
| Other Interlocal Agreements & Amendments (Continued) | | | | | | | | | | | | | | | |
| 176 | 16513 | 00 | 00 | TRUCKEE MEADOWS WATER AUTHORITY | PAY FOR ROCKFALL BARRIER | N | 13,965.00 | - | 13,965.00 | - | 5/13/2013 | 12/31/2013 | - | Agreement | 05-13-13: PAY FOR THE ROCKFALL BARRIER SYSTEM AT SR 647, WASHOE COUNTY. NV B/L#: EXEMPT |
| 177 | 12312 | 00 | 00 | UPRR | GRADE SEPARATION-SAFETY UPDATE | Y | 25,000.00 | - | 25,000.00 | - | 5/7/2012 | 12/31/2012 | - | Agreement | 05-07-12: ENGINEERING SUPPORT SERVICES FOR THE DESIGN AND CONSTRUCTION OF A NEW GRADE SEPARATION AND SAFETY UPGRADES TO AN EXISTING GRADE CROSSING, CLARK COUNTY. NV B/L#: NV19691003146 |
| 178 | 31009 | 02 | 00 | USGS - WATER RESOURCES | CLEAR CREEK WATERSHED | Y | 134,200.00 | - | 134,200.00 | 62,318.00 | 10/1/2009 | 9/30/2014 | 8/13/2013 | Amendment | AMD 2 08-13-13: EXTEND TERMINATION DATE FROM 09-30-13 TO 09-30-14 TO MONITOR THE BASELINE WATER QUALITY IN THE CLEAR CREEK WATERSHED. AMD 1 08-15-12: EXTEND TERMINATION DATE FROM 09-30-12 TO 09-30-13 TO ACCOMMODATE REPORT PRODUCTION. 10-01-09: MONITOR THE BASELINE WATER QUALITY IN THE CLEAR CREEK WATERSHED, CARSON CITY. NV B/L#: EXEMPT |
| 179 | 31611 | 01 | 00 | USGS - WATER RESOURCES | FLOOD MONITORING OF CREST | N | 300,000.00 | (13,881.00) | 286,119.00 | - | 7/1/2011 | 6/30/2013 | 10/30/2012 | Amendment | AMD 1 10-30-12: DECREASE AUTHORITY \$13,881.00 FROM \$300,000.00 TO \$286,119.00 BECAUSE OF CHANGE IN USGS OVERHEAD RATE. 07-01-11: JOINT FUNDING AGREEMENT; FLOOD MONITORING OF CREST-STAGE GAGING SITES AT VARIOUS LOCATIONS, STATEWIDE. NV B/L#: EXEMPT |
| 180 | 04413 | 00 | 00 | USGS - WATER RESOURCES | CLEAR CREEK WATERSHED | Y | 431,772.00 | - | 431,772.00 | 185,500.00 | 10/1/2012 | 9/30/2016 | - | Agreement | 10-01-12: A JOINT FUNDING AGREEMENT BETWEEN THE US GEOLOGICAL SURVEY, DEPARTMENT OF INTERIOR AND NDOT TO MONITOR THE WATER QUALITY IN THE CLEAR CREEK WATERSHED. USGS \$185,500.00 NDOT \$246,272.00 FOR A TOTAL OF \$431,772.00, DOUGLAS COUNTY. NV B/L#: EXEMPT |
| 181 | 23713 | 00 | 00 | USGS - WATER RESOURCES | FLOOD MONITORING | Y | 262,984.00 | - | 262,984.00 | 112,984.00 | 7/1/2013 | 6/30/2015 | - | Agreement | 07-01-13: FLOOD MONITORING OF CREST STAGE GAGING SITES AT VARIOUS LOCATIONS, STATEWIDE. NV B/L#: EXEMPT |
| 182 | 14113 | 00 | 00 | WASHOE COUNTY | WASHOE VALLEY SCENIC BYWAY | Y | 43,267.00 | - | 43,267.00 | 9,947.00 | 8/30/2013 | 11/30/2014 | - | Agreement | 08-30-13: DEVELOP A CORRIDOR MANAGEMENT PLAN FOR THE WASHOE VALLEY SCENIC BYWAY, WASHOE COUNTY. NV B/L#: EXEMPT |
| 183 | 14013 | 00 | 00 | WASHOE COUNTY | SR431 MT ROSE CORRIDOR | Y | 57,413.00 | - | 57,413.00 | 13,616.00 | 8/30/2013 | 11/30/2014 | - | Agreement | 08-30-13: DEVELOP A CORRIDOR MANAGEMENT PLAN FOR THE SR341 MT ROSE SCENIC BYWAY, WASHOE COUNTY. NV B/L#: EXEMPT |

FREEWAY SERVICE PATROL

Oct 1 – Dec 31, 2013, 1st Quarter, FY 2014

Prepared by: Juan Hernandez, P.E., Project Manager



United Road Towing Inc. was awarded a 4-year contract for the Freeway Service Patrol (FSP) program effective October 1, 2013 through September 30, 2017. The purpose of the program is to reduce congestion and enhance safety by reducing incident detection and clearance times. Incident Response Vehicles (IRV) are equipped to assist NDOT and first responders during traffic accidents requiring lane closures in addition to mitigating incidents.



The performance of the program is measured by analyzing the mitigations per vehicle hour (MPVH) of each route to ensure that the program is performing at an optimum level. This measure will be used to monitor the effectiveness of the program's routes and hours of operation and to identify necessary adjustments to adapt to evolving traffic congestion patterns. For example, a downward MPVH trend may indicate a decrease in congestion and a need to reduce the program's man-hours, route limits, and/or hours of operation; while an upward trend may indicate an increase in congestion and a need to extend hours or route limits.

The tables below reflect the program's performance for the quarter. The Reno-Sparks data indicates that the program is operating efficiently and at a consistent pace. The Las Vegas data fluctuates because we are adjusting the IRV component of the program for optimum performance. Both program locations (Reno-Sparks and Las Vegas) are exceeding the minimum Disadvantage Business Enterprise (DBE) goal of 3%.

| Las Vegas FSP | 13-Oct | 13-Nov | 13-Dec |
|---|--------------|--------------|--------------|
| Mitigations | 1872 | 1468 | 1305 |
| Vehicle Hours | 2172 | 1954.5 | 2033 |
| Cost | \$133,639.50 | \$120,201.75 | \$125,029.50 |
| Mitigation/Veh Hr | 0.86 | 0.75 | 0.64 |
| Cost/ Mitigation | \$71.39 | \$81.88 | \$95.81 |
| Las Vegas IRV | 13-Oct | 13-Nov | 13-Dec |
| Mitigations | n/a | 168 | 411 |
| Vehicle Hours | n/a | 258.75 | 672 |
| Cost | n/a | \$17,853.75 | \$46,368.00 |
| Mitigation/Veh Hr | n/a | 0.65 | 0.61 |
| Cost/ Mitigation | n/a | \$106.27 | \$112.82 |
| Las Vegas DBE | Oct-13 | Nov-13 | Dec-13 |
| Total Expenditures | \$133,639.50 | \$138,055.50 | \$171,397.50 |
| DBE Participation | \$9,509.83 | \$10,432.75 | \$14,204.88 |
| DBE Percentage | 7.12% | 7.56% | 8.29% |
| Las Vegas FSP/IRV Notes | | | |
| 1) 10/1/13 - FSP launched with 6 vehicles at \$61.50/hour. | | | |
| 2) 11/19/13 - IRV launched with 2 vehicles at \$69.00/hour. | | | |
| 3) Minimum 3% DBE goal required. | | | |

| Reno-Sparks FSP | 13-Oct | 13-Nov | 13-Dec |
|--|---------------|---------------|---------------|
| Mitigations | 379 | 344 | 349 |
| Vehicle Hours | 415.75 | 361.75 | 378.5 |
| Cost | \$27,023.75 | \$23,513.75 | \$24,602.50 |
| Mitigation/Veh Hr | 0.91 | 0.95 | 0.92 |
| Cost/ Mitigation | \$71.30 | \$68.35 | \$70.49 |
| Reno-Sparks DBE | Oct-13 | Nov-13 | Dec-13 |
| Total Expenditures | \$27,023.75 | \$23,513.75 | \$24,602.50 |
| DBE Participation | \$4,868.37 | \$4,775.20 | \$5,094.59 |
| DBE Percentage | 18.02% | 20.31% | 20.71% |
| Reno FSP Notes | | | |
| 1) 10/1/13 - FSP launched with 2 vehicles at \$65.00/hour. | | | |
| 2) Minimum 3% DBE goal required. | | | |

Quarterly Highlights: FSP Saves a Life

On January 8, 2014, FSP Technician Yancy Baglio, found a mother panicking in her car along I-15 because her child was choking in the back seat. Due to the program's rigorous training, Yancy was able to quickly perform the Heimlich maneuver to dislodge the object from the child's throat and avoid a tragic incident. Good job, Yancy!