



Department of Transportation  
Board of Directors  
Notice of Public Meeting  
1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada  
September 8, 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. August 18, 2014 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
4. Approval of Agreements over \$300,000 – *For possible action.*
5. Contracts, Agreements, and Settlements – *Informational item only.*
6. Acceptance of Amendments and Administrative Modifications to the FFY 2014-2017 Statewide Transportation Improvement Program (STIP) and approval of changes to the 2014 NDOT Work Program – *For possible action.*
7. Briefing on Rest Area Program – *Informational item only.*
8. Final Briefing on I-11 and Intermountain West Corridor Study – *For possible action.*
9. Public Comment for I-11 and Intermountain West Corridor Study – 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.*
10. 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 August 26, 2014 – *Informational item only.*
  - d. Quarterly Report on Freeway Service Patrol – *Informational item only.*
11. 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.*
12. 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](mailto: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](http://www.nevadadot.com).

This agenda was posted at [www.nevadadot.com](http://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

Due to the short turnaround time, minutes are currently not available from the August 18, 2014 Board Meeting.



## MEMORANDUM

August 29, 2014

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** September 8, 2014 Transportation Board of Directors Meeting  
**Item #4:** Approval of Agreements Over \$300,000 - For Possible Action

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### **Summary:**

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from July 29, 2014, through August 15, 2014.

### **Background:**

The Department contracts for services relating to the development, construction, operation and maintenance of the State's multi-modal transportation system. The attached agreements constitute all new agreements, new task orders on existing agreements, and all amendments which take the total agreement above \$300,000 during the period from July 29, 2014, through August 15, 2014.

### **Analysis:**

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

### **List of Attachments:**

- A) State of Nevada Department of Transportation Agreements for Approval, July 29, 2014, through August 15, 2014.

### **Recommendation for Board Action:**

Approval of all agreements listed on Attachment A.

**Prepared by:** Administrative Services Division

# Attachment

# A

State of Nevada Department of Transportation  
Agreements for Approval  
July 29, 2014 to August 15, 2014

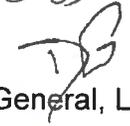
Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Project Manager	Notes
1	36214	00	CARBAJAL & MCNUTT	PROJECT NEON EMINENT DOMAIN	N	375,000.00	-	375,000.00	-	9/8/2014	9/30/2017	-	Service Provider	Dennis Gallagher	09-08-14: TO PROVIDE LEGAL SERVICES TO REPRESENT THE DEPARTMENT IN THE EMINENT DOMAIN CONDEMNATION MATTER OF NDOT VS. LAS VEGAS GOLF AND COUNTRY CLUB FOR PROJECT NEON. CLARK COUNTY. NV B/L#: NV20061465896-S
2	29814	00	KIMLEY-HORN & ASSOCIATES, INC	CENTRAL SYSTEM SOFTWARE UPDATE	N	837,000.00	-	837,000.00	-	9/8/2014	12/31/2018	-	Service Provider	Jeff Lerud	09-08-14: UPDATE THE DEPARTMENT'S CENTRAL SYSTEM SOFTWARE (CSS) IN ORDER TO SUPPORT THE DEPLOYMENT OF THE ACTIVE TRAFFIC MANAGEMENT (ATM) SYSTEM FOR PROJECT NEON. CLARK COUNTY. NV B/L#: NV19911015458-S
3	03614	00	KIMLEY-HORN & ASSOCIATES, INC	SAFETY MANAGEMENT PLANS	Y	665,000.00	-	665,000.00	-	9/8/2014	12/31/2016	-	Service Provider	Jaime Tuddao	09-08-14: PROVIDE SAFETY MANAGEMENT PLANS FOR MULTIPLE LOCATIONS AROUND THE STATE FOR THE IMPLEMENTATION OF THE STATE HIGHWAY SAFETY IMPROVEMENT PLAN (HSIP). STATEWIDE. NV B/L#: NV19911015458-R
4	12814	00	AINSWORTH & ASSOCIATES	MECHANICAL & ELECTRICAL ENGINEERING SERVICES	N	300,000.00	-	300,000.00	-	9/8/2014	6/30/2017	-	Service Provider	William Schulz	09-08-14: PROVIDE MECHANICAL AND ELECTRICAL ENGINEERING DESIGN SERVICES FOR THE MAINTENANCE, CODE COMPLIANCE, AND IMPROVEMENT OF THE DEPARTMENTS FACILITIES. STATEWIDE. NV B/L#: NV19751005286-R
5	12714	00	CARDNO TBE	SUE SERVICES	N	383,638.00	-	383,638.00	-	9/8/2014	6/26/2016	-	Service Provider	Suzanne Hicks	09-08-14: PROVIDE SUBSURFACE UTILITY ENGINEERING (SUE) SERVICES FOR SR 604 FROM CIVIC CENTER DRIVE TO HOSPITAL DRIVE. CLARK COUNTY. NV B/L#: NV19961183039-R
6	56413	00	CH2M HILL	FEDERAL POLICY ANALYSIS	N	317,268.00	-	317,268.00	-	9/8/2014	9/30/2016	-	Service Provider	Tracy Larkin-Thomason	09-08-14: PROFESSIONAL AND SPECIALIZED SERVICES RELATING TO FEDERAL TRANSPORTATION PROGRAMS, PROJECTS, LEGISLATION, AND REGULATIONS, INCLUDING THE NEED FOR TIMELY INFORMATION REGARDING SUCH CONCERNS AND THEIR IMPACT UPON NEVADA'S TRANSPORTATION PROGRAMS. STATEWIDE. NV B/L#: NV19931065492-R

# Line Item 1

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**M E M O R A N D U M**

**DATE:** August 11, 2014

**TO:** 1. Donna Spelts, Budget Section  
2. Norfa Lanuza, Project Accounting   
3. Rudy Malfabon, P.E., Director 

**FROM:** Dennis Gallagher, Chief Deputy Attorney General, Legal Division

**SUBJECT:** REQUEST APPROVAL TO OBTAIN BUDGET APPROVAL FOR AGREEMENT NO. P362-14-004 FOR CARBAJAL & McNUTT, LLP (Daniel McNutt, Esq.) IN THE MATTER OF *NDOT vs. LAS VEGAS GOLF, ET AL* REGARDING E.A. NO. 73652 AND PROJECT IDENTIFICATION NO. NH-STP-015-1(147) PARCEL NOS. I-015-CL-041.443, -041.543, -041.548

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This New Agreement is to contract outside legal counsel to represent and advise the Nevada Department of Transportation in the Project Neon eminent domain condemnation matter of *State of Nevada, ex rel., Department of Transportation vs. Las Vegas Golf and Country Club, et al.* to be filed in the Eighth Judicial District Court of the State of Nevada (the "Lawsuit").

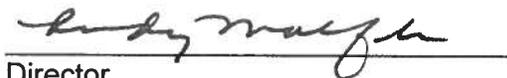
The scope of services will be to provide legal services to represent the Department pertaining to the Lawsuit. The outside legal counsel shall provide litigation status reports to the Department's Chief Counsel or his designee quarterly and shall also provide the same when so requested by the Department. The outside legal counsel, when requested, shall also provide copies of all memoranda, pleadings, briefs, reports, studies, photographs, negatives or other documents or drawings prepared by outside legal counsel in the performance of its obligations under the agreement at Department's sole costs and expense. Copies shall be the exclusive property of the Department. The outside legal counsel agrees to work closely with the Attorney General's Office staff and include such staff, as the staff deems appropriate, in strategy discussions, discovery, motion practice, trial practice, appellate work, and such other matters as they may arise.

The estimated cost for the services not to exceed \$375,000.00 for the fiscal years 2015 through 2017. The exact amount to be spent each fiscal year has yet to be determined.

Approval of this memo by the Project Accounting Section and the Budget Section indicates funding authority is available for consulting services for Budget Category 06, Object 814R, Organization A004. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

Approval of this memo by the Director's Office authorizes this request.

Approved:

  
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Director

Approved

  
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Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS:

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# Line Item 2

JUN 27 2014

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

June 26, 2014

**TO:** 1. Donna Spelts, Budget Section  
 2. Norfa Lanuza, Project Accounting *Nlanuza 6/30/14*  
 3. Rudy Malfabon, P.E., Director

**FROM:** Amir Soltani, Project Management Chief *AMS*

**SUBJECT:** REQUEST TO OBTAIN BUDGET APPROVAL FOR KIMLEY-HORN AND ASSOCIATES.

As part of Project NEON, Active Traffic Management (ATM) is going to be implemented to assist during construction and ultimately remain in place to help manage traffic on the I-15 corridor.

The scope of services is to update the Department's Central System Software (CSS) in order to support the deployment of the ATM system. This software is designed specifically for NDOT by Kimley-Horn and must be maintained, updated and occasionally enhanced to communicate with the wide variety of field devices such as the ATM system. During the construction of NEON, the ATM will be located north, south, east and west of the construction zones to help manage the traffic during the construction of Project NEON. When Project NEON is fully constructed, the ATM system will be in place on I-15 northbound and southbound between the US95/I15 interchange and the southern beltway interchange at I15/215.

The estimated cost for consultant services is \$850,000, 100% State Funding. Estimated \$600,000 for Fiscal Year 2015 and \$250,000 in Fiscal Year 2016. Attached are two letters from the Traffic Operations Division. The first letter provides sole source justification to use KHA for CSS modification work which has already been signed by the Director; the second letter recommends supporting the scope and \$850,000 fee.

Approval of this memo by the Budget Section of Financial Management Division, indicates funding authority is available for services for Budget Category 06, Object 814D, Organization C015. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 is attached. Please return this memo to me for inclusion in the project.

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

Approved: *Rudy Malfabon*  
Director

Approved: *Donna Spelts 6/27/14*  
Budget Section

*Re Requires Board approval (> \$300k)  
Discussed w/ staff 7/8/14; Request federal participation. Re but acceptable for state funds if not approved.*

COMMENTS: *Needs to be included in the FY16-17 Budget as well as FY budget requests*



MEMORANDUM

June 23, 2014

To: Rudy Malfabon, P.E., Director

From: Denise M. Inda, P.E., Chief Traffic Operations Engineer

Subject: Request for Sole Source for Professional Exemption

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Pursuant to NAC 333.150, the Traffic Operations Division is requesting a sole source professional exemption to hire Kimley Horn and Associates (KHA) to make modifications to the Department's Central System Software (CSS) for the early deployment of Active Traffic Management (ATM) for Project NEON.

**NAC 333.150 Requirements for contract for services of independent contractor; competitive selection; request for proposals; effective date. (NRS 333.130, 333.135)**

2. Such a contract which by its nature is not adapted to be awarded by competitive selection, including, without limitation, a contract for:
- (a) Services which may only be contracted from a sole source as determined by the Administrator;
  - (b) Professional services, including, without limitation, a contract for the services of:
    - (1) An expert witness;
    - (2) A professional engineer;
    - (3) A registered architect;
    - (4) An attorney;
    - (5) An accountant; or
    - (6) Any other professional, if the services of that professional are not adapted to competitive selection as determined by the Administrator; or
  - (c) Services necessitated by an emergency affecting the national defense or an emergency caused by an act of God or any other unforeseeable circumstances, as determined by the Administrator,

Existing Agreement

Traffic Operations contracts with KHA to perform software updates and system maintenance to the CSS that was implemented in Las Vegas in 2004 and later expanded to incorporate the remainder of the state. The CSS is used to operate field devices and ITS systems statewide, which includes ramp meters, dynamic message signs, CCTV cameras, and chain control signs. Through these efforts, KHA ensures the department's system keeps pace with industry hardware, operating systems and security changes and the constant evolution of software and computer networks.

## Current Status

As part of Project NEON, ATM will be a requirement for maintenance of traffic during construction to reduce construction impacts and delays, while helping optimize safety to the public. The ATM system will remain in place after construction to be utilized by the Freeway and Arterial System of Transportation (FAST) of Regional Transportation Commission of Southern Nevada (RTC) to better operate I-15 from the southern I-15/215 interchange to the Spaghetti Bowl at US-95 and I-15. In order to implement the ATM during construction, the CSS needs to be modified to communicate with the new infrastructure. This process to modify the software is estimated to take approximately nine to twelve months.

## Justification

The rationale for requesting the sole source professional exemption to hire KHA directly is as follows:

- The current timeframe required to have the software modified for Project NEON maintenance of traffic does not allow enough time for the Project NEON developer to develop stand alone software as part of the NEON contract.
- Stand alone software is not a desired platform for operating the FAST system.
- As the original software developer, KHA is the most qualified firm to ensure the system is up and running in the required time frame for Project NEON.
- The system requires the intellectual property of the developer to maintain and enhance the existing software.
- It will minimize costs to Project NEON by doing this work as a separate project and ensures continuity with the existing FAST system.
- FHWA requires Project NEON to utilize the Systems Engineering process for ITS, and KHA has vast knowledge and experience to develop the detailed design requirements that outline how the ATM system will be built, operated, and managed.
- KHA updated the Regional ITS Architecture for both Northern and Southern Nevada under contract with NDOT, and as a result, is knowledgeable about the current status of ITS systems within the state.

As such, it is recommended that NDOT issue a sole source agreement to KHA to make modifications to the Department's CSS for the early deployment of ATM for Project NEON.

Approved:

  
\_\_\_\_\_  
Director

CC: Amir Soltani, P.E., Chief Project Management Engineer  
Richard J. Nelson, P.E., Assistant Director Operations  
Tom Moore, P.E., Asst. Chief Traffic Operations Engineer

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**M E M O R A N D U M**

June 18, 2014

**TO:** Amir Soltani, P.E., Chief Project Management Engineer

**FROM:** Denise M. Inda, P.E., Chief Traffic Operations Engineer 

**SUBJECT:** Modification of the Central System Software for Project NEON Active Traffic Management

Traffic Operations contracts with Kimley Horn and Associates, Inc. (KHA) to perform software updates and system maintenance to the Central System Software (CSS) that was implemented in Las Vegas in 2004 and later expanded to incorporate the remainder of the state. The CSS is used to operate field devices and ITS systems statewide, which includes ramp meters, dynamic message signs, CCTV cameras, chain control signs, as well as the planned Active Traffic Management (ATM) system. Through these efforts, KHA ensures the department's system keeps pace with industry hardware, operating systems and security changes and the constant evolution of software and computer networks.

ATM will be implemented as part of the maintenance of traffic (MOT) during construction to reduce impacts and delays and increasing safety for drivers. The ATM system will remain in place after project completion and will improve trip reliability and maximize the effectiveness and efficiency of the Project NEON facility through lane control and variable speed limits.

Traffic Operations recommends the scope of services and fee for the CSS modifications provided by KHA be approved as submitted. This project qualifies for sole sourcing (per NAC 333.150) because of the proprietary nature of the CSS, and as the system developer, KHA is uniquely qualified to modify this software, in addition, utilizing KHA for these changes will enable the system to be up and running during the construction phase of the project. Because of their knowledge and expertise with the CSS, the development of the system will be more cost effective than utilizing other software developers. We have worked closely with KHA to develop the statement of work and cost estimate for the ATM module and subsequent CSS modifications. Because this project is considered a new implementation for intelligent transportation systems in Nevada, the FHWA requires the department to utilize a systems engineering process, which requires KHA to develop detailed design requirements that outline how the ATM system is to be built, operated and managed.

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

August 19, 2014

**TO:** John Terry, P.E., Assistant Director Engineering  
**FROM:** Jeff Lerud, P.E., Project Manager   
**SUBJECT:** Negotiation Summary for Agreement P298-14-015

A negotiation meeting was held at 6671 Las Vegas Boulevard South, Suite 320 in Las Vegas on April 7, 2014 with Irfan Zubair and Mike Colety of Kimley-Horn and Associates, Inc. (SERVICE PROVIDER) and Rod Schilling and Jon Dickinson of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The scope of services that are to be provided by SERVICE PROVIDER was reaffirmed by both parties at the outset. During continued negotiations there were modifications to the scope of services (See Attachment A for Scope of Services).

Key personnel dedicated to this project are as follows:

Principal In charge	Mike Colety, P.E.
Project Director	Jason Castillo
Project Manager	Irfan Zubair
ITS Technology	Deanna Haase
	Doug Gettman
System Integration	Chris Stetson
	Hubert Adams
	Niko Carrizo
System and Software	Stewart Allen
	Hubert Adams
	David Tai
	Chris Early
	Niko Carrizo

The DEPARTMENT's original estimate was \$850,000.00 for lump sum. In order to develop the initial estimate, the DEPARTMENT utilized the draft scope of work and estimated the level of effort by the SERVICE PROVIDER necessary to complete the project, using hourly rates for similar work on other projects.

The SERVICE PROVIDER'S original estimate was \$772,230.00 for lump sum. This estimate did not include the complete Systems Engineering process required by FHWA on an ITS project with federal funding.

The negotiations yielded the following:

1. This will be a Sole Source for Professional Exemption Agreement (see Attachment B for Sole Source for Professional Exemption).
2. The schedule for this project will be driven by the schedule set for Project Neon. In addition, the Project NEON contractor may supplement the Maintenance of Traffic (MOT) utilizing the ATM system during construction phases of the project.

3. During continued negotiations, FHWA indicated the scope of the project must incorporate a System Engineering process to assure the software modifications contained the required functionality. This additional scope increased the cost of the project. The total negotiated cost for this agreement was agreed upon at \$837,000.00.
4. The agreed upon amount was discussed with the IT Division. Both Traffic Operations and IT feel the cost is in-line with the requirements of the scope of services.

Reviewed and Approved:

  
Assistant Director Engineering

  
Date

CC: Amir Soltani, P.E., Chief Project Management Engineer  
Richard J. Nelson, P.E., Assistant Director Operations  
Denise M. Inda, P.E., Chief Traffic Operations Engineer

# Attachment A

## Active Traffic Management (ATM) Statement of Work

### **1.0 Background**

The State of Nevada Department of Transportation (NDOT) operates a statewide freeway Management System (FMS) commonly referred to as Central System Software (CSS). This system was originally designed and deployed in the Las Vegas area (District 1) and later expanded to include the Reno and Elko areas or Districts 2 and 3, respectively. Over the last 13 year period, the system has been enhanced periodically to support new technologies and improved operational capabilities. In addition to software life-cycle support, NDOT has retained the software provider for technical support, training, and system integration services.

The CSS currently supports many features and functions that are necessary for the successful deployment of an Active Traffic Management (ATM) system. These features and functions include full monitoring and control of field devices including Dynamic Message Signs (DMS), CCTV Cameras, ramp meters, Highway Advisory Radio (HAR) and weather sensors. In addition, the system includes a user programmable decision support module, also referred to as a congestion manager that can directly support the automated functions of an ATM. Finally, the CSS supports a state-wide data warehouse facility that allows information sharing among other NDOT systems including 511 and video distribution over the web.

Based on the capabilities of the existing CSS and ongoing services provided by Kimley-Horn and Associates, Inc., (CONSULTANT), NDOT has determined that the CSS will be the platform on which the ATM is built and that the CONSULTANT will provide the required services.

### **2.0 Statement of Work**

The following statement of work is to develop and support the ATM System utilizing the System Engineering Process in a manner consistent with NDOT practices and the requirements of Project Neon. The ATM system will be deployed in two phases. Phase one for Maintenance of Traffic (MOT) and phase two during construction of the project. The ATM software system will be completed twelve months after NTP. The budget for this scope of work is attached as Appendix A.

#### ***2.1 Project Management***

The CONSULTANT will create and manage work plans and schedules in consultation with NDOT project manager to develop and deliver the ATM functionality within the NDOT CSS. CONSULTANT will be responsible for all Project Management activities necessary to ensure the success of the project including contract management, accounting, financial management, schedule management, project administration, conduct/attend monthly status meeting to coordinate with contractors and other stakeholders, provide status reports and maintain an issues list for ATM related activities. Meetings with PR team and providing input to them.

#### ***2.2 Systems Engineering***

The CONSULTANT will develop Project Management Plan (PMP), Systems Engineering Management Plan (SEMP), and Contract Deliverable Requirements List (CDRL). The CONSULTANT will participate in two workshops with selected stakeholders during which the final Concept of Operations for the ATM will be developed from the Preliminary Draft Concept of Operations developed previously under the existing Kimley-Horn and Associates, Inc. Agreement P320-13-016. These Concepts of Operations will serve as the basis of the software functional requirements. The Concept of Operations developed as part of this work will be provided to the Contractor for the NEON Project as a reference document.

### ***2.3 Functional Software Design***

The CONSULTANT will participate in four workshops with selected stakeholders during which the software functional specifications and details of the user interface will be discussed and documented as a basis for the functional software design.

The CONSULTANT will provide a preliminary functional software design for review before the first workshop. After the first workshop for each subsequent workshop the design elements discussed during previous workshops will be documented and provided for review and comments before the next workshop. The final functional software design including System Design Document will be provided to NDOT management team for review and comments before the design is finalized.

### **2.4 Contract Deliverable Requirements List (CDRL)**

During the development of the functional software design the CDRL will also be developed and reviewed during the workshops. The requirements in the CDRL will have traceability to the functional software design requirements. Each set of CDRL requirements will also have completion date for that requirement set. The CDRL will be completed within 75 days from NTP

### ***2.5 Detailed Software Design***

Based on the results of the functional software design, the CONSULTANT will create a software implementation plan that includes a low-level software design, a configuration management plan, and a test plan. The three components of the design will be cross-referenced to the functional design as the basis for a compliance matrix.

### ***2.6 ATM Operations***

The CONSULTANT will develop algorithms and response plans based on the detailed software design to support automated and manual ATM operation, respectively.

This will include operation of ATM under normal traffic conditions, recurring congestion, incidents, events and lane closures. The major functional components of the ATM will include the following:

#### **2.6.1 Lane control signals (LCS) to support lane closures**

What to display under different scenarios and coordination of messages between set of LCS.

The lane closure control will always be manually entered by the user but the system will automatically adjust the upstream gantries lane control signals accordingly

Dynamic lane merging, activated manually, will also be supported using lane control signals.

#### 2.6.2 Dynamic message signs to inform motorists

What to display on the bigger Type 1 signs under different scenarios in coordination with LCS

#### 2.6.3 Ramp meters to control freeway access

Dynamic ramp metering for different scenarios

#### 2.6.4 Variable speed limit signs to slow motorists and Queue warning

Variable speed limits and speed harmonization on smaller DMSs and queue warning on the Type 1 DMS on the Gantry. Set of rules and actions to manage speed limits between adjacent gantries and adjacent HOV lanes. The system will allow manual setting of speed limits and also speed limits based on operating speeds downstream. The system will also provide Queue warnings on the Type 1 DMS on the Gantry based on predefined speed thresholds.

Manual lane closures and manually activated scenarios will have higher priority than the automated scenarios.

#### 2.6.5 CCTV coverage to provide ability to see a stopped vehicle anywhere on the ATM corridor.

#### 2.6.6 Detector Stations to collect data and use it for decision making.

#### 2.6.7 System Administration to set user privileges, system settings, default thresholds and other system parameters.

#### 2.6.8 System alerts

User configurable alerts, in the form of emails, text and operator messages, for different conditions and errors.

#### 2.6.9 Failure conditions

Set of rules and actions to manage device failure conditions like if some device is not working or system fails to command them because of communication error or device being down.

#### 2.6.10 Data warehouse for sharing information with 511 and dispatch systems

### 2.6.11 User Interface

Iterative development of look and feel and functionality through user workshops and development of initial design with prototype screens and interactive prototypes. Three workshops to finalize the look and feel of the user interface. The user interface will provide the following functionalities

Screens for setting up System parameters

Adding, editing and deleting ATM elements and devices

Reconfiguring of devices and gentries

Control of ATM elements and devices

Status reporting of the ATM devices

### 2.6.12 Systems Operations and Management Manual

Set of standard operating procedures to be used by the FAST staff. This document to be provided to the NDOT Project Team for review and approval prior to use

The CONSULTANT will encode logic within the decision support module and document manual procedures developed as part of this task. The logic and procedures will be tested off-line and validated before being implemented in the field. Fine-tuning of parameters and procedures will be implemented during the early deployment stage of the project.

The CONSULTANT will provide updated Central System Software to NDOT in CD form. NDOT and the CONSULTANT will own all source codes and rights to the software.

All the ITS devices deployed for the ATM will be the ones currently supported by the NDOT Central System Software. The effort to integrate any devices that are not currently supported by the NDOT Central System Software is not included in this scope of work.

### ***2.7 Simulation and training mode***

Users will be able to run the system in simulation mode where simulated data will be used as input and device commands and operational information will be logged. This will allow off-line testing of the logic and procedures (scenarios) and user training. Users will also be able to run the system in test mode where live data will be used but the actual field devices will not be commanded but the commands and operational information will be logged. This will allow verification of the logic and scenarios and fine tuning of them.

### ***2.8 Reports and System monitoring tools***

This system will have more options and parameters to fine tune than a typical ITS system. Therefore, it will be critical to optimizing the system that reports be generated that can measure key system outputs to enable that fine tuning, both during testing and continuously over time. In this task reports will be developed for all the device commands and under which scenario the commands were issued.

## ***2.9 System Integration and Testing***

The Contractor for the NEON Project will install, configure and test the field devices and verify that the devices can be operated from the TMC using NDOT CSS. The contractor will also provide necessary device configuration data for population into the CSS database on CONSULTANT provided data sheets.

The CONSULTANT will add and configure the devices in the CSS database. The CONSULTANT will then integrate and test the devices within the CSS. This will include early deployment (Phase 1) integration and testing during construction and final (Phase 2) integration and testing at the end of the full field deployment of ITS devices.

The CONSULTANT will develop a comprehensive software testing plan which will verify that all functional requirements are satisfied. The final acceptance test will be performed with an FHWA and NDOT representative present during the testing.

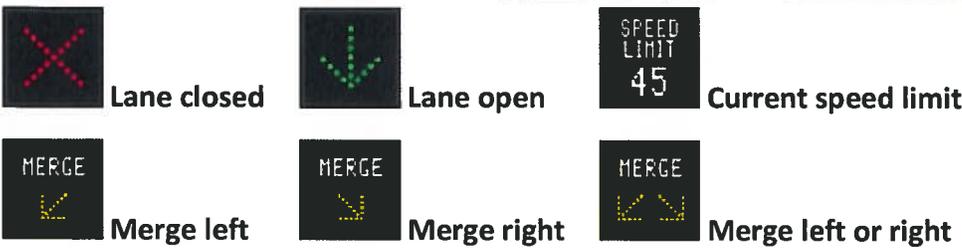
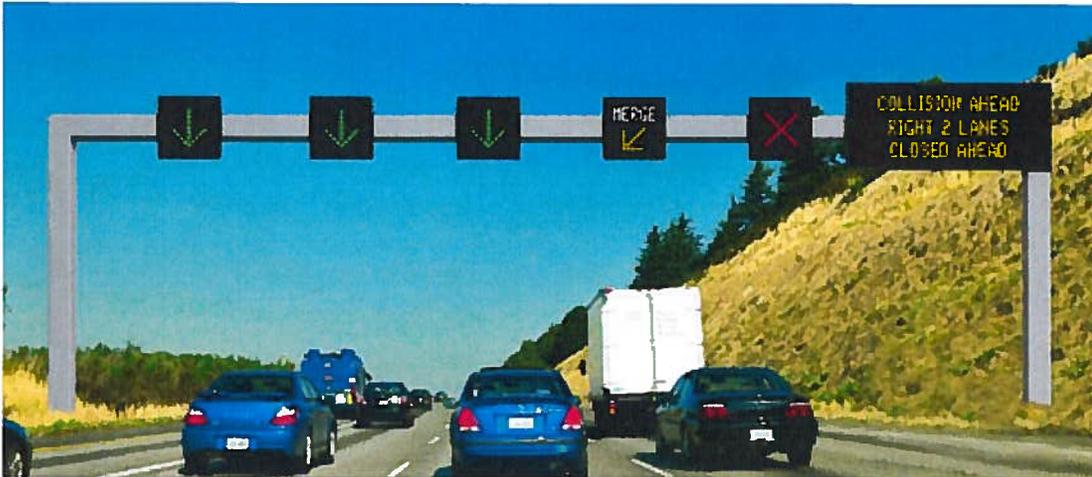
Activities under this task will be included within the CDRL.

## ***2.10 Training and documentation***

The CONSULTANT will provide a total of six training sessions of one day each. These sessions will provide hands on training to operators at the TMC. The set of first three training sessions will be during initial deployment and the second set of three training sessions will be after final deployment of the system. This will allow training of the operators working on different shift times. The CONSULTANT will also provide the training materials for the training sessions.

The CONSULTANT will develop and provide user manuals for the system operations.

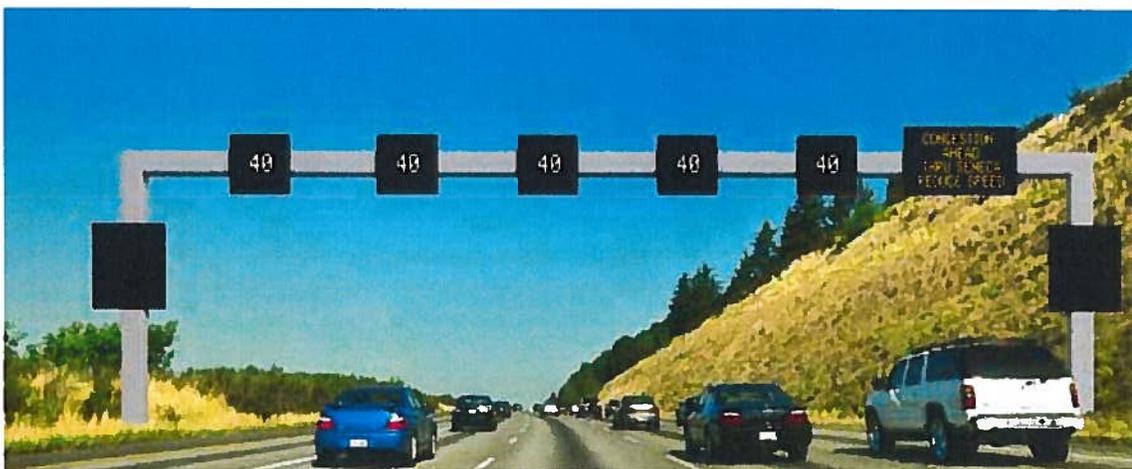
# Active Traffic Management



Source: Washington DOT

Active Traffic Management is a new technology for Nevada that will increase safety and reduce congestion by managing the flow of cars as they approach a back-up on the freeway. ATM technology can automatically reduce the traffic speed limit to prepare drivers for congestion or crashes ahead. Message signs offer specific traffic information, such as the cause of the congestion. Arrows can warn drivers of lane blockage or closures ahead, allowing motorists to merge out of blocked lanes in advance of a crash or construction. The speed limit automatically drops even more as traffic gets heavier up the road.

This technology ties into and complements existing systems and programs on Nevada freeways, such as cameras, ramp meters, traffic data, travel time and dynamic message signs, HOV & express lanes, freeway service patrol and traffic management center operations.



Source: Washington DOT

# Line Item 3

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**MEMORANDUM**

**August 5, 2013**

**TO:** 1. Jaimarie Dagdagan, Budget Section  
2. Norfa Lanuza, Project Accounting *NL*  
3. Rudy Malfabon, P.E., Director

**FROM:** Ken Mammen, Safety Engineering Division 

**SUBJECT:** REQUEST TO SOLICIT SAFETY ENGINEERING SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP)

The Safety Engineering Division requests approval to solicit safety engineering services to perform the following tasks:

- Safety Management Plans (SMP's) – roadway corridors identified from our urban road program.

One of the guiding principles of The Nevada Highway Safety Improvement Program is to significantly reduce the number of fatalities and severe injuries on all public roadways. The services listed above will enhance the ability to achieve Safety's performance measures of reducing fatalities in the State of Nevada. Also, the SMP's will integrate safety engineering type improvements across the entire system of roads and coordinate with all state and local agencies that have a hand in addressing public safety issues. The SMP's will be utilized to develop projects to reduce fatalities and severe injuries along identified roadway corridors.

By having the ability to complete the SMP's, <sup>it</sup> will give Safety the ability to identify safety needs for future improvements that could be implemented by future Safety projects, future design projects and/or with Local MPO projects.

In view of the above, the Safety Engineering Division is anticipating performing the following:

For Year 2014

1. Complete a Safety Management Plan on up to three (3) corridors statewide TBD.

For Year 2015

1. Complete a Safety Management Plan on up to three (3) corridors statewide TBD.

For Year 2016

1. Complete a Safety Management Plan on up to three (3) corridors statewide TBD.

For Year 2017

1. Complete a Safety Management Plan on up to three (3) corridors statewide TBD.

For Year 2014, 2015, 2016, 2017, the Safety Engineering Division is considering contracting with three (3) consultants for the above program. Distributing work to three consultants will improve our response time for roadway safety needs and encourage growth in the transportation safety discipline within the consultant community.

In the interest of optimizing transportation safety and meeting project schedules for 2014, 2015 and beyond, Safety Engineering Division requests approval to solicit Safety Engineering Services and Budget approval for a Request for Proposal.

The estimated cost for the above safety engineering services on Year 2014 is \$1,000,000.00, on Year 2015 is \$1,000,000.00, on Year 2016 is \$1,000,000.00, and on Year 2017 is \$1,000,000.00 for a total of \$4,000,000.00, 95% Federal-aid for FY 2014.

5 1/2 STATE FUNDS

Approval of this memo by the Budget Section and Financial Management Division indicates funding authority is available for consulting services for Budget Category Fund 40, Object 814E, Organization C816. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 is attached. Please return this memo to the originator for inclusion in the project.

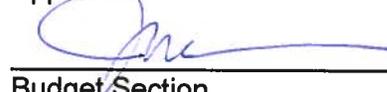
Approval of this memo by the Directors Office authorizes the request to solicit services.

Approved:



Director

Approved:



Budget Section

COMMENTS: ALLOCATED BUDGET FOR FY14 IS ONLY \$750,000. IF YOU FEEL THAT YOU WILL GO OVER THIS AMOUNT, NOTIFY BUDGET DL SO WE CAN AUGMENT

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

YOUR BUDGET. SINCE THIS IS 95% FEDERALLY REIMBURSED, WE DON'T SEE ANY ISSUES REQUESTING THE INCREASE VIA WORK PROGRAM. JD

Where is the budget for object 814E? Notfa

# MEMORANDUM

July 28, 2014

**TO:** Tom Greco, Assistant Director Planning

**FROM:** Ken Mammen, Chief Planning Engineer, Safety Engineering-Performance Analysis 

**SUBJECT:** Master Agreement Negotiation Summary for Safety Management Plan

A negotiation meeting was held at the NDOT Safety Engineering conference room in Carson City on July 23, 2014 with Kimley-Horn and Associates staff and NDOT Safety Engineering staff in attendance. Kimley-Horn (SERVICE PROVIDER) was chosen the most qualified through the Request for Proposal (RFP).

The following key items were discussed:

1. This Master Agreement is as required on an as-needed basis by Task Orders. Each Task Order's scope of services and cost estimates will be discussed and negotiated with the SERVICE PROVIDER after the Master Agreement is approved and fully executed.
2. The general Master Agreement scope of services that are to be provided by SERVICE PROVIDER was reaffirmed by both parties at the outset (attachment A).
3. The cost plus fixed fee method of compensation shall be used for this agreement. The total cost of the services by SERVICE PROVIDER for all Task Orders resulting from this agreement shall not exceed the sum of \$665,000.00, which includes the fixed fee.
4. This Master Agreement is a 2-year contract (FY15 & 16) with an option to extend for another 2 years if required. The Master Agreement termination date is December 31, 2016.
5. The agreed Fixed Fee is 10.50% from 13% proposed by the SERVICE PROVIDER (please see attached Fixed Fee calculation).
6. The DBE goal for this agreement has been established at three percent (3%).
7. The SERVICE PROVIDER overhead rate of 193.50% of direct labor costs, plus 0.66% of direct labor costs for Facilities Capital Cost of Money (FCCM) was verified and provided by the Internal Audit Division. The FCCM is not included in the base for fixed fee.
8. Key personnel dedicated to this project are as follows:

Title	Name	Hourly Rate <sup>1</sup>
<b><u>Kimley-Horn Staff (Prime Consultant)</u></b>		
Project Manager/Traffic/Safety/Bike/Ped/ Highway Safety Manual	Mike Colety, P.E., PTOE	\$65.87
Northern Nevada Task Lead / Traffic Operations /Safety Engineer	Molly O'Brien, P.E., PTOE	\$47.12
Southern Nevada Task Lead Traffic Operations/Safety Engineer Safety Predictive Analysis –	Lindsay Sundberg, P.E.	\$37.02
Highway Safety Manual	Michael Mosley, P.E., PTOE	\$38.46
Safety Data Analysis/GIS/CAD	Jacob Farnsworth, EI	\$27.98
Roadway/Transit	Shannon Ahartz, P.E.	\$58.17
Constructability	Kory Andryscik, P.E.	\$42.31
Project Principal/QA/QC	Ken Ackeret, P.E., Ph.D., PTOE	\$79.81

**Sub-consultant**

Public and Agency Involvement	Lucie Moya Melchert (Melchert Consulting) <sup>1</sup>	\$119.25
Public Involvement Support	Heather Curry (Melchert Consulting) <sup>1</sup>	\$95.00
Public Involvement/Graphics/Web	Sonya Ruffin (Melchert Consulting) <sup>1</sup>	\$75.00
Aerial Survey Principal	Leo Torres (AeroTech Mapping) <sup>1</sup>	\$140
Aerial Survey PM/Photogrammetrist	Eric Phan (AeroTech Mapping) <sup>1</sup>	\$90
Aerial Survey CAD/GIS	Tim Borrows (AeroTech Mapping) <sup>1</sup>	\$72
Traffic Data Collection Principal/PM	Susan Thomason (Silver State Traffic) <sup>1</sup>	\$160
Traffic Data Collection Asst. PM	Taylor Thomason (Silver State Traffic) <sup>1</sup>	\$86
Traffic Data Collection Field Crew	Various Staff (Silver State Traffic) <sup>1</sup>	\$60

1– Sub consultant rates are inclusive of overhead and fixed fee.

Reviewed and Approved:


PE
7-28-14

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Assistant Director Planning

# Line Item 4

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**MEMORANDUM**

August 28, 2013

**TO:** 1. Jaimarie Dagdagan, Budget Section  
2. Norfa Lanuza, Project Accounting *NL*  
3. Rudy Malfabon, P.E., Director

**FROM:** Anita Bush, Chief Maintenance and Asset Management Engineer *AB*

**SUBJECT:** REQUEST TO SOLICIT MECHANICAL AND ELECTRICAL ENGINEERING SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR APPROVAL (RFP)

The Architecture Section has utilized the Mechanical/Electrical On-Call Agreement of 2011 through 2014. Of the \$300,000.00 value of this Agreement there is only \$10,000.00 remaining in the Agreement No. P122-11-056. Therefore, another On-Call Mechanical/Electrical Agreement is needed for Mechanical/Electrical Services and approval is requested for RFP Solicitation.

NDOT does not have licensed staff in the mechanical and electrical engineering fields who are familiar with mechanical/electrical building designs and code. We need professionals who are current in this field of work and able to provide stamped drawings and specifications as required by the State Public Works Division Building Department.

The scope of services will be to provide plans and specifications for remodels and repairs of existing building systems in the mechanical and electrical design fields. Peer review plan checks are also needed to check other design professionals finished work. When new in-house building designs are done by the NDOT architectural staff, the mechanical and electrical portions of work will be performed by these licensed mechanical and electrical engineers. Energy studies may also be performed by this mechanical electrical firm as needed. Individual Task Orders are written as needed for various projects throughout the fiscal years.

The estimated cost of services is \$300,000.00, 100% State funds for Fiscal Years 2014 through 2016, 30% used in 2014, 40% used in 2015 and 30% used in 2016.

Approval of this memo by the Budget Section of Financial Management Division, indicates funding authority is available for services for Budget Category 466006, Object 814M, Organization C056. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

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

Approved:

*Rudy Malfabon*  
\_\_\_\_\_  
Director

Approved:

*[Signature]*  
\_\_\_\_\_  
Budget Section

COMMENTS: \_\_\_\_\_

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

July 11, 2014

**TO:** Richard J. Nelson, Assistant Director - Operations  
**FROM:** William Schulz, Project Manager III   
**SUBJECT:** Negotiation Summary for RFP P128-14-056 – Mechanical Electrical On-Call

A negotiation meeting was held at Ainsworth Associates Office in Reno, Nevada on July 11, 2014 with Steve Ainsworth and Alison Hall of Ainsworth and Associates, and William Schulz of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at Zero percent (0%).

The scope of services that are to be provided by Ainsworth and Associates was reaffirmed by both parties at the outset.

A short synopsis of the scope of services is for Ainsworth and Associates to provide plans and specifications for remodels and repairs of existing building systems in the mechanical and electrical design fields. Pier review plan checks are also needed to check other design professionals finished work. When new in-house building designs are done by the NDOT architectural staff, the mechanical and electrical portions of work will be performed by these licensed mechanical and electrical engineers. Energy studies may also be performed by this mechanical electrical firm as needed. Individual Task Orders are written as needed for various projects throughout the fiscal years.

The following schedule was agreed to by both parties:

Ainsworth and Associates has agreed to provide Mechanical Engineering Services by schedules that will be defined in each Task Order as they are written.

Key personnel dedicated to this On-Call Mechanical Services Agreement are as follows:

The primary Engineer assigned to manage this On-Call Agreement is Steve Ainsworth, the Principle Engineer in the firm. He will assign work to his staff as necessary per the development of each Task Order.

The DEPARTMENT's total dollar amount for this On-Call Agreement is \$300,000.00 from which multiple Task Orders may be assigned until the dollar amount of individual Task Orders, added together, is \$300,000.00. There is no guarantee of work upon signing this On-Call agreement. The intent of the On-Call is to perform design services by negotiating individual Task Orders for design work assigned to this On-Call.

The Payment Structure type is LUMP SUM, as described in the DEPARTMENT'S Consultant Agreement Procedures (attached).

Future mechanical and electrical design services, added by Task Order, will be negotiated separately based on the PROVIDER'S billing rate for man hours multiplied by the time required to perform each element of work contained in the Task Order. The LUMP SUM costs will be determined and negotiated in accordance with the guidelines provided in the Consultant Agreement Procedures.

Billing rates for this PROVIDER and their sub-consultants are attached. A review of these billing rates for mechanical and electrical engineering finds that the rates are within customary ranges for mechanical and electrical engineering firms, as well as for their sub-consultants.

Direct expenses (reimbursable expenses, travel, etc.) shall be included in each proposal for a Task Order. Direct Expenses, within individual elements of a Task Order, are paid as LUMP SUM amounts. Direct expenses are negotiated at the time the PROVIDER submits their service proposal for elements of design agreed upon in each Task Order.

This Negotiated Summary Memorandum explains the method of negotiating future Task Orders that may be assigned to the On-Call Agreement for Mechanical and Electrical Design Services. Task Orders will not be formed and negotiated until after the On-Call Agreement is signed.

Reviewed and Approved:

DocuSigned by:  
  
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7/14/2014 | 21:26

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Assistant Director

# Line Item 5

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

August 8, 2013

TO: 1. Jaimarie Dagdagan, Budget Section  
2. Norfa Lanuza, Project Accounting *NL*  
3. Rudy Malfabon, P.E., Director

FROM: Paul Saucedo, Chief Right-of-Way Agent *PS*

SUBJECT: REQUEST TO SOLICIT RFA SERVICES AND OBTAIN BUDGET APPROVAL FOR  
A REQUEST FOR APPROVAL (RFA) *RFP*  
*Prop*

Due to the scope and timeline of EA 73781 on Las Vegas Blvd. Project SPSR-0604(029), the Right-of-Way Division will be contracting for consultant services.

The scope of services will be horizontal location of utility facilities within the projects limits. SUE Quality Designation Levels B, C, D, and Vertical Location of SUE Quality Level A.

The estimated cost for the services is \$368,630.00, 0% Federal-aid 100% State for Fiscal year 2014.

Approval of this memo by the Budget Section of Financial Management Division, indicates funding authority is available for services for Budget Category 06, Object 814C, Organization C030. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

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

Approved:

*Rudy Malfabon*  
\_\_\_\_\_  
Director

Approved:

*[Signature]*  
\_\_\_\_\_  
Budget Section

COMMENTS: Object 814C can not be use for Right of Way activities.  
Project Manager of EA 73781 needs to program the funds  
when the agreement is executed. Norfa

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

DATE: August 7, 2014

**TO:** John Terry, Assistant Director  
**FROM:** Suzanne Hicks, Right-of-Way Agent  
**SUBJECT:** Negotiation Summary for S.U.E. services on Las Vegas Blvd for EA 73781

A negotiation meeting was held at 123 E. Washington Ave. in Las Vegas on June 17, 2014, with Cardno TBE, Suzanne Hicks, and William Harty of NDOT in attendance.

The scope of the services that are to be provided by Cardno TBE was reaffirmed by both parties. The project scope includes:

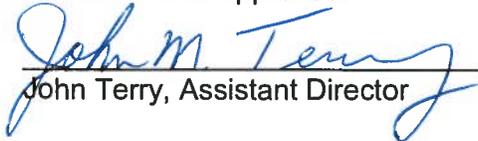
1. Subsurface utility engineering.

The proposal was reviewed by task and compared to the in-house estimate. Certain services to complete the SUE work were not factored into the NDOT's estimate.

The final negotiated service agreement includes:

- 1) The work to be performed will include SUE quality level "B", "C", and "D" at a total cost of \$274,250.00. SUE quality level "A" will be performed for a total cost of \$59,100.00.
- 2) Professional services including project management and CADD technician services for a total cost of \$19,788.00.
- 3) Permits and traffic control at a cost of \$19,788.00.
- 4) There are no costs associated with mobilization for the work to be performed due the company being located in Las Vegas.
- 5) The total negotiated cost for this agreement will be \$383,638.00.

Reviewed and Approved:

  
John Terry, Assistant Director

JT:sh

# Line Item 6

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

August 25, 2014

**FROM:** Rudy Malfabon, Director



**SUBJECT:** Negotiation Summary for RFP 564-13-002 Federal Policy Analysis

A negotiation meeting was held at NDOT HQ in Carson City on July 31, 2014 with Susan Martinovich and Cindy Potter of CH2M Hill and Rudy Malfabon of the Nevada Department of Transportation (DEPARTMENT) in attendance.

There is no DBE goal set for this agreement.

The scope of services that are to be provided by CH2M Hill was reaffirmed by both parties at the outset.

The following schedule was agreed to by both parties:

Monthly	Monthly Report on Congressional action on transportation related issues. (also includes policy analysis as needed).
As Needed Meetings & Presentation Materials	Briefing Papers, Draft Proposed Testimony, National Policy Analysis Local and regional policy analysis Coordination with the Nevada Office of the Governor in Washington D.C.
Initial	Kick-Off Meeting w/ NDOT Executive Leadership
Bi-annually	Meetings w/ NDOT & Regional Leadership (Nevada MPOs)
Annually	AASHTO Washington D.C. Briefing
Annually	WASHTO Annual Meeting
Bi-annually	AASHTO Spring & Fall Meetings

Key personnel dedicated to this project are as follows:

Susan Martinovich, Project Manager  
Matthew Chiller, Vice President, Federal Affairs – Senior Policy Advisor  
Cindy Potter – Principal Professional  
Bardia Nezhati – Principal Professional

The DEPARTMENT's original estimate was \$16,000 per month, a lump sum amount which included direct labor, travel, administrative support, indirects, overhead and profit.

The Service Provider's original estimate was \$319,768.00 (\$13,323.67 per month), a lump sum amount which included direct labor, travel, administrative support, indirects, overhead and profit.

The negotiations yielded the following:

1. The tasks will be performed as per the agreed scope of services and paid on a lump sum basis, paid monthly.
2. The number of planned trips was reduced from 18 trips to 16 trips between Carson City or Las Vegas, Nevada and Washington D.C.
3. The expected hours for the Principal Professionals will be minimal.
4. NDOT will handle state legislative testimony and will not require CH2M-Hill testimony before the Nevada State Legislature.
5. CH2M-Hill did not include Project Manager's travel to WASHTO and AASHTO related meetings, as she will travel to those meetings at the expense of CH2M-Hill.
6. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$317,268.00 (\$13,219.50 per month), which is a savings of \$2,780.50 per month from the current service provider.

Reviewed and Approved:



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Director

**Estimate of Hours and Direct Expenses  
FEDERAL POLICY ANALYSIS**

<b>Man Hours Agreement P564-13-002</b>			
<b>Task</b>	<b>NDOT</b>	<b>Service Provider</b>	<b>Agreed</b>
1.Monthly Government Relations and Federal Policy Analysis		\$161,245	
2.Meetings and Presentation Material		\$111,523	
3.Project Administration		\$18,000	
TOTAL (NDOT based its estimate on the existing service provider's original agreement amount for the term of 2 years) (\$288,000/18 months) x 24 months = \$284,000	\$384,000		
<b>Totals</b>	<b>\$284,000</b>	<b>\$290,768</b>	

<b>Direct Expenses Agreement P564-13-002</b>			
<b>Item</b>	<b>NDOT</b>	<b>Service Provider</b>	<b>Agreed</b>
1.Travel	\$25,778	\$29,000	\$25,778
<b>Totals</b>	<b>\$25,778</b>	<b>\$29,000</b>	<b>\$25,778</b>



## MEMORANDUM

August 29, 2014

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** September 8, 2014, Transportation Board of Directors Meeting  
**Item #5:** Contracts, Agreements, and Settlements – Informational Item Only

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### **Summary:**

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

- Agreements under \$300,000 executed July 29, 2014, through August 15, 2014.
- Settlements entered into by the Department which were presented for approval to the Board of Examiners July 29, 2014, through August 15, 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 construction contracts, settlements and agreements constitute all that were awarded for construction from July 29, 2014, through August 15, 2014 and agreements executed by the Department from July 29, 2014, through August 15, 2014. There was one settlement 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 – Under \$300,000, July 29, 2014, through August 15, 2014
- B) State of Nevada Department of Transportation Settlements - Informational, July 29, 2014, through August 15, 2014

**Recommendation for Board Action:** Informational item only

**Prepared by:** Administrative Services Division

# Attachment

# A

State of Nevada Department of Transportation  
Executed Agreements - Informational  
July 29, 2014 to August 15, 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	Project Manager	Notes
1	22814	00	RTC WASHOE COUNTY	UPWP FUNDING	Y	2,245,917.00	-	2,245,917.00	112,296.00	7/1/2014	6/30/2015	-	Cooperative	Kevin Verre	08-07-14: FUNDING FOR FY15 UNIFIED PLANNING WORK PROGRAM ACTIVITIES, WASHOE COUNTY. NV B/L#: EXEMPT
2	35714	00	CITY OF WINNEMUCCA	STRIPING FOR WINNEMUCCA	N	35,000.00	-	-	35,000.00	8/13/2014	12/31/2016	-	Interlocal	Sandy Spencer	8-13-14: TO OUTLINE DEPARTMENT STRIPING OF VARIOUS ROADS FOR THE CITY OF WINNEMUCCA, HUMBOLDT COUNTY. NV B/L#: EXEMPT
3	33614	00	1330 WATERLOO LLC	TEMP ESMT S-650-WA-020.924	N	7,378.37	-	7,378.37	-	7/31/2014	4/30/2016	-	Acquisition	Tina Kramer	07-31-14: TEMPORARY EASEMENT FOR MCCARRAN PROJECT, WASHOE COUNTY. NV B/L#: EXEMPT
4	33914	00	THE COTTAGES OF RENO HOA	TEMP ESMT S-650-WA-019.387	N	500.00	-	500.00	-	8/1/2014	4/30/2016	-	Acquisition	Tina Kramer	08-01-14: TEMPORARY EASEMENT FOR SOUTH MCCARRAN PROJECT, S-650-WA-019.387, WASHOE COUNTY. NV B/L#: NV20061440210
5	34914	00	J & O NEVADA LLC	TEMP ESMT S-650-WA-019.508	N	26,658.13	-	26,658.13	-	8/8/2014	4/30/2016	-	Acquisition	Tina Kramer	08-08-14: TEMPORARY EASEMENT FOR MCCARRAN PROJECT, S-650-WA-019.508, WASHOE COUNTY. NV B/L#: NV20131377776
6	35014	00	SHOMA HOTTA TRUSTEE	TEMP ESMT S-650-WA-019.461	N	20,350.00	-	20,350.00	-	8/11/2014	4/30/2016	-	Acquisition	Tina Kramer	08-11-14: TEMPORARY EASEMENT FOR S-650-WA-019.461, MCCARRAN PROJECT, WASHOE COUNTY. NV B/L#: EXEMPT
7	35114	00	PAUL MARCEL PAGE	TEMP ESMT S-650-WA-020.890	N	2,900.00	-	2,900.00	-	8/11/2014	6/30/2016	-	Acquisition	Tina Kramer	08-11-14: TEMPORARY EASEMENT FOR S-650-WA-020.890, MCCARRAN PROJECT, WASHOE COUNTY. NV B/L#: EXEMPT
8	27714	00	NV ENERGY	UTILITY DESIGN	N	-	-	-	-	6/20/2014	6/30/2015	-	Facility	Tina Kramer	06-20-14: NO COST DESIGN INITIATION AGREEMENT (DIA) FOR PYRAMID AND MCCARRAN PROJECT, WASHOE COUNTY. NV B/L#: NV19831015840
9	32814	00	NV ENERGY	UTILITY DESIGN APPROVAL	N	-	-	-	-	7/23/2014	7/31/2019	-	Facility	Tina Kramer	07-23-14: NO COST UTILITY DESIGN APPROVAL AGREEMENT FOR FUTURE LINE EXTENSIONS FOR CACTUS PROJECT, CLARK COUNTY. NV B/L#: NV19831015840
10	32914	00	NV ENERGY	MATERIALS ORDER	Y	2,500.00	-	2,500.00	-	7/31/2014	7/29/2019	-	Facility	Tina Kramer	07-31-14: ORDER OF TRANSMISSION MATERIALS IN ADVANCE OF RELOCATION OF TRANSMISSION FACILITIES FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19831015840
11	33114	00	NV ENERGY	LINE EXTENSION US 95	N	-	-	-	-	7/31/2014	7/30/2019	-	Facility	Tina Kramer	06-20-14: NO COST DESIGN INITIATION AGREEMENT (DIA) FOR US95 PHASE 3A PROJECT, CLARK COUNTY. NV B/L#: NV19831015840
12	33214	00	NV ENERGY	LINE EXTENSION BIGELOW	N	-	-	-	-	7/31/2014	7/16/2019	-	Facility	Tina Kramer	06-20-14: NO COST UTILITY DESIGN APPROVAL AGREEMENT FOR BIGELOW PROJECT, CARSON CITY. NV B/L#: NV19831015840
13	33314	00	NV ENERGY	UTILITY RELOCATION DESIGN	N	-	-	-	-	7/31/2014	7/16/2019	-	Facility	Tina Kramer	07-31-14: NO COST UTILITY RELOCATION DESIGN FOR I-15 FROM SPAGHETTI BOWL TO WALL STREET, CLARK COUNTY. NV B/L#: NV19831015840
14	33414	00	NV ENERGY	LINE EXTENSION CARSON FREEWAY	Y	3,311.00	-	3,311.00	75.00	7/31/2014	7/31/2020	-	Facility	Tina Kramer	07-31-14: LINE EXTENSION AGREEMENT FOR KOONTZ LANE / CARSON CITY FREEWAY, CARSON CITY. NV B/L#: NV19831015840

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	Project Manager	Notes
15	33514	00	NV ENERGY	LINE EXTENSION SILVER SAGE TO FAIRVIEW	Y	2,493.00	-	2,493.00	100.00	7/31/2014	7/31/2020	-	Facility	Tina Kramer	07-31-14: LINE EXTENSION FROM SILVER SAGE TO FAIRVIEW / CARSON CITY FREEWAY, CARSON CITY. NV B/L#: NV19831015840
16	34614	00	NV ENERGY	LINE EXTENSION CLEARVIEW CC FWY	Y	10,226.00	-	10,226.00	500.00	8/6/2014	7/16/2019	-	Facility	Tina Kramer	08-06-14: LINE EXTENSION FOR CARSON CITY FREEWAY FOR CLEARVIEW DRIVE, CARSON CITY. NV B/L#: NV19831015840
17	34714	00	NV ENERGY	LINE EXTENSION BIGELOW CC FWY	N	10,009.00	-	10,009.00	500.00	8/6/2014	7/16/2019	-	Facility	Tina Kramer	08-06-14: LINE EXTENSION FOR CARSON CITY FREEWAY FROM SOUTH CARSON TO FAIRVIEW DRIVE, CARSON CITY. NV B/L#: NV19831015840
18	34414	00	NV ENERGY	UTILITY RELOCATION CLEARVIEW CC FWY	N	-	-	-	-	8/6/2014	7/16/2019	-	Facility	Tina Kramer	08-06-14: NO COST UTILITY RELOCATION DESIGN APPROVAL AT CLEARVIEW FOR THE CARSON CITY FREEWAY PROJECT, CARSON CITY. NV B/L#: NV19831015840
19	11413	01	SECRET PASS LIVESTOCK	COMMUNICATIONS TOWER AT SR 229	N	39,818.52	-	39,818.52	-	4/15/2013	4/30/2030	8/11/2014	Lease	Richard Brooks	AMD 1 08-11-14: CHANGE SECOND PARTY NAME FROM "SECRET VALLEY LAND" TO "SECRET PASS LIVESTOCK" AND ADD LANGUAGE THAT AUTOMATICALLY RENEWS THE AGREEMENT FOR FIVE YEAR PERIODS. 04-15-13: LEASE SITE TO ERECT AND USE A COMMUNICATIONS TOWER WITH STORAGE BUILDING FOR RADIO EQUIPMENT AND COMMUNICATION OFF OF SR 229, ELKO COUNTY. NV B/L#: NV20061040885
20	35814	00	ANDREW PAPPAS	INDEPENDENCE #251	N	2,900.00	-	-	2,900.00	8/13/2014	7/31/2018	-	Lease	Sandy Spencer	08-13-14: EMPLOYEE LEASE OF INDEPENDENCE MAINTENANCE STATION HOUSE #251, HUMBOLDT COUNTY. NV B/L#: EXEMPT
21	35914	00	BUD MINTO	QUINN RIVER #2	N	3,200.00	-	-	3,200.00	8/13/2014	6/30/2018	-	Lease	Sandy Spencer	08-13-14: EMPLOYEE LEASE OF QUINN RIVER MAINTENANCE STATION HOUSE #2, HUMBOLDT COUNTY. NV B/L#: EXEMPT
22	31314	00	GARDNER ENTERPRISES LLC	RECONSTRUCT ON KINGSBURY	N	-	-	-	-	6/17/2014	6/30/2019	-	ROW Access	Tina Kramer	06-17-14: NO COST AGREEMENT TO ALLOW ACCESS ON PROPERTY TO RECONSTRUCT CURB, GUTTER, SIDEWALK AND PAVEMENT ALONG SR 207, KINGSBURY GRADE, DOUGLAS COUNTY. NV B/L#: NV19951014086
23	33014	00	FRONTIER COMMUNICATIONS	PERMISSION TO OCCUPY	N	-	-	-	-	7/31/2014	7/30/2016	-	ROW Access	Tina Kramer	07-31-14: PERMISSION TO OCCUPY PRIVATE PROPERTY AT NO COST TO THE STATE FOR THE KINGSBURY PROJECT, DOUGLAS COUNTY. NV B/L#: NV20101229503
24	33714	00	KINGSBURY PINES HOA	PERMISSION TO OCCUPY	N	-	-	-	-	8/1/2014	6/30/2019	-	ROW Access	Tina Kramer	08-01-14: PERMISSION TO OCCUPY PRIVATE PROPERTY AT NO COST TO THE STATE FOR THE KINGSBURY PROJECT, DOUGLAS COUNTY. NV B/L#: NV19791004248
25	27313	01	SNELL & WILMER LLP	LEGAL SUPPORT MEADOW VALLEY	N	30,000.00	50,000.00	80,000.00	-	7/18/2013	7/30/2015	7/29/2014	Service Provider	Dennis Gallagher	AMD 1 07-29-14: INCREASE AUTHORITY \$50,000.00 FROM \$30,000.00 TO \$80,000.00, AND EXTEND TERMINATION DATE FROM 07-30-14 TO 07-30-15 IN ORDER TO RESOLVE PENDING LAWSUIT. 07-18-13: LEGAL SUPPORT RE: MEADOW VALLEY CONTRACTORS, WASHOE COUNTY. NV B/L#: NV20011000455-S

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	Project Manager	Notes
26	50712	01	CHAPMAN LAW FIRM	LEGAL SERVICES	N	449,575.00	-	449,575.00	-	11/16/2012	11/30/2015	7/29/2014	Service Provider	Dennis Gallagher	AMD 1 07-29-14: BROADEN THE SCOPE OF SERVICES TO INCLUDE RELATED CASES WHICH WERE CONSOLIDATED IN THE 8TH JUDICIAL COURT ON 08-16-13. 12-06-12: LEGAL SERVICES FOR EMINENT DOMAIN RE: HIGHLAND PARTNERSHIP 1980 TO BE ACQUIRED FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20011462722-S
27	04414	00	AECOM TECHNOLOGY SERVICES, INC	RADIO SYSTEMS	N	243,500.00	-	243,500.00	-	8/7/2014	6/30/2016	-	Service Provider	Richard Brooks	08-07-14: ESTABLISH HIGH-LEVEL SYSTEM AND USER REQUIREMENTS FOR UPGRADING THE CURRENT RADIO SYSTEM TO A MODERN P25 SYSTEM, STATEWIDE. NV B/L#: NV19901019462-R
28	06013	02	VOLT DELTA RESOURCES, LLC	511 SYSTEM	N	1,920,000.00	-	1,920,000.00	-	4/5/2013	4/30/2017	8/4/2014	Service Provider	Seth Daniels	AMD 2 08-05-14: MODIFY SCOPE OF WORK TO INCLUDE ENHANCEMENTS OF THE SYSTEM THROUGH NVROADS.COM. AMD 1 10-30-13: MODIFY SCOPE OF WORK TO INCLUDE IMPLEMENTATION OF A "CONDITIONS LAYER," WHICH HAS BEEN IDENTIFIED AS A VITAL USABILITY ENHANCEMENT. 03-12-13: OPERATE AND MAINTAIN NEVADA'S NEXT GENERATION 511 (NNG511) TRAVELER INFORMATION SYSTEM, STATEWIDE. NV B/L#: NV20041116361-R
29	08212	02	SNELL AND WILMER, L.L.P.	REPRESENTATION CONTRACT 3407	N	150,000.00	28,000.00	198,000.00	-	3/1/2012	3/30/2015	7/29/2014	Service Provider	Dennis Gallagher	AMD 2 07-29-14: INCREASE AUTHORITY \$28,000.00 FROM \$170,000.00 TO \$198,000.00 FOR CONTINUED SERVICES. AMD 1 09-23-13: INCREASE AUTHORITY BY \$20,000.00 FROM \$150,000.00 TO \$170,000.00, AND EXTEND TERMINATION DATE FROM 06-30-14 TO 03-30-15. 03-01-12: REPRESENTATION BY SNELL AND WILMER IN THE MATTER OF CONTRACT 3407 AWARDED TO PEEK CONSTRUCTION, REGARDING A REQUEST FOR EQUITABLE ADJUSTMENT CLAIM AND COMPLAINT AGAINST NDOT FILED IN 1ST JD120C 00032 1B, STATEWIDE. NV B/L#: NV20011000455-S
30	13114	01	J & L JANITORIAL SERVICES	BEOAWE AND EMIGRANT STOPS	N	74,400.00	-	74,400.00	-	4/7/2014	11/30/2016	8/13/2014	Service Provider	Val Nance	AMD 1 08-13-14: EXTEND TERMINATION DATE FROM 9-30-16 TO 11-30-16 DUE TO DELAY IN START OF SERVICES. 04-07-14: PROVIDE JANITORIAL SERVICE AT BEOAWE REST AREA AND EMIGRANT TRUCK STOPS, Q3-012-14, EUREKA COUNTY. NV B/L#: NV20101116972-Q
31	27314	00	EXEVISION LLC	FEEES FOR UPGRADE E-BIDDING	N	178,800.00	-	178,800.00	-	8/14/2014	6/30/2015	-	Service Provider	Bruce Yarwood	08-14-14: DEVELOPMENT FEES FOR ONE-TIME UPGRADE OF ELECTRONIC BIDDING SYSTEM (E-BIDDING) TO WEB-BASED, STATEWIDE. NV B/L#: NV20111589256-S
32	27414	00	EXEVISION LLC	EBIDDING ANNUAL FEES	N	284,537.00	-	284,537.00	-	7/31/2014	6/30/2017	-	Service Provider	Bruce Yarwood	08-06-14: ANNUAL LICENSING (\$134,455), APPLICATION SUPPORT (\$75,900), AND VAULT (\$74,182) FEES FOR E-BIDDING SYSTEM, STATEWIDE. NV B/L#: NV20111589256-S

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	Project Manager	Notes
33	30513	01	B2GNOW	HOST AND MAINTAIN DBE WEBSITE	N	79,900.00	61,250.00	140,250.00	-	8/28/2013	12/31/2016	8/6/2014	Service Provider	Dana Olivera	AMD 1 08-06-14: INCREASE AUTHORITY \$61,250.00 FROM \$79,000.00 TO \$140,250.00, AND EXTEND TERMINATION DATE FROM 12-31-15 TO 12-31-16 TO ADD THE SMALL BUSINESS ENTERPRISE (SBE) APPLICATION AND PROCESS TO THE DBE WEBSITE. 08-28-13: HOST, MAINTAIN, UPDATE, AND PROVIDE ANY ADDITIONAL DEVELOPMENT AND TRAINING FOR THE WWW.NEVADADBE.COM WEBSITE, CLARK COUNTY. NV B/L#: NV20131469808-Q
34	32714	00	SYLVESTER & POLEDNAK	1ST PRESBYTERIAN VS STATE	Y	280,000.00	-	280,000.00	-	7/17/2014	7/30/2016	-	Service Provider	Dennis Gallagher	07-17-14: LEGAL SUPPORT FOR INVERSE CONDEMNATION MATTER OF FIRST PRESBYTERIAN CHURCH OF LAS VEGAS VS STATE OF NEVADA, CLARK COUNTY. NV B/L#: NV19981131366-S
35	35314	00	J.C. BUILDING MAINTENANCE	SCHELLBOURNE REST AREA	N	67,200.00	-	67,200.00	-	8/13/2014	4/30/2017	-	Service Provider	Sandy Spencer	08-13-14: Q3-017-14: PROVIDE JANITORIAL SERVICES AT THE SCHELLBOURNE REST AREA, WHITE PINE COUNTY. NV B/L#: NV20111472128-Q
36	35414	00	SIERRA NEVADA CONSTRUCTION	FOUR CATTLE GUARDS	N	148,007.00	-	148,007.00	-	8/13/2014	12/31/2014	-	Service Provider	Marlene Revera	08-13-14: Q2-003-14: REMOVE AND REPAIR FOUR CATTLE GUARDS AT THE COLD SPRINGS EXIT ON US 395, WASHOE COUNTY. NV B/L#: NV19881009372-Q
37	35514	00	BISON CONSTRUCTION	RE-ROOF CONTACT MAINTENANCE STATION	N	31,700.00	-	31,700.00	-	8/13/2014	3/31/2015	-	Service Provider	Annette Ballew	08-13-14: Q2-004-014: RE-ROOF RESIDENCE AT THE CONTACT MAINTENANCE STATION, ELKO COUNTY. NV B/L#: NV19851012821-Q
38	41311	03	THE DUBE GROUP	ARCHITECTURAL DESIGN ROOF BUILDING	N	156,400.00	30,260.00	204,110.00	-	9/27/2011	12/31/2014	8/5/2014	Service Provider	William Schulz	AMD 3 08-05-14: INCREASE AUTHORITY \$30,260.00 FROM \$173,850.00 TO \$204,110.00 FOR ADDITIONAL DESIGN SERVICES TO CORRECT THE EMERGENCY GENERATOR CONNECTION, A CONCRETE VALLEY GUTTER, A UTILITY RE-DESIGN, THE LOBBY, A CONFERENCE ROOM, EMPLOYEE SHOWERS, AND SHOWER STALL REQUIRED BY STATE PUBLIC WORKS DIVISION. AMD 2 07-18-12: INCREASE AUTHORITY BY \$17,450.00 FROM \$156,400.00 TO \$173,850.00 FOR CHANGES TO THE PLAN SETS. AMD 1 10-26-11: DECREASE AUTHORITY BY \$114,975.00 FROM \$271,375.00 TO \$156,400.00 DUE TO AN ADMINISTRATIVE CALCULATION ERROR BY THE DEPARTMENT. 09-27-11: ARCHITECTURAL DESIGN SERVICES FOR THE ROOF STREET ANNEX BUILDING, CARSON CITY. NV B/L#: NV19991421705-S
39	45913	00	CH2M HILL	I15 MOBILITY ALLIANCE PROGRAM	N	287,500.00	-	287,500.00	-	8/7/2014	9/30/2016	-	Service Provider	Sondra Rosenberg	08-07-14: I-15 MOBILITY ALLIANCE PROGRAM MANAGEMENT TO CONTINUE THE COORDINATION AND PARTNERSHIP BETWEEN NEIGHBORING STATES ALONG THE I-15 CORRIDOR FROM SOUTHERN CALIFORNIA TO NORTHERN UTAH, CLARK COUNTY. NV B/L#: NV19931065492-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	Project Manager	Notes
40	08312	4	SNELL & WILMER, LLP	CONTRACT 3377	N	150,000.00	167,207.98	1,287,207.98	-	2/27/2012	3/15/2015	9/8/2014	Service Provider	Dennis Gallagher	<p>AMD 4 08-18-14: INCREASE AUTHORITY \$167,207.98 FROM \$1,120,000.00 TO \$1,287,207.98 FOR ESTIMATED LITIGATION COSTS AND FEES FOR PRE-TRIAL MOTIONS, A 16 DAY TRIAL, AND POST-TRIAL MOTIONS. THIS DOES NOT INCLUDE EXPERT WITNESSES.</p> <p>AMD 3 01-13-14: INCREASE AUTHORITY \$825,000.00 FROM \$295,000.00 TO \$1,120,000.00 FOR SNELL &amp; WILMER TO COMPLETE DISCOVERY PHASE OF LITIGATION, AND PREPARE FOR PRE-TRIAL AND TRIAL.</p> <p>AMD 2 09-12-13: INCREASE AUTHORITY \$70,000.00 FROM \$225,000.00 TO \$295,000.00 TO PROVIDE FOR THE BEGINNING OF THE DISCOVERY PHASE OF LITIGATION.</p> <p>AMD 1 02-18-13: EXTENDS TERMINATION DATE FROM 06-30-14 TO 03-01-15 AND INCREASES AUTHORITY BY \$75,000.00 FROM \$150,000.00 TO \$225,000.00 FOR CONTINUED SERVICES UNTIL RESOLUTION OF THE LAWSUIT.</p> <p>03-01-12: OUTSIDE LEGAL COUNSEL TO REPRESENT AND ADVISE THE DEPARTMENT IN THE MATTER OF CONTRACT 3377 AWARDED TO PEEK CONSTRUCTION AND ITS REQUEST FOR EQUITABLE ADJUSTMENT CLAIM AND COMPLAINT AGAINST THE DEPARTMENT FILED IN 1ST JD 120C 00030 1B, STATEWIDE. NV B/L#: NV20011000455-S</p>

# Attachment B

State of Nevada Department of Transportation  
Settlements - Informational  
July 29, 2014 to August 15, 2014

Line No	Type	Second Party	Settlement Amount	Notes
1	INVERSE CONDEMNATION	54 B, LLC	62,500.00	INVERSE CONDEMNATION ACTION THAT ARISES FROM THE CONSTRUCTION OF A DETENTION BASIN AND RELATED IMPROVEMENTS, INCLUDING A FLOOD CONTROL CHANNEL CONSTRUCTED IN CONJUNCTION WITH THE WIDENING OF SR 160. THE LANDOWNER CLAIMS THAT THE GOVERNMENT USED ITS PROPERTY TO CONSTRUCT THE CHANNEL WITHOUT PAYING JUST COMPENSATION, LAS VEGAS.

# Line Item 1



STATE OF NEVADA  
OFFICE OF THE ATTORNEY GENERAL

Transportation Division  
1263 S. Stewart Street  
Carson City, Nevada 89712

CATHERINE CORTEZ MASTO  
*Attorney General*

KEITH MUNRO  
*Assistant Attorney General*

THOM GOVER.  
*Acting Chief of Staff*

## MEMORANDUM

**DATE:** August 14, 2014

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

**FROM:** Dennis Gallagher, Chief Deputy Attorney General 

**SUBJECT:** Informational Item – Approval of Settlement in the matter of  
*54 B LLC v. Clark County, Clark County Regional Flood Control District,  
State of Nevada, on relation of its Department of Transportation*  
Eighth Judicial District Court Case No. A-12-674009-C

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At their August 12, 2014 meeting, the Board of Examiners approved the settlement in the amount of \$62,500.00 to be paid from NDOT funds to resolve the inverse eminent domain claim referenced above.

Attached is the July 9, 2014 memorandum to the Board of Examiners from Director, Rudy Malfabon, Senior Deputy Attorney General, Karissa Neff, and myself to the Board of Examiners setting forth a summary of the settlement.



STATE OF NEVADA  
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*Attorney General*

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*Assistant Attorney General*

THOM M. GOVER  
*Acting Chief of Staff*

## MEMORANDUM

**DATE:** July 8, 2014

**TO:** Board of Examiners  
Governor Brian Sandoval  
Attorney General Catherine Cortez Masto  
Secretary of State Ross Miller

**FROM:** Rudy Malfabon, Director, Nevada Department of Transportation  
Karissa D. Neff, Senior Deputy Attorney General *KDN*  
Dennis Gallagher, Chief Deputy Attorney General

**SUBJECT:** Proposed settlement for an inverse condemnation action captioned *54 B LLC v. Clark County, Clark County Regional Flood Control District, State of Nevada, on relation of its Department of Transportation, Clark County District Court Case No. A-12-674009-C*, involving real property generally located near West Windmill Lane and Duneville Street in Las Vegas, Nevada

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### SUMMARY

NDOT requests settlement approval in the amount of \$62,500.00 to resolve an inverse condemnation action brought by 54 B LLC, a Nevada limited liability company ("54 B") against NDOT, Clark County, and the Clark County Regional Flood Control District ("CCRFCD"). The inverse case arises from the construction of the Lower Blue Diamond Detention Basin and its related improvements, including a flood control channel ("Channel") constructed in conjunction with the widening of SR160 (collectively the "Project"). The 54 B landowner claims that the government used its property to construct the Channel without paying just compensation.

## FACTUAL BACKGROUND

54 B filed an inverse condemnation action against NDOT, Clark County, and the CCRFCD stemming from the construction of the Lower Blue Diamond Detention Basin and the Channel. The 54 B property is commonly known as Clark County Assessor's Parcel No. 176-12-401-004 and is located near West Windmill Lane and Duneville Street in Las Vegas, Nevada as depicted on *Exhibit "A."* The property is approximately 2.5 acres of undeveloped, raw land and is bisected by a 200 foot wide Union Pacific Railroad ("UPRR") right-of-way. A portion of the Channel is built within the UPRR right-of-way that traverses the 54 B property.

54 B alleged that NDOT permanently and temporarily encroached upon the 54B parcel when it built the Channel and did not pay the landowners just compensation for the use of its property. Specifically the landowner alleged that: (1) the Channel was permanently built on the 54 B property, (2) that the governmental entities continued to use the 54 B property to access the drainage facility for maintenance and repairs, (3) that the flood control improvements diverted water onto the 54B property increasing drainage, and (4) that during construction of the Channel, the defendants temporarily used the 54 B property for construction purposes. 54 B later claimed in the lawsuit that the defendants were dumping trash and debris on the property.

54 B named all three government entities in the lawsuit- NDOT, the CCRFCD, and Clark County. Prior to construction, Clark County and NDOT had entered into a Cooperative Agreement for the Project. That agreement set forth Clark County's, the CCRFCD's, and NDOT's respective responsibilities with respect to the Project. This is presumably the reason all three government entities were named in the action. Due to the fact that NDOT hired the contractor to construct the Channel and managed the construction of the Channel, NDOT determined it was not the responsibility of Clark County or the CCRFCD to participate in this settlement.

NDOT awarded the contract to construct the Channel to Capriati Construction Company, Inc. ("Capriati") on May 3, 2006. Certain right-of-way was also acquired to construct the Channel. Where necessary, agreements with private landowners were entered into for the temporary use of property during the Channel's construction. No such agreement was entered into with 54 B.

The majority of the construction of the Channel took place between 2006 and 2007. In March of 2007, Clark County's Department of Air Quality Control was present at the construction site of the Channel. It noted that Capriati was creating a dust pollution problem on the 54B parcel and issued a citation. The citation states that there was vehicle travel, parking, and disturbance on the 54 B property. The citation was issued to 54 B.

54 B claims that in light of this citation, along with aerial photographs showing physical disturbances to its property alongside the Channel that coincide with its construction, that its property was used to build the Channel and that it was not compensated for its use. For purposes of this settlement, 54 B has agreed not to pursue

all of its claims but rather to accept fair market rent for the time it claims its property was temporarily used during the construction of the Channel.

### **COMPENSATION**

A surveyor determined that the area of the 54 B property disturbed around the time of the Project was approximately 28,641 square feet. NDOT spoke to a licensed appraiser who had appraised other properties in the Blue Diamond area and determined that rent for a temporary easement (i.e. for construction) is calculated at 10 percent of fair market value per month. Based on this information, prior appraisals done in this area, and the condition and location of the property, fair market value was agreed to be (for settlement purposes only) \$15.46 per square foot.

Based on this value, monthly fair market rent was determined to be approximately \$3,690.00 per month (28,641 square feet alleged used) x 15.46 (price per square foot) = \$442,790.00 x .10 (rental rate for temporary easement) = \$44,279.00 (divided by 12 months in one year) = \$3,690). The property was allegedly used for about 17 months. Rent alone due under this calculation is approximately \$62,730.00 (\$3,690.00 times 17 months).

For purposes of settlement, 54 B agreed to accept total compensation of \$62,500.00, inclusive of all interest and attorneys' fees and costs. Again, the total amount of the settlement is based on the fair market rent to compensate 54 B for the period it claims its property was temporarily used during the construction of the Channel.

If this case were to proceed through litigation and NDOT were found to be liable for inverse condemnation, in addition to fair market rent, 54 B would also be entitled to its attorneys' fees, costs, and interest from the time of the alleged use of its property under PISTOL. Prior estimations by the landowners regarding money owed for rent, interest, and attorneys' fees and costs for the alleged temporary use of its property were calculated to be between \$470,760.00 and \$812,280.00.

### **SUBROGATION/OFFSET**

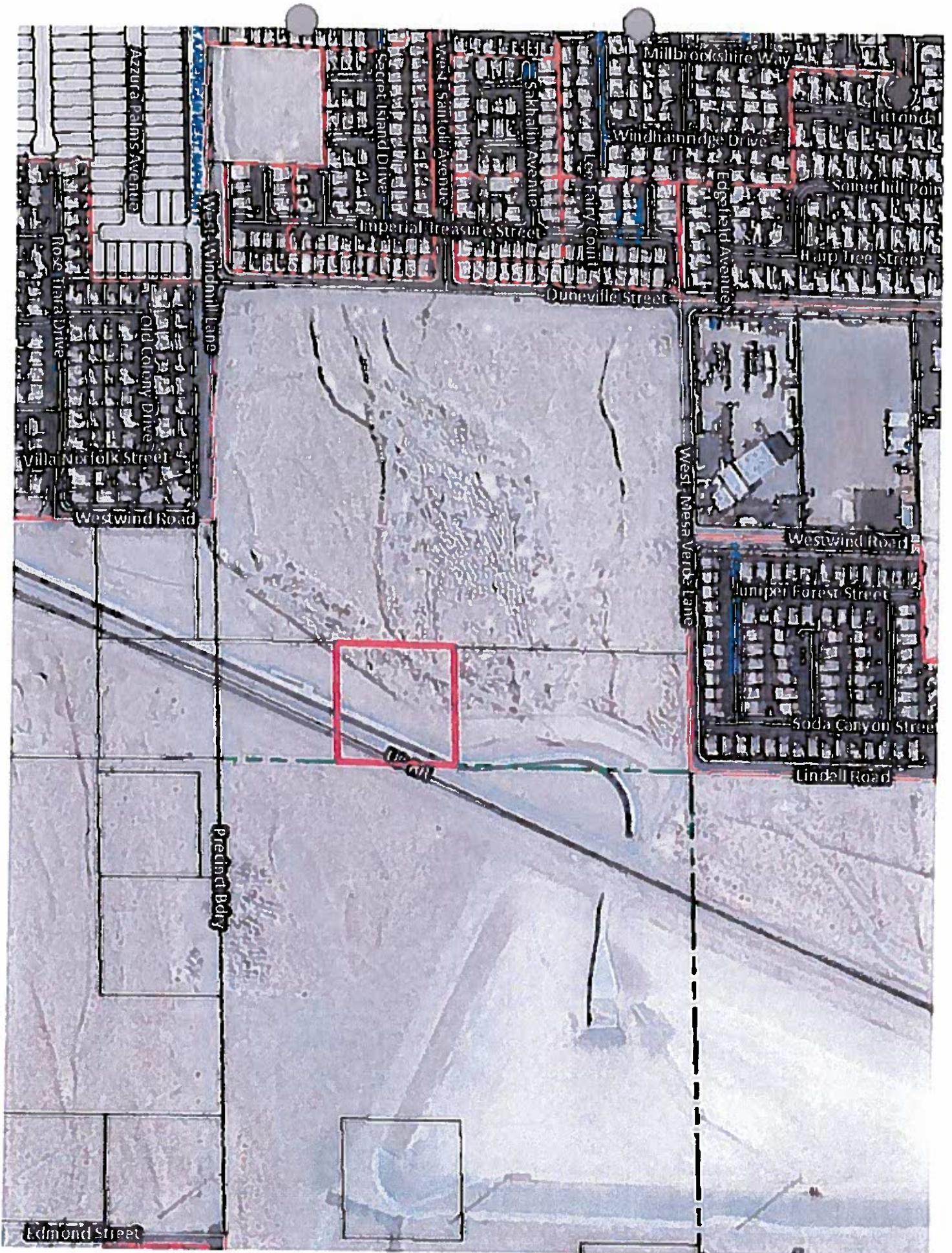
NDOT will file an indemnity action against Capriati to recover the total amount of this settlement and the attorneys' fees and costs that were spent defending the action.

### **RECOMMENDATION**

NDOT has considered the benefits of settlement and has made the decision that the settlement is reasonable, prudent, and in the public interest. NDOT requests authority to settle the inverse condemnation action for \$62,500.00.

NDOT has entered into a settlement agreement to resolve the inverse condemnation action in full for the said amount, inclusive of all attorneys' fees and costs, contingent on this Board's approval. NDOT will then bring a separate indemnity action against Capriati.

**Exhibit "A"**





## MEMORANDUM

August 27, 2014

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, P.E., Director  
**SUBJECT:** September 8, 2014 Transportation Board of Directors Meeting  
**ITEM #6:** Acceptance of Amendments and Administrative Modifications to the FFY 2014-2017 Statewide Transportation Improvement Program (STIP) and approval of changes to the 2014 NDOT Work Program – For Possible Action

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### **Summary:**

Amendments and Administrative Modifications are made throughout the year to the STIP in order to facilitate necessary project changes. NDOT staff works closely with the local Metropolitan Planning Organizations (MPO's) and local governments to facilitate these project changes.

On November 13, 2013, the State Transportation Board of Directors accepted the FY 2014 – 2017 Statewide Transportation Improvement Program (STIP).

Attachment "A" lists amendments and other state program project changes to the 2014 STIP that have occurred since June 2<sup>nd</sup>, 2014, the last time the Transportation Board took action on amendments to the 2014 STIP. Based on Federal Highway Administration requirements, amendments are necessary when project changes are made that exceed \$5 Million or 20% of the previously estimated project cost.

Attachment "B" lists administrative modifications and other state program project changes to the 2014 STIP that have occurred since June 2<sup>nd</sup>, 2014, the last time the Transportation Board took action on administrative modifications to the 2014 STIP. Based on Federal Highway Administration requirements, administrative modifications are necessary when changes are made to the funding category of a project or when a project's delivery schedule is moved to a different fiscal year.

### **Recommendation for Board Action:**

Acceptance of the Amendments/Administrative Modifications to the FY 2014 – 2017 Statewide Transportation Improvement Program (STIP).

### **List of Attachments:**

- A. List of Amendments
- B. List of Administrative Modifications

**Prepared by:** Joseph Spencer, Transportation & Multimodal Planning Division

**Project Amendments List (7/1/2014 – 9/1/2014)**

**RTC of Southern Nevada**

**Amendment No. 8:** This action added the following projects:

**RTP #6090:** ITN Las Vegas Valley – Provide transportation for 111 seniors to and from Henderson Heritage Park Senior Center for a congregate meal.

- Add \$41,300 FTA 5310 funds in FFY 2015
- Add \$41,300 local funds in FFY 2015

**RTP #6091:** Saint Rose Dominican Hospital – Helping Hands of Henderson – Purchase of two vehicles, which will support the current program.

- Add \$86,610 FTA 5310 funds in FFY 2015
- Add \$21,652 local funds in FFY 2015

**Amendment No. 8:** This action updated the following projects by either adding funds or modifying project description:

**RTP #2884:** Blind Center of Las Vegas – Blind Center Vehicle “Road to Independence” program, which provides transportation to blind and visually impaired people living in Southern Nevada.

- Add \$10,000 FTA 5310 funds in FFY 2015
- Add \$10,000 FTA local funds in FFY 2015

**RTP #2839:** ITN Las Vegas Valley – Provide transportation to seniors and individuals with disabilities outside the RTC service area to include Henderson and Summerlin.

- Add \$125,200 FTA 5310 funds in FFY 2015
- Add \$125,000 local funds in FY2015

**RTP #2834:** Helping Hands of Vegas Valley – Disabled Transportation Network – Provide transportation, in partnership with Helping Hand of North Las Vegas for, to and from medical appointments, shopping and other necessary appointments for seniors who are frail, disabled and wheelchair bound.

- Add \$191,889 FTA 5310 funds in FFY 2015
- Add \$191,889 local funds in FFY 2015

**RTP #2861:** Jewish Federation of Last Vegas – LVSL Taxi Voucher Program – Provide funding to provide low income disabled seniors with taxi cab vouchers to transport them to medical appointments, social service agencies, and other service related appointments.

- Add \$15,850 FTA 5310 funds in FFY 2015
- Add \$15,850 local funds in FFY 2015

**Modify RTP Project #2862:** Jewish Federation of Las Vegas - LVSL Nutrition Transportation -

Program, Las Vegas Senior Lifeline Nutrition Transportation Program: Expand Rural/Urban Transit Partnership joint program with SNTC to transport elderly & disabled to meal program & provide monthly shopping trip.

- Add \$36,500 FTA 5310 funds in FFY 2015
- Add \$36,500 local funds in FFY 2015
- 

**Modify RTP Project #2863:** Lend A Hand - Operating support for volunteer program to provide transportation for medical trips from Boulder City to Las Vegas Valley for disabled, frail, & elderly Boulder City residents.

- Add \$34,515 FTA 5310 funds in FFY 2015
- Add \$34,515 local funds in FFY 2015
- 

**Modify RTP Project #2865:** Saint Rose Dominican Hospital - Helping Hands of Henderson - Provide seniors with disabilities transportation within the city of Henderson and develop the network of program volunteers.

- Add \$75,030 FTA 5310 funds in FFY 2015
- Add \$75,030 local funds in FFY 2015

**Modify RTP Project #2888:** Southern Nevada Transit Coalition - Rural/Urban Transit Partnership – Provide coordinate transportation so that rural passenger trips for medical purposes will co-mingle with passengers from the Henderson area who were previously unable to reach the Las Vegas Senior Lifeline program offered by the Jewish Federation of Las Vegas. Operating funds will be used to expand the days of service for the target population of elderly persons with disabilities.

- Add \$20,102 FTA 5310 funds in FFY 2015
- Add \$20,102 local funds in FFY 2015

**Modify RTP Project #2890:** Southern Nevada Transit Coalition - Veterans Medical Transportation Network for Senior and Disabled Veterans – Provide mobility management for medical transportation to senior and disabled veterans.

- Add \$303,000 FTA 5310 funds in FFY 2015
- Add \$75,750 RTC Sales Tax in FFY 2015

**Modify RTP Project #2891:** Southern Nevada Transit Coalition - Veterans Medical Transportation Network for Senior and Disabled Veterans – Provide medical transportation to senior and disabled veterans.

- Add \$625,000 FTA 5310 funds in FFY 2015
- Add \$156,250 RTC Sales Tax in FFY 2015

**Modify RTP Project #2828:** Aid for Aids of Nevada (AFAN) - Provide rides to interviews for medically frail persons who are associated with AFAN and who are looking to re-enter the workforce.

- Add \$64,686 FTA 5307 funds in FFY 2015
- Add \$64,686 local funds in FFY 2015

**Modify RTP Project #2830:** Provide funding for several sections on RTC fixed routes that travel from inside the Las Vegas valley into the outskirts of the Las Vegas valley. Route 119, 201B and the Southern Extension.

- Add \$135,314 FTA 5307 funds in FFY 2015
- Add \$135,314 RTC Sales Tax in FFY 2015

**Amendment No. 9:** This action updated the following projects by either adding funds or modifying project description:

**Modify RTP Project #1579 (NDOT ID, CL200902):** Rainbow Blvd from Westcliff Dr to 600' s/o Sahara Ave, Dedicated transit/bike lane, widen sidewalks, & intersection improvements along Rainbow Blvd at Sahara Ave, Alta Dr.

- Increase FY 2016 CMAQ funds from \$2,700,000 to \$3,500,000

**Modify RTP Project #2777 (NDOT ID, CL20100204):** Las Vegas Region various locations, Bike lane & pedestrian improvements

- Increase CMAQ funds from \$1,500,000 to \$2,000,000 in FY 2016

**Modify RTP Project #5093 (NDOT ID, CL20130038):** Transit operating support.

- Delete \$500,000 CMAQ funds from FY 2016

**Modify RTP Project # 221(NDOT ID CLCL200483):** I-215 Southern Beltway/Airport Connector (Phase 2), at Airport Connector, Upgrade interchange.

- Delete \$19,500,000 Clark County Beltway Program Funds from 2014

**Amendment No. 9:** This action removed the following projects from the RTP:

**Delete RTP Project #5083 (NDOT ID, CL20130031):** Las Vegas Blvd/Main St/St Louis St., Intersection improvements

- Delete \$300,000 CMAQ funds from FY 2016

**Delete RTP Project #2795 (NDOT ID, CL20130127):** E. Charleston from Boulder Highway to Nellis, Bus turnouts (5 locations)

- Delete \$500,000 CMAQ funds from FY 2016

## **Washoe County RTC**

(NO AMENDMENTS MADE)

## **Carson Area MPO**

(NO AMENDMENTS MADE)

## **Tahoe MPO**

(NO AMENDMENTS MADE)

## **Statewide/Rural**

**Statewide Amendment No. 2:** This Amendment is an action to add the following **Highway Safety Improvement Program (HSIP)** projects in **FFY 2014:**

**EL2010021:** US 93 EL 11.79 to EL 15.5, EL 30.9 to EL 54.56, slope flattening and shoulder widening

- \$8,075,000 HSIP
- \$60,000 State Match

**LN20140001/NY2014003/WP20140001:** SR 318 Install centerline rubble strips from US 93 to CL/NY county line.

- \$721,999 HSIP
- \$38,001 State Match

**XS20140005:** Statewide data improvements with DPS-NHP collection upgrades.

- \$1,615,000 HSIP
- \$85,000 State Match

**Amendment No. 2:** Adds the following projects in **FFY 2015:**

**ES20130005:** US 95 ES 0.00 to ES 20.00 slope flattening and shoulder widening

- \$3,800,000 HSIP
- \$200,000 State Match

**ES20140013:** US 95 ES 20.00 to Es 44.13 slope flattening and shoulder widening

- \$3,800,000 HSIP
- \$200,000 State Match

**XS20140006:** Statewide program support for Office of Traffic Safety

- \$1,900,000 HSIP
- \$100,000 State Match

**XS20140007:** Statewide Traffic Incident Management System (TIMS)

- \$570,000 HSIP
- \$ 30,000 State Match

**Amendment No. 2:** Adds the following projects in **FFY 2016:**

**XS20140007** Statewide Traffic Incident Management System (TIMS)

- \$570,000 HSIP
- \$ 30,000 State Match

**CH20110001:** US 95 CH 28 to CH 55.89 slope flattening and shoulder widening

- \$9,500,000 HSIP
- \$500,000 State Match

**CH20130018:** US 50 from LY/CH county line to US 50A Junction, slope flattening and shoulder widening.

- \$5,367,500 HSIP
- \$282,500 State Match

**NY20140001** Construct Roundabout at SR 372 Blagg Road

- \$698,250 HSIP
- \$36,750 State Match

**NY20140002** Construct Roundabout at SR 372 SR 160 Pahrump Valley Road

- \$1,116,250 HSIP
- \$58,750 State Match

**Amendment No. 2:** Adds the following projects in **FFY 2017:**

**XS20140007:** Statewide Traffic Incident Management System (TIMS)

- \$570,000 HSIP
- \$ 30,000 State Match

**ES2013001** US 6 ES 18.81 to ES 38.00 slope flattening and shoulder widening

- \$8,930,000 HSIP
- \$470,000 State Match

**LA20130006** US 50 from CH/LA county line to 1 mile east of west boundary of Toiyabe National Forrest

- \$11,067,500 HSIP
- \$582,000 State Match

**Amendment No. 2:** Updates project descriptions, locations and funding amounts for the **Transportation Alternative Program (TAP)** across the state. The projects changed are:

**EL20140001** Updated project description and changed funding source from TAP Statewide Flex to TAP Less than 5K.

**HU20140001** Updated project description

**DO20140003** Updated project description and changed funding source from TAP Less than 5K to TAP 5K-200K and Statewide Flex/

**DO20140001** Updated project description

**DO20140002** Updated project description

**EL20140001** Updated project description and increased local match contribution

**LY20140001** Updated project description

**LY20140002** Updated project description and increased local math contribution

**LA20140001** Updated project description and changed funding form TAP 5K-200K to TAP Statewide Flex.

**Amendment No. 2:** Added the following **Transportation Alternative Program (TAP)** project:

**EL20140002** Sidewalk improvements for sections of Ruby Vista Drive, Golf Course Road and Flagview Drive (City of Elko).

- \$567,500 TAP Statewide Flex
- \$29,868 Local Match

**Statewide Amendment No. 3:** Added the following projects into FFY14-FFY17 STIP:

Annual statewide bridge inventory and inspection program at \$2 million in FFY15 and FFY16.

- \$1,425,000 NHPP
- \$475,000 STP Off System Bridge
- \$100,000 State Match

I-80 Coalition Multistate Corridor Management Program from I-80 San Francisco, CA to Omaha, NB.

- \$370,500 MCOM Grant
- \$92,625 State Match.

**CH2012009** update project costs to meet fiscal constraint in the STP Off System Bridge funding category.

**HU20110002** update project costs to meet fiscal constraint in the STP Off System Bridge funding category.

**Statewide Amendment No. 4:** Added the following four services in the FTA 5311 Small Urban and Rural Public Transportation operating fund:

**XS20140010:** Amador Stage Lines operating and Administrative Expenses for a fixed route service from Gardnerville, Minden, Carson City and Reno in FFY14 - FFY17.

- \$365,907 FTA 5311
- \$143,708 Local Match

**ES20140014:** Esmeralda County Transportation Operating and Administrative Expenses for a Demand Response Public Service in FFY14 – FFY17.

- \$19,539 FTA 5311
- \$3,596 Local Match

**NY20140023:** Operating and Administrative Expenses for a Demand Response Public Service in FFY14 – FFY17.

- \$91,495 FTA 5311
- \$42,464 Local Match

**EL20140023:** Retired Senior Volunteer Program (RSVP) Mobility Managers to coordinate transit services in Elko in FFY14 – FFY17.

- \$108,521 FTA 5311
- \$5,712 Local Match

**Statewide Amendment No. 4:** Changed the required match for FTA projects from State Match to Local Match for the following projects:

**EL20130054**

**HU20130015**

**HU20130016**

**NY20130017**

**XS20130013**

**Statewide Amendment No. 5:** Added the following three services:

**NY20140026:** Purchase 2 paratransit mini-vans for Retired Senior Volunteers in Rural Pahrump in FFY14.

- \$80,000 FTA 5311
- \$20,000 Local Match.

**NY20140026:** Purchase 1 mini-van for WestCare in Rural Pahrump in FFY14.

- \$101,600 FTA 5311
- \$25,400 Local Match.

**LA20140003:** Purchase one 10 passenger paratransit vehicle for Battle Mountain General Hospital in FFY14 – FFY17.

- \$61,600 FTA 5311
- \$15,400 Local Match.

**Statewide Amendment No. 5:** updated the project descriptions and increased the costs for the following projects:

**PE20140007:** \$56,800 (FTA) and \$14,200 Local Match. Total \$71,000.

**HU20130015:** \$263,050 (FTA) and \$65,763 Local Match. Total \$328,813.

**WP20130025:** \$269,168 (FTA) and \$67,292 Local Match. Total \$336,460.

**Statewide Amendment No. 5:** Added the awarding of a Tech Innovation Deploy Pavements (TIDP) Grant in the amount of \$300,000 to identify and collect statewide exemplary highway construction partnering specifications, forms, training materials. Organize a national conference highlighting the top state of the art partnering efforts.

**List of Administrative Modifications (7/1/2014 – 9/1/2014)**

**RTC of Southern Nevada**

**Administrative Modification No. 10:** This action changed descriptions and funding for the following projects:

**RTP Project # 4467:** Modify Project funds and Description: US 93 (Boulder City Bypass Phase 2 Future I-11), US 93 at SR 172 Hoover Dam Access Rd, Silver Line Rd., Construct 4 lane freeway (PE, Const.)

- Modify description to remove PE.
- US 93 (Boulder City Bypass Phase 2 Future I-11), US 93 at SR 172 Hoover Dam Access Rd, Silver Line Rd., Construct 4 lane freeway (Advance construct repayment programmed to 2022)(Const.)

Fund Modification:

- FY 2014 Fuel Tax Indexing: Reduce funds from \$50,000,000 to \$14,415,000 (Move \$17,416,866 to Project # 4466)
- FY 2014 Fuel Tax Indexing Advance Construction: Increase from \$205,344,752 to \$229,229,752
- Other funds remain unchanged.

**RTP Project # 4466 (CL20100242):** Modify Project funds and Description: US 93 (Boulder City Bypass Phase 2 Future I-11), US 93 at SR 172 Hoover Dam Access Rd to 1.0 mi s/o existing US 93/95 Jct, PE, Financial Capacity Analysis, & ROW for construction of new 4-lane freeway (future I-11) (PE, ROW)

Modify description to add utilities in description and change limits:

- (Boulder City Bypass Phase 2 Future I-11), US 93 at SR 172 Hoover Dam Access Rd to Silver Line Rd., PE, Financial Capacity Analysis, & ROW and utilities for construction of new 4-lane freeway (future I-11) (PE, ROW)

Fund Modification:

- FY 2014 Fuel Tax Indexing: Add \$17,416,866 (Move from Project # 4467)
- Other funds remain unchanged.

**RTP project # 6009 (CL20130142):** Modify project description: Pueblo Boulevard Trail, Provide trail and landscape improvements adjacent to Pueblo Boulevard between Dooley Drive and Mohawk Drive. (PE, Const.)

Modify project description to remove PE:

- Pueblo Boulevard Trail, Provide trail and landscape improvements adjacent to Pueblo Boulevard between Dooley Drive and Mohawk Drive. (Const.)
- No funding changes.

**RTP Project # 5063 (CL20140054):** Boulder Highway Trail from Racetrack Rd to Wagonwheel Dr., Boulder Highway Trail with bus turnouts at Equestrian Dr

Fund Modification:

- FY 2013 Transportation Alternatives Program (TA): Reduce funds from \$650,000 to \$94,050 and move the difference in the amount of \$555,950 to FY 2014.

**Administrative Modification No. 11:** Modifies funds and or modifies description for the following projects:

**Modify RTP Project #2050:** RTC Transit Fleet, Acquire (75) CNG vehicles for fixed route bus replacement program.

- Reduce FTA 5307 formula funds in FY 2014 from \$13,945,353 to \$3,669,356
- Reduce RTC Sales Tax in FY 2014 from \$2,856,277 to \$1,322,105

**Modify RTP Project #2053:** RTC Paratransit Fleet, Acquire (200) vehicles for paratransit fleet replacement program

- Increase FTA 5307 formula funds in FY 2014 from \$2,665,898 to \$8,007,216
- Increase RTC Sales Tax in FY 2014 from \$666,474 to \$1,609,060.

**Modify RTP Project #2055:** RTC Paratransit Fleet, change project description from: “Acquire (44) vehicles for paratransit fleet expansion” to “Acquire (61) vehicles for paratransit fleet expansion”

- Increase FTA 5307 formula funds in FY 2014 from \$3,234,902 to \$4,491,683
- Increase RTC Sales Tax in FY 2014 from \$808,726 to \$1,122,921

**Modify RTP Project #2601:** Regional Transit System Security Systems, Security systems for regional transit system

- Increase FTA 5307 formula security funds in FY 2014 from \$400,000 to \$4,800,000
- Increase RTC Sales Tax in FY 2014 from \$100,000 to \$1,200,000

**Administrative Modification No. 12:** Modifies funds and or modifies description for the following projects:

**NDOTID CL20120055**

New description: Coldmilling with plantmix bituminous surface with open grade, widen shoulders, flatten slopes, including drainage improvements.

Change funding:

- \$1,488,000 High Risk Rural Roads
- \$2,347,000 HSIP
- \$191,750 State Match
- \$3,460,000 State Gas Tax
- 

**CL200201:** Adds \$8,000,000 in State Gas Tax to the Boulder City Bypass Phase 1.

**Washoe County RTC**

(NO ADMINISTRATIVE MODIFICATIONS MADE)

**Carson Area MPO**

(NO ADMINISTRATIVE MODIFICATIONS MADE)

**Tahoe MPO**

(NO ADMINISTRATIVE MODIFICATIONS MADE)

**Statewide/Rural**

**Statewide Administrative Modification No. 2:** This Administrative Modification is an action to move LY20140001 SR 828 Farm District Road Shared use path in FY2014 to FY2017 and add Safe Routes to School funding at \$503,800, for a total project cost of \$1,353,800.



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## MEMORANDUM

August 26, 2014

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** September 8, 2014 Transportation Board of Directors Meeting  
**Item #7:** Briefing on Rest Area Program

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**Summary:** Highway roadside rest areas came into being in 1938 as a part of the Federal Highway Aid Act. Increased attention to and nationwide construction of rest areas came with the passage of the Interstate Highway Act of 1956, establishment of the Highway Trust Fund in 1956, and the Highway Beautification Act of 1965. Nevada's Rest Area System was primarily developed at the same time Nevada's highway system was constructed. The oldest currently operating rest area was constructed in 1967 along US Highway 93, at the southern end of Boulder City. The newest facility was completed in 2013, along US Highway 95, near Searchlight. The average age of the entire current system is approximately 37 years old.

NDOT's rest facility system currently includes thirty-six facilities as follows:

- Three welcome centers
- Twenty-six rest areas
- Seven rest stops

Through a multiagency partnership, the Department of Transportation and the Department of Tourism and Cultural Affairs are working together to reimagine the rest area user experience that meets the needs of an ever-evolving transportation industry and provides tourists with information about the state's natural and cultural resources. In the next biennium, the Department is planning to reconstruct facilities at the following locations: Trinity, Beowawe, Millers and Pahranaagat Lake.

**Background:** Nevada is a global tourism and transportation hub. In 2012, 29 million travelers visited the state via its highway system. Nevada rest stops, rest areas and welcome centers provide citizens and visitors more comfortable and safe travels through the state. Stationed across Nevada, they offer a designated and convenient roadside location to stop and take a break from driving, a respite that can increase traveler safety and comfort. Some rest areas offer additional amenities, from wireless internet to full-fledged visitor centers with tourism information and resources. In addition to their safety role, these facilities also represent an image related to Nevada's tourists and travelers.

Rest areas on interstate highways are heavily used by trucks, particularly during the late evening and early morning hours. With an increasing emphasis on "just-in-time" delivery practices, commercial truck drivers often utilize rest area facilities outside urbanized areas to await the opening of a warehouse or business to which they are delivering. Most of Nevada's rest areas were built early in the interstate program (1970-1980). Although, parking capacity has been expanded in some areas, most rest areas, including those on the primary system of

highway, now lack sufficient truck parking space. Consequently, overflow parking of trucks occurs on shoulders of entrance and exit ramps. Commercial drivers who cannot find space at rest areas may park on entrance and exit ramps at nearby interchanges. In addition to damaging shoulders and adjacent highway appurtenances, this practice reduces the available pavement width and sight distance on both types of ramps, creating traffic safety hazards.

The Nevada Statewide Rest Area and Rest Stop Initiative Report was recently completed in collaboration with the Department of Tourism and Cultural Affairs and the Department of Cultural Affairs. The purpose of the report was to help develop conceptual design guidelines from which construction budgets for the projects can be planned. Concepts were developed for three types of facilities:

- Welcome Station – placed in high traffic, high visibility locations – at state borders or near major roadway intersections, urban areas or significant travel destinations. This facility type features an indoor visitor center, restrooms, outdoor interpretive features, Wi-Fi and electric vehicle charging stations. These facilities are staffed by skilled interpreters during normal business hours, 7-days a week. This facility type also includes mobile interpretive programs as well as printed information materials.
- Rest Area- placed in high traffic, high visibility locations. Facilities include inside visitors center, rest rooms, exterior interpretive displays, Wi-Fi, electronic vehicle charging stations at major locations, etc. Visitor information will be provided via mobile applications and printed materials. No on- site staff.
- Rest Stop- placed in rural areas. Facilities include rest rooms, exterior interpretive displays, WiFi (where available). Visitor information available via interpretive displays.





This multi-agency partnership will create rest areas that serve the traveling public and help market the state of Nevada. The proposed facilities will offer amenities meeting the demands of the travelling public of the 21st century and create a program that enhances statewide pride, fosters appreciation for the state's natural and historical resources, promotes the state to domestic and international visitors, and conveys the state's position as an innovative leader.

These new facilities will reflect the Nevada branding "A World Within. A State Apart." and the branding will consist of artwork and interpretive displays reflecting Nevada's unique heritage.

**Analysis:** Priority sites were selected in collaboration with the Department of Tourism and Cultural Affairs.

Trinity (District II):

Trinity has been chosen as the No. 1 priority to re-build and upgrade to a Welcome Station because of its current condition (no running water, access and parking deficiencies and maintenance needs) and this site is one of the most used facilities in the state with the following traffic volumes (no data available at entrance): on I 80 EB off ramp – 250 AADT (Annual Average Daily Traffic); on I 80 WB off ramp – 550 AADT; on mainline I 80 – 7700 AADT; on mainline US 95 – 900 AADT.

The building was constructed in 1982 and has an approximate floor area of 1,943 s.f. This is an uninsulated CMU/wood structure with a metal roof, wood framed single pane clerestory windows, and hollow metal man doors. Heating is provided in the composing pit only and is provided by electric resistance wall mounted heaters. The restrooms are ventilated by in-line fans that run continuously. There is no water supplied to the restrooms. Outdoor entryway lighting is provided by wall pack fixtures with HID lamps. Indoor lighting is provided by surface mounted fixtures with CFL lamps. The annual costs for maintenance are: Service agreement (Janitorial Services) – \$258,534 and Maintenance forces – \$42,750.



Beowawe Eastbound and Westbound (District III):

Beowawe Rest Area has been chosen as the No. 2 priority to re-build, because of its current condition (upgrades needed in buildings, access and parking, roof is in poor condition, painting is needed, lack of insulation mechanical deficiencies, window replacement needs) and this site is also one of the most used facilities in the state with the following traffic volumes (no data available at entrance): on mainline I 80 – 6900 AADT.

The buildings were constructed in 1977 and have an approximate floor area of 864 s.f. This are an uninsulated masonry building with a standing seam metal roof, aluminum single pane windows and hollow metal man doors. Heating is provided by a propane fired furnace. The restrooms are naturally ventilated. Domestic hot water is produced by one 80 gallon electric water heater. Outdoor entryway lighting is provided by wall pack and eve mounted fixtures with HID lamps and photo cells. Indoor lighting is provided by HID wall pack fixtures that operate continuously. Chronic problems exist with both sewer and water services. The annual costs (combined Eastbound and Westbound Rest Areas): Service agreement (Janitorial Services) – \$36,000 and Maintenance forces – \$87,930.



Millers (District I):

Millers Rest Area has been chosen as the No. 3 priority to re-build, because of its current condition (upgrades needed in building, access and parking, painting is needed, lack of insulation mechanical deficiencies) and this site is also sees high usage with the following traffic volumes (no data available at entrance): on mainline US 95 – 1900 AADT.

The building was constructed in the early 1980's; it has an approximate floor area of 350 square feet. This is an uninsulated brick building with a standing seam metal roof, steel single pane windows, and hollow metal man doors. Heating is provided by a propane fired furnace. The restrooms are naturally ventilated. Domestic hot water is produced by one 10 gallon electric water heater. Outdoor entryway lighting is provided by wall pack HID fixtures with and photo cells. Indoor lighting is provided by wall sconce incandescent fixtures that operate continuously. The annual cost for maintenance is \$100,889 done by our maintenance forces.



Pahranagat Lake (District I):

Pahranagat Lake Rest Stop has been chosen as the No. 4 priority to develop as this site currently only offers a few picnic tables and trash barrels. It is often used by “snow bird” travelers along US 93 (250 AADT), and it is in the near vicinity of the Pahranagat National Wildlife refuge and it may require an Environmental Impact Statement or assessment. The site is to be developed to include paved parking, chemical toilets, information kiosks and WiFi. Right of Way (ROW) will need to be verified to place the larger Rest Stop. Additional ROW may be required. Both of these items could cause delays to the schedule and additional costs as described below.



**Budget:**

The following budget items will be submitted for Legislative approval for the FY16-17 biennium:

<b>Proposed</b>	<b>Construction Costs (FY16) (\$)</b>	<b>Construction Costs (FY17) (\$)</b>
<b>Trinity - Full Service Welcome Station</b>	2,250,000.00	2,250,000.00
<b>Millers - Full Service Rest Area</b>	2,150,000.00	2,150,000.00
<b>Beowawe - 2 Limited Service Rest Area (One on Each Side)</b>	2,250,000.00	2,250,000.00
<b>Pahranagat Lake - Limited Service Rest Stop</b>	1,000,000.00	1,000,000.00
<b>TOTAL COST</b>	<b>7,650,000.00</b>	<b>7,650,000.00</b>

Design services and review fees are estimated at \$1,836,000 for these sites (FY15). Plans will be developed in cooperation with the Department of Tourism and Cultural Affairs and are subject for review by the Department of Environmental Protection, State Public Works Department, State Fire Marshall, Federal Highway Administration and additional agencies based on site specific requirements.

In addition to the proposed budget, the Department of Tourism and Cultural Affairs will request full-time positions to staff the Trinity Welcome Station.

**Schedule:** The following schedule is anticipated for the re-build at the previously described four locations:

Design document procurement: Present to December, 2014

Design development: December 2014 – December 2015

Design reviews and construction contract procurement: January 2016 – April 2016

Construction: Spring 2016 – Winter 2016 (6 to 10 months)

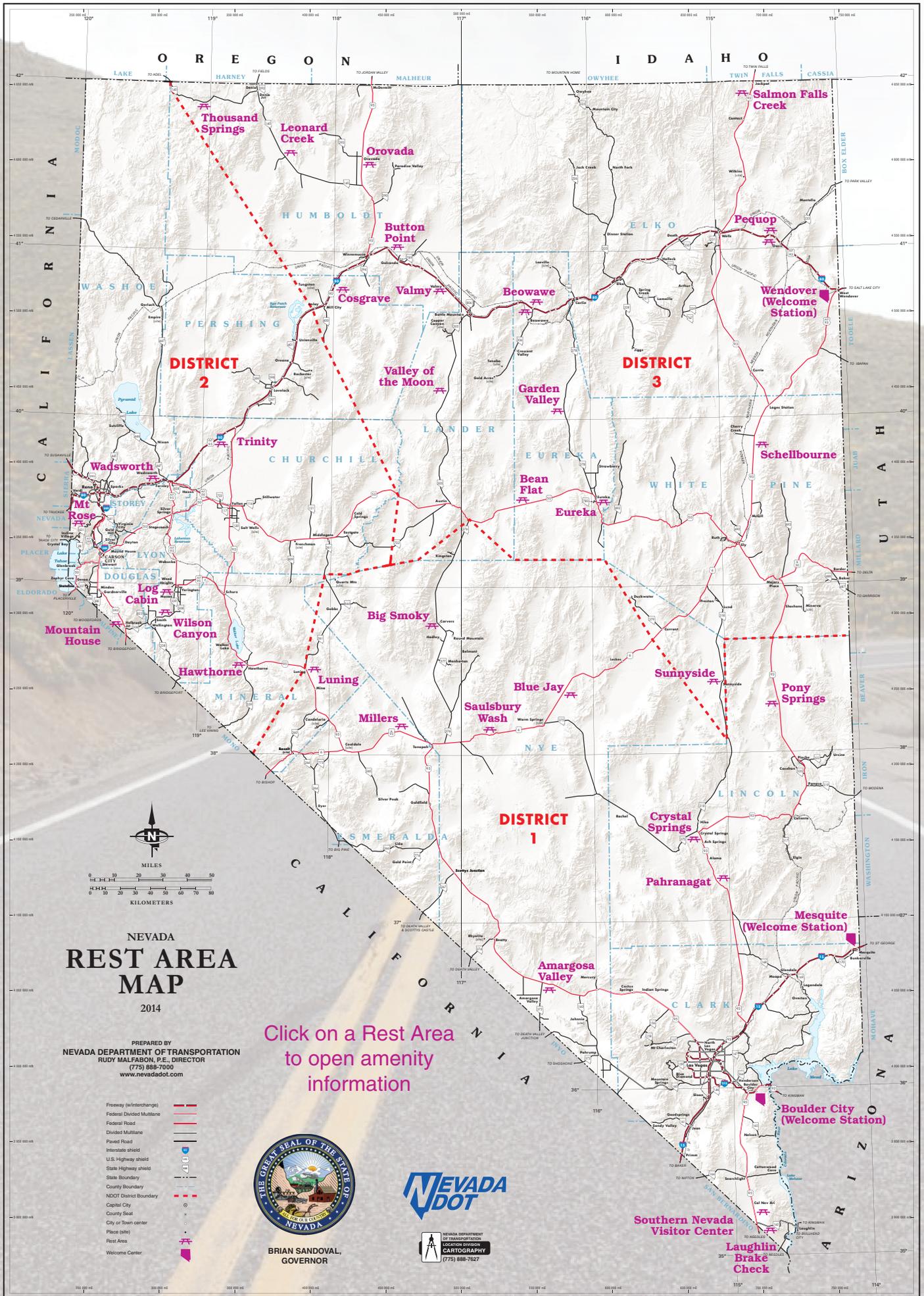
**List of Attachments:**

- A. Rest Area Map:
- B. Current Rest Area Amenities:

**Recommendation for Board Action:**

Informational Item only.

**Prepared by:** Anita Bush, Chief Maintenance and Asset Management Engineer



NEVADA  
**REST AREA  
 MAP**  
 2014

PREPARED BY  
 NEVADA DEPARTMENT OF TRANSPORTATION  
 RUDY MALFAGON, P.E., DIRECTOR  
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 www.nevadadot.com

Click on a Rest Area  
 to open amenity  
 information

- Freeway (w/interchange)
- Federal Divided Multilane
- Federal Road
- Divided Multilane
- Paved Road
- Interstate shield
- U.S. Highway shield
- State Highway shield
- State Boundary
- County Boundary
- NDOT District Boundary
- Capital City
- County Seat
- City or Town center
- Place (spa)
- Rest Area
- Welcome Center



BRIAN SANDOVAL,  
 GOVERNOR



NEVADA DEPARTMENT  
 OF TRANSPORTATION  
 LOCATION DIVISION  
 CARTOGRAPHY  
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NUMBER	NAME	RP NUMBER	COUNTY	LOCATION	DIVISION	VISITORS CENTER	PICNIC TABLES	LITTER BARRELS	RUNNING WATER	TELEPHONES	FLUSH TOILETS	VAULT TYPE TOILETS	R. V. DUMP STATION	TRUCK PARKING	A. D. A. ACCESS	91 / F1	JANITORIAL SERVICE BY	CLEANING FREQUENCY	CATEGORY	CLEANLINESS RATING
1	WENDOVER	WS 931	EL	735 Wendover Blvd	C336	x		x		x			0	x	x		Contractor	Five / week	Welcome center	5
2	MESQUITE	WS 912	CL	460 N Sandhill Blvd, Mesquite	C124	X		x	x	x			0	x	x		Contractor	Five / week		5
3	BOULDER CITY	WS 911	CL	100 Block of Nevada Way off US93	C150	X		x	x	x			16	x	x		Contractor	Five / week	5	
4	SEARCHLIGHT (SNVC)	RP802	CL	US95 @ 3.25	C127			x	x	x			30	x			Contractor	Five / week	COMPLETE REST AREAS	5
5	MILLERS	RP 801	ES	US6 @ 45.86	C170			x	x	x		x	5	x			NDOT	Five / week		4
6	BEOVAWE	RP 802	EU	IR80 @ 6.56	C324			x	x	x		x	10	x			Contractor	Five / week		2
7	VALMY	RP 809	HU	IR80 @ 53.07	C371			x	x	x		x	28	x			Contractor	Twice a Day		3
8	BUTTON POINT	RP 808	HU	IR80 @ 23.65	C374			x	x	x		x	13	x			Contractor	Twice a Day		4
9	LOG CABIN	RP 802	LY	SR339 @ 11.26	C236			x	x	x		x	2	x			County	Five / week		4
10	HAWTHORNE	RP 806	MI	US95 @ 50.40	C237			x	x	x			0	x			County	Five / week		4
11	LUNING	RP 805	MI	US95 in Luning	C176			x	x	x			6	x			Contractor	Five / week		4
12	SUNNYSIDE	RP 810	NY	SR318 @ 20.90	C382			x	x	x			13	x			Contractor	Five / week		4
13	AMARGOSA VALLEY	RP 801	NY	Jct. US95 & SR373	C123			x	x	x			15	x			Contractor	Five / week		4
14	COSGRAVE	RP 804	PE	IR80 @ 69.66	C370			x	x	x		x	50	x			Contractor	Twice a Day		4
15	WADSWORTH	RP 807	WA	IR80 @ 42.22	C225			x	x	x		x	5	x	x		Contractor	Twice a Day		4
16	TRINITY	RP 806	CH	Jct. US95 & IR80	C281			x	x			x	14	x			Contractor	Twice a Day		4
17	LAUGHLIN BRAKE CHECK	RP 801	CL	SR163 @ 4.2	C127				x			x	6	x			NDOT	Twice / week		5
18	PEQUOP	RP 813	EL	IR80 @ 95.35	C332			x	x			x	12				Contractor	Five / week		3
19	SALMON FALLS CREEK	RP 812	EL	US93 @ 138.00	C322			x	x			x	0	x			Contractor	Five / week	4	
20	GARDEN VALLEY	RP 803	EU	SR278 @ 39.60	C350			x	x			x	5	x			Contractor	Three / week	4	
21	LEONARD CREEK	RP 810	HU	SR140 @ 35.60	C373			x	x			x	8	x			Contractor	Four / week	4	
22	OROVADA	RP 807	HU	US95 @ 41.69	C372			x	x			x	12	x			Contractor	Four / week	3	
23	THOUSANDS SPRINGS	RP 806	HU	SR140 @ 91.80	C373			x	x			x	2	x			Contractor	Four / week	4	
24	VALLEY OF THE MOON	RP 805	LA	SR305 @ 79.30	C371			x	x			x	10	x			NDOT	Four / week	4	
25	WILSON CANYON	RP 801	LY	SR208 @11.13	C235			x	x			x	0				Contractor	Five / week	4	
26	BIG SMOKY	RP 807	NY	SR376 @ 53.67	C172			x	x	x		x	2				NDOT	Once / week	5	
27	SAULSBURY WASH	RP 805	NY	US6 @ 25.47	C171			x	x			x	8				NDOT	Twice / week	5	
28	MT. ROSE	RP 809	WA	SR431 @ 8.14	C250				x			x	0	x			Contractor	Five / week	4	
29	SHELLBOURNE	RP 807	WP	US93 @ 92.55	C380			x	x			x	10	x			Contractor	Five / week	5	
30	MOUNTAIN HOUSE	RP 802	DO	US395 @ 4.4	C227			x					3				NDOT	Once / week	4	
31	EUREKA	RP 806	EU	US50 @ 38.00	C384			x	x	x			3				NDOT	Once / week	4	
32	BEAN FLAT	RP 805	EU	US50 @ 5.00	C384			x	x				15				NDOT	Once / week	5	
33	PAHRANAGAT LAKE	RP 808	LN	US93 @ 28.50	C122			x	x				3				NDOT	Once / week	3	
34	CRYSTAL SPRINGS	RP 807	LN	Jct. SR318 & SR375	C122			x	x				8				NDOT	Once / week	3	
35	PONY SPRINGS	RP 801	LN	US93 @147.92	C178			x	x				4				NDOT	Once / week	4	
36	BLUE JAY	RP 809	NY	US6 @ 65.70	C173			x	x	x			3				NDOT	Once / week	3	
37	PINTO SUMMIT	RP 804	EU	US50 @ 41.18	C384								0				NDOT	Once / week	4	

Condition Rating: key

- Excellent: 5 (Very well maintained)
- Good: 4 (Well maintained, needs only minor attention)
- Fair: 3 (Minimally maintained, requires improvement)
- Poor: 2 (Unacceptable, requires attention ASAP)



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Carson City, Nevada 89712  
Phone: (775) 888-7440  
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## MEMORANDUM

Date: August 21, 2014

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** September 8, 2014 Transportation Board of Directors Meeting  
**Item #8:** Final Briefing on I-11 and Intermountain West Corridor Study

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### **Summary:**

The two-year bi-state I-11 & Intermountain West Corridor Study is nearing completion. The study has evaluated the designated future I-11 between Phoenix, AZ and Las Vegas, NV, as well as potential connections north and south of that corridor.

Final documentation includes study findings and recommendations regarding a narrowed set of corridor alternatives, as well as recommended technical, multimodal, policy, and marketing actions. In Southern Nevada, the narrowed set of corridor alternatives includes three corridors in the Las Vegas metropolitan area and all three are identified for further evaluation in the context of a regional major facilities strategic plan.

In Northern Nevada, the narrowed set of corridor alternatives includes two corridors through western Nevada from Las Vegas to the Reno-Fernley area, generally following US 95/US 95A, then to either California/Oregon along US 395, or to Oregon/Idaho along US 95. NDOT has received strong support from communities along the two recommended corridors to extend the future Interstate 11 designation along these routes from Las Vegas (current termination) to Interstate 80.

NDOT has also received support from eastern Nevada for such designation along US 93. However, based on the evaluation conducted using the criteria developed in conjunction with the stakeholder network, this corridor does not meet the goals and objectives of the I-11 and Intermountain West Corridor. The differentiation was based on several criteria, primarily Legislation and System Linkage.

### **Background:**

Briefings on the I-11 and Intermountain West Corridor Study were presented to the Transportation Board on June 2, 2014, February 10, 2014, November 13, 2013 and August 12, 2013

### **Attachment:**

- A. Draft Corridor Concept Report

**Recommendation for Board Action:**

The Board may provide a policy direction regarding supporting future designation language, including :

- Refine the definition of I-11 in the Las Vegas Metropolitan Area,
- Pursue the extension of the Interstate 11 designation from Las Vegas, NV to Interstate 80 in the Reno/Fernley area approximately along the US 95/US 95A (Congressionally Designated Washoe County High Priority Corridor).
- Pursue the extension of the Interstate 11 designation north of Interstate 80, including linking to corridors in other states.

Staff recommends the Board support the extension of Interstate 11 from Las Vegas to Interstate 80 and remain neutral on other options until further analysis is completed.

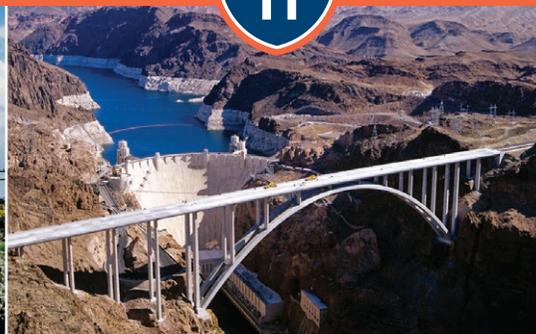


DRAFT

Corridor Concept Report

# I-11 and Intermountain West Corridor Study

JUNE 2014



LINKING ECONOMIES • GENERATING PROSPERITY



“For Arizona to remain globally competitive, it is imperative that we continue to seek and develop opportunities like I-11. In addition to serving as the first direct interstate through Phoenix and Las Vegas, and eventually the first Mexico-to-Canada corridor, this project will pay dividends in trade and tourism for our region and nation for generations to come.”

Jan Brewer, Arizona Governor, March 21, 2014– at Future I-11 Sign Unveiling Ceremony

Item #8 Attachment A

“The I-11 corridor remains a crucial infrastructure project that will serve transportation, economic development, and commerce needs in Southern Nevada. The completion of this interstate freeway will attract trade and economic activity to Southern Nevada and provide much needed construction jobs. This project is critical to the future of our state and has my full support.”

Brian Sandoval, Nevada Governor, March 21, 2014 – at Future I-11 Sign Unveiling Ceremony



## ACKNOWLEDGMENTS

The I-11 and Intermountain West Corridor Concept Report and associated reports are products of the commitment of each of the I-11 Core Agency Partners, Stakeholder Partners, and their dedicated staff. Their efforts are a testament to the outstanding partnership and a true spirit of collaboration, without which this Corridor Concept Report would not have been possible.

## CORE AGENCY PARTNERS AND STAKEHOLDER PARTNERS

The I-11 and Intermountain West Corridor Study is a high priority for the Nevada and Arizona Departments of Transportation (NDOT and ADOT), which have pooled their resources and are jointly managing this study. The metropolitan planning organizations in the greater Las Vegas and Phoenix areas (Regional Transportation Commission of Southern Nevada and Maricopa Association of Governments), the Federal Highway Administration (FHWA), and the Federal Railroad Administration (FRA) are actively involved in the study, and together with the sponsoring agencies of NDOT and ADOT, form the Core Agency Partners.

Interested public agencies, non-profit organizations, and private interest groups participated in a Stakeholder Partners group, providing data and other input, and sharing their opinions and ideas on decision points throughout the process.

## CONSULTANT SUPPORT

ADOT and NDOT would like to recognize the efforts of the I-11 and Intermountain West Corridor Team in providing invaluable data, resources, and assistance in capturing, analyzing, and summarizing the planning recommendations into this Corridor Concept Report. The consultant team members and their specific roles in this project include:

**CH2M HILL** – Prime consultant, responsible for overall project management, stakeholder and public outreach, partner agency coordination, and technical studies including the Corridor Vision Summary, Corridor Justification Report, Alternatives Development and Evaluation, Feasibility Reports, Implementation Program, Business Case, Planning and Environmental Linkages checklists, and Corridor Concept Report

**AECOM** – Strategic planning and significant contributions to the technical studies including the Corridor Vision Summary, Corridor Justification Report, Alternatives Development and Evaluation, Feasibility Reports, Implementation Program, Business Case, Planning and Environmental Linkages checklists, and Corridor Concept Report, as well as prime partner for agency, stakeholder, and public outreach

**HDR, Inc.** – Travel demand modeling, economic analysis and other technical support and contributions to the Corridor Justification Report, Alternatives Development and Evaluation, and Business Case

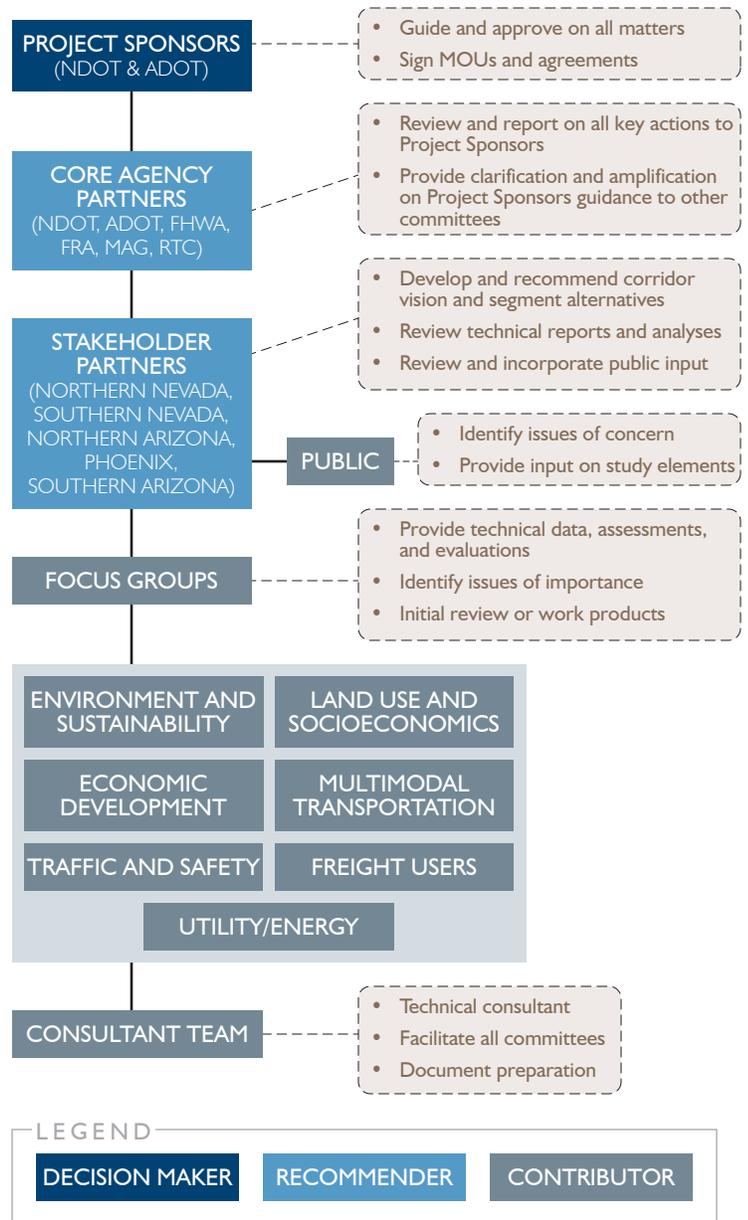
**ESI Corporation** – Economic analysis and contributions to the Corridor Justification Report and Business Case

**Partners for Strategic Action, Inc.** – Comprehensive facilitation, coordination, and documentation of the overall stakeholder and public outreach program, including partner agency, Tribal community, interest group, and public communications

**RGC Economics, LLC** – Research in support of the Business Case

**Brookings Mountain West** – Overall guidance on corridor justification and socioeconomics

**Policy in Motion** – Technical support to the alternatives analysis process



# INTRODUCTION

## What is the purpose of the I-II and Intermountain West Corridor Concept Report?

The many technical documents produced throughout the Study are summarized in this Corridor Concept Report—establishing the corridor vision, developing justification, and defining an implementation program to move the project forward.

The purpose of the I-II and Intermountain West Corridor is to determine whether sufficient justification exists for a new high capacity, multimodal transportation corridor, and if so, to establish and characterize the likely routes. The I-II and Intermountain West Corridor Study delivers the following:

### Phase I. Preliminary Corridor Vision

– established the basis and vision for the project.

### Phase II. Corridor Justification Report

– provided justification for the corridor and the foundation for how this corridor can improve economic prosperity.

### Phase III. Corridor Concept Development

– developed and evaluated corridor alternatives, the business case, and implementation requirements.

Each of this Report’s four chapters demonstrates the need for such a corridor in the Intermountain West:

- **Chapter 1: Connecting Borders Globalizes the Intermountain West** – provides an overview of the need for a high-capacity, north-south, multimodal corridor to link economies and connect international borders in the Intermountain West.
- **Chapter 2: Linking Economies** – identifies the range of corridors that link major metropolitan areas and connect communities, strengthening their economies and providing prosperity for their citizens.
- **Chapter 3: Generating Prosperity** – presents the economic value of the corridor by identifying opportunities for economic growth in both established and new sectors of the region’s economy.
- **Chapter 4: Next Steps** – emphasizes the need for continued collaboration between current and new partner agencies at the federal, state, and local levels, as well as in the non-governmental and private sectors to successfully move the I-II and Intermountain West Corridor forward.

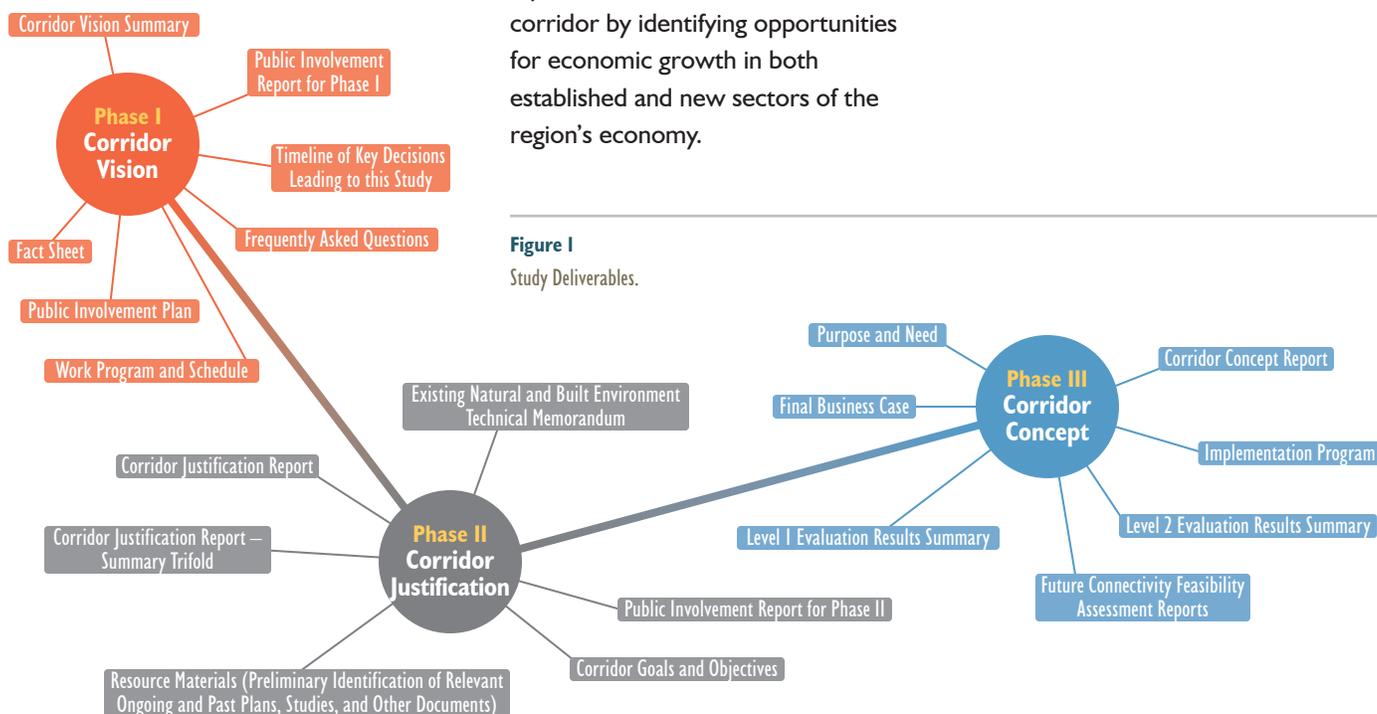


Figure 1  
Study Deliverables.



## CORRIDOR VISION

Serving the nation's north-south, multimodal transportation needs from Mexico to Canada, the I-11 and Intermountain West Corridor will provide a vital multimodal connection between the Arizona Sun Corridor and Las Vegas. It is also envisioned to promote freight linkages between the new and expanding ports in Mexico and Canada, existing U.S. West Coast ports, and future inland ports and commerce centers crucial to distributing goods across North America. These linkages will stimulate the development of new crossroads, spurring community and economic development opportunities spanning the entire corridor. Effective inclusion of multimodal infrastructure elements, such as natural resources, power, telecommunication, freight rail, and potentially passenger rail, serve as the foundation of a stronger and more diversified economy for the Western U.S. The I-11 and Intermountain West Corridor will become a major, multimodal, north-south, transcontinental corridor through the Intermountain West.



# 1 CONNECTING BORDERS

PAGE 6



# 2 LINKING ECONOMIES

PAGE 14

# GENERATING PROSPERITY

PAGE 22

# 3



# 4 NEXT STEPS

PAGE 32



# CONNECTING BORDERS

THE I-11 AND INTERMOUNTAIN WEST CORRIDOR SIGNIFIES A NEW NORTH-SOUTH, MULTIMODAL TRANSPORTATION CORRIDOR, LINKING ECONOMIES AND CONNECTING INTERNATIONAL BORDERS TO GLOBALIZE THE INTERMOUNTAIN WEST.



## HISTORY OF TRANSPORTATION SYSTEM INVESTMENTS

As Americans, we rely on the transportation network in our daily lives – it links communities and urban areas together and encourages cultural, social, and economic exchanges. As trade routes expand and technological advances continue to alter how we live our lives, our transportation infrastructure must evolve to play a larger role in enabling economic prosperity.

The I-11 and Intermountain West Corridor is intended to fill this high-capacity, north-south gap and serve as a transformational, multimodal infrastructure component that will change the economic future of the Intermountain West.

The I-11 and Intermountain West Corridor will play a vital role in connecting borders, linking economies, and generating prosperity.



“Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods. The ceaseless flow of information throughout the Republic is matched by individual and commercial movement over the vast system of inter-connected highways crisscrossing the Country and joining at our national borders with friendly neighbors to the north and south.”

Quote Source: Excerpt from President Dwight D. Eisenhower's speech to U.S. Congress, February 22, 1955.

## 1860s: Transcontinental railroads establish the American West

Transcontinental railroads established cities, revolutionized economies, and triggered an resurgence of tourism in the Intermountain West.

Connecting our nation's east-west borders dates back to the economic expansion during the Industrial Revolution, where railroads were built to expedite the shipment of goods across

a growing nation. The transcontinental railroad network developed in the early 1860s linked the East and West Coasts by providing a more efficient and cost-effective mode of transportation,

fostering the migration of people and commerce to the West. In particular, the railroad revolutionized Arizona's and Nevada's economies.

## 1950s: Interstate Highway System spurs inter-regional access

Building upon the transcontinental railroad network, the Interstate Highway System, authorized by President Dwight D. Eisenhower in 1956, further evolved America's economy.

Mass production of the automobile and trucks in the 1920s provided an affordable means of transportation to a rapidly growing nation. Cold War concerns regarding national defense, coupled with the availability of automobiles to average American families inspired the development of the Interstate Highway System of the 1950s, which further connected metropolitan areas and created a population movement to the

West at an unprecedented rate. In the 1960s, containers revolutionized the movement of goods by easily transporting commodities from ships to trains to trucks, anywhere in the world.

Early planning for the Interstate Highway System identified numerous routes; however, the original 41,000-mile system did not include a north-south interstate highway corridor between I-5 and I-15. At the time, the focus of interstate

planners was to improve east-west connections to California.

Future projections indicate the Intermountain West will continue to see significant population and economic growth, prompting the need for better north-south transportation connections to accommodate travel demand and freight mobility.



### 1860s: Transcontinental railroad lines foster the migration of people and commerce to the West

The East and West Coasts of North America were linked by a railway network on May 10, 1869, by uniting the Union Pacific and Central Pacific Railroads. This 3,000-mile-long railroad enabled people and goods to travel from New York to California in days, instead of weeks or months.



1950 Population -  
Las Vegas/Clark County: 48,289  
Phoenix/Maricopa County: 331,770

1912 - Arizona achieves statehood

1864 - Nevada achieves statehood



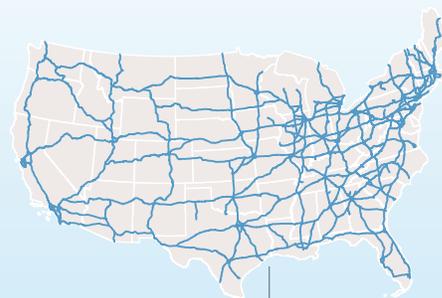
TIME SCALE: 100 YEARS



### 1956: Federal-aid Authorization signed by President Dwight D. Eisenhower, establishes America's Interstate Highway System

Legend has it that the Interstate Highway System began with President Franklin D. Roosevelt, drawing three lines east and west and three lines north and south on a map of the United States and asking the Bureau of Public Roads to build it.

Quote Source: Origins of the Interstate, Lee Mertz  
Image Source: Maricopa Association of Governments, 2011



## 1990s: Congress designates High-Priority Corridors in the Intermountain West

With the success of the Interstate Highway System and to further enable infrastructure and economic growth, Congress designated several National Highway System High-Priority Corridors in the Intermountain West.

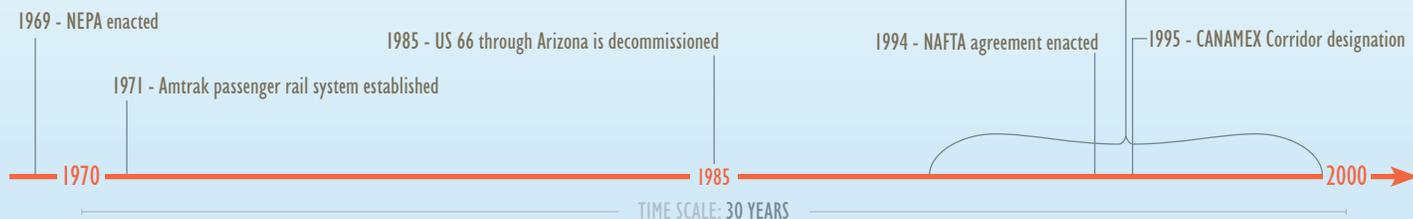
Over the past several decades, corridor concepts for a transportation network through the Intermountain West have been suggested and studied at various levels of detail. The 1991 Intermodal Surface Transportation Efficiency Act and 1995 National Highway Systems Designation Act identified a series of High-Priority Corridors for federal funding including the Canada, U.S., Mexico (CANAMEX) Trade Corridor to the Canadian border. This designation recognizes the importance of the CANAMEX corridor to the U.S. economy, defense, and mobility.

Since the North American Free Trade Agreement (NAFTA) was adopted in 1994, trade among the U.S., Canada, and Mexico has increased more than threefold and employment in North America has grown by nearly 40 million jobs. Mexico's trade with the U.S. has more than quadrupled and 82 percent of its exports go to the U.S.

With the lack of a north-south connection between NAFTA partners in the Intermountain West, the region has not taken full advantage of the range of trade and manufacturing opportunities that NAFTA has created.

### 1990s: Congress designates High-Priority Corridors in the Intermountain West

The National Highway System High-Priority Corridor designation is an important step in identifying the need for efficient trade corridors.



## 2010: Mike O’Callaghan-Pat Tillman Memorial Bridge opens

Both states have already implemented various planning, design, and construction projects for potential corridor components, with the most notable projects being the completion of the Mike O’Callaghan – Pat Tillman Memorial Bridge.

Arizona and Nevada have completed planning for a regional corridor with improved access between Las Vegas and Phoenix. Both states have already implemented various planning, design, and construction projects for potential corridor components, with the most

notable projects being the completion of the Mike O’Callaghan – Pat Tillman Memorial Bridge, the imminent construction of the Boulder City Bypass, and numerous 4-lane widening projects on US 93 between Wickenburg, Arizona, and Boulder City, Nevada.



2010: Mike O’Callaghan-Pat Tillman Memorial Bridge opens

### 2012: MAP-21 Corridor designation puts I-11 on the map

Funding surface transportation programs at more than \$105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.



2013 Population -  
 Las Vegas/Clark County: 2,027,868  
 State of Nevada: 2,790,136  
 Phoenix/Maricopa County: 4,009,412  
 State of Arizona: 6,626,624



## 2012: New transportation legislation sets the stage for the I-11 and Intermountain West Corridor

The need for a new north-south transportation connection is so vital that Congress identified the US 93 Corridor between the Phoenix and Las Vegas metropolitan areas as Interstate 11.

For decades, the federal government has recognized the importance for a north-south transportation corridor through the Intermountain West. The recently enacted federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), signed

into law by President Barack Obama on July 6, 2012, designates US 93 as future Interstate 11 between the Phoenix and Las Vegas metropolitan areas.

In approving the I-11 designation, Congress recognized the need for and importance of an interstate link between

the Phoenix and Las Vegas metropolitan areas. Although this designation does not guarantee funding, it elevates the importance of the proposed route, improving the chances for obtaining federal funds as the project warrants further consideration.

## I-11 AND INTERMOUNTAIN WEST CORRIDOR STUDY

Statewide planning efforts in Arizona and Nevada spur formal studies to complete the transportation gap in the West – the genesis for the I-11 and Intermountain West Corridor.

Since 2012, ADOT and NDOT have been working on the 2-year I-11 and Intermountain West Corridor Study, between the Sonoran Desert and Pacific Northwest, linking Mexico and Canada and providing a vital connection between the metropolitan areas of Phoenix and Las Vegas.

The results of this study will provide a high-level overview of the multimodal corridor opportunities, and will be the foundation for subsequent detailed alignment and environmental studies. This study will also provide an initial implementation program to expeditiously assemble an affordable interim corridor to serve as the I-11 and Intermountain West Corridor, fulfilling the NAFTA goal and better opening the Arizona and Nevada economies to international trade.

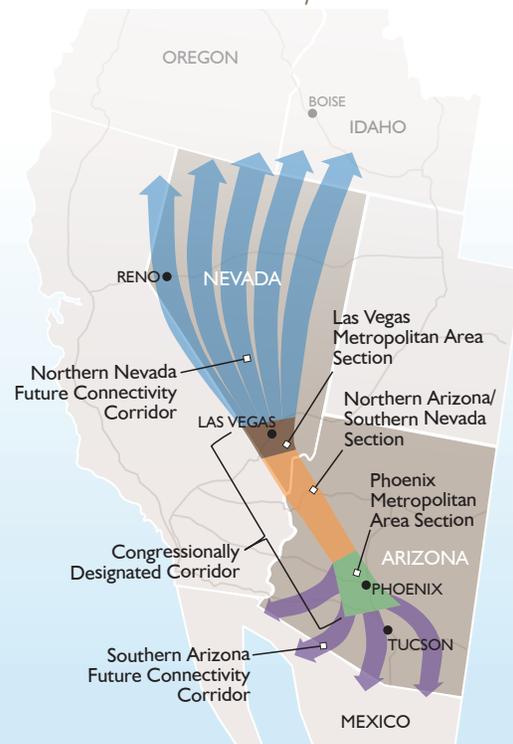
Because of the length and varying characteristics of the corridor, it has been divided into separate segments

for detailed study (Figure 2). The Congressionally Designated Corridor includes three separate sections between the Phoenix and Las Vegas metropolitan areas. The Southern Arizona and Northern Nevada Future Connectivity Corridors evaluated potential extensions beyond the Phoenix and Las Vegas metropolitan areas.

This corridor is intended to provide an opportunity for a multimodal corridor that could pair together highway, rail and other major infrastructure components, including power and energy; natural resources such as oil, natural gas, and water; and telecommunications.

Figure 2

I-11 and Intermountain West Corridor Study Area



By 2020, the U.S. trucking industry will move 3 billion more tons of freight than it hauls today. To meet this demand, the industry will put another 1.8 million trucks on the road.

Source: AASHTO, Unlocking Freight, 2010

75%

The percent of U.S.-Mexico bilateral trade crossing through land ports of entry in 2011 was 75%

Source: Bureau of Transportation Statistics, Transborder Freight Data, 2012

13.4 m tons

Imports from Mexico through Arizona border crossings are expected to more than double by 2040 to 13.4 m tons

Source: FHWA, Freight Analysis Framework Version 3 (FAF3), 2012

18.6 m tons

Exports from Arizona to Mexico are expected to more than quadruple by 2040 to 18.6 m tons

Source: FHWA, Freight Analysis Framework Version 3 (FAF3), 2012

\$66.2 billion

Total value of exports from Arizona to Mexico by 2040 is estimated at \$66.2 billion

Source: FHWA, Freight Analysis Framework Version 3 (FAF3), 2012

## Land ports of entry are key to economic growth

Continued investments in land port of entries are key to mitigating congestion and encouraging the use of an I-11 and Intermountain West Corridor by making crossing times shorter and more predictable.

The function and capacity of Arizona's land ports of entry will affect the viability of the I-11 and Intermountain West Corridor. On its international border with Mexico, Arizona has eight land port of entries that provide controlled entry into or departure from the U.S. for people, raw materials, and goods. Only one of these land port of entries, DeConcini in Nogales, has a rail crossing for freight. Land port of entries are a key aspect of freight movement through the Intermountain West Corridor, with about 75 percent of U.S.-Mexico bilateral trade by value crossing through land ports in 2011.

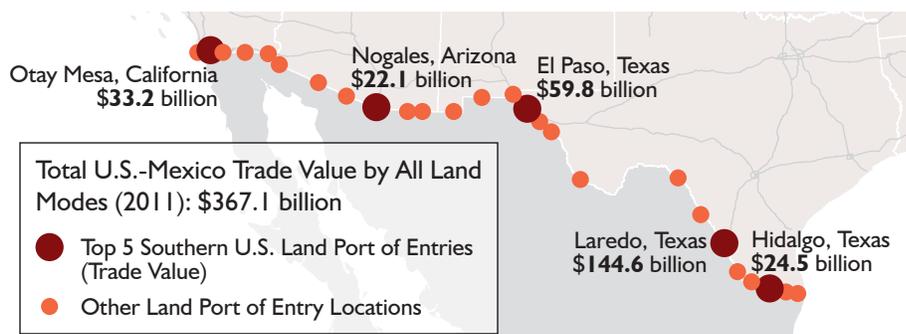
These border crossings are potential bottlenecks in the freight transportation network. As cargo levels continue to increase, the infrastructure supporting freight traffic will be strained and congestion will rise if no infrastructure investment is made. This will make the

functionality and efficiency of Arizona's ports and associated infrastructure all the more critical to ensure reliable delivery of goods and to support economic growth.

With ample capacity, limited congestion, and high-quality transportation links, the number of land port of entries and the quality of associated infrastructure in Texas have made Texas highways and railways attractive for accessing the American Heartland. The volume of freight crossing land ports of entry through Texas has undoubtedly been predominantly determined by the large populations in the Eastern Seaboard and Midwest, but would have been significantly less or would have shifted to other locations without the benefits of recent land port of entry investments and connected infrastructure in Texas.

Figure 3

The primary destinations and origins for imports and exports entering through Arizona land port of entries (LPOEs) in 2040 are projected to be Arizona, California, Texas, and Michigan.



## Additional trade corridors are needed to support water ports

New and expanded Mexican ports have the potential to serve as reliever ports for the congested Port of Los Angeles and Port of Long Beach, and could increase I-11 and Intermountain West Corridor demand, particularly if rail freight were offloaded to trucks.

Global factors such as booming growth in Pacific Rim countries, economies shifting toward exports, the overall pace of global economic growth, relative strength of U.S. manufacturing, and the impact of the Panama Canal improvements are affecting North American water ports. Trade corridors to and from the ports will need to evolve with changing port demand.

The Port of Los Angeles and Port of Long Beach in Southern California have long been the primary gateways of manufactured goods from the Asian markets. These entry points are typically the most cost-effective way to deliver goods to North American markets and their function and capacity have a significant impact on the direction and volume of freight flows in the Intermountain West. As two of the busiest ports in the U.S., increasing congestion on California's road and rail systems and the availability of an alternate north-south route will have the effect of shifting greater amounts of trade into the Intermountain West.

The Mexican Port of Guaymas, located on the Gulf of California, is a deep-water seaport and connects to the CANAMEX Corridor. The Port of Guaymas is poised to be an excellent opportunity to provide raw materials for an integrated manufacturing belt throughout Sonora, Arizona and Nevada. Guaymas is located on the Ferronex Rail System connected to the Union Pacific Railroad (UPRR) in Nogales, Arizona. This new connection

could increase the demand on the I-11 and Intermountain West Corridor.

The ports of Seattle, Tacoma, and Oakland could also benefit from development of an I-11 and Intermountain West Corridor by providing efficient north-south connections between major east-west corridors. The same is true for the Canadian ports of Vancouver and Prince Rupert, that have a geographically advantageous location with trade routes to Asian markets.

Providing a convenient, high-capacity, intermodal transportation link joining these West Coast ports will provide economic benefit unmatched in the history of the Intermountain West.

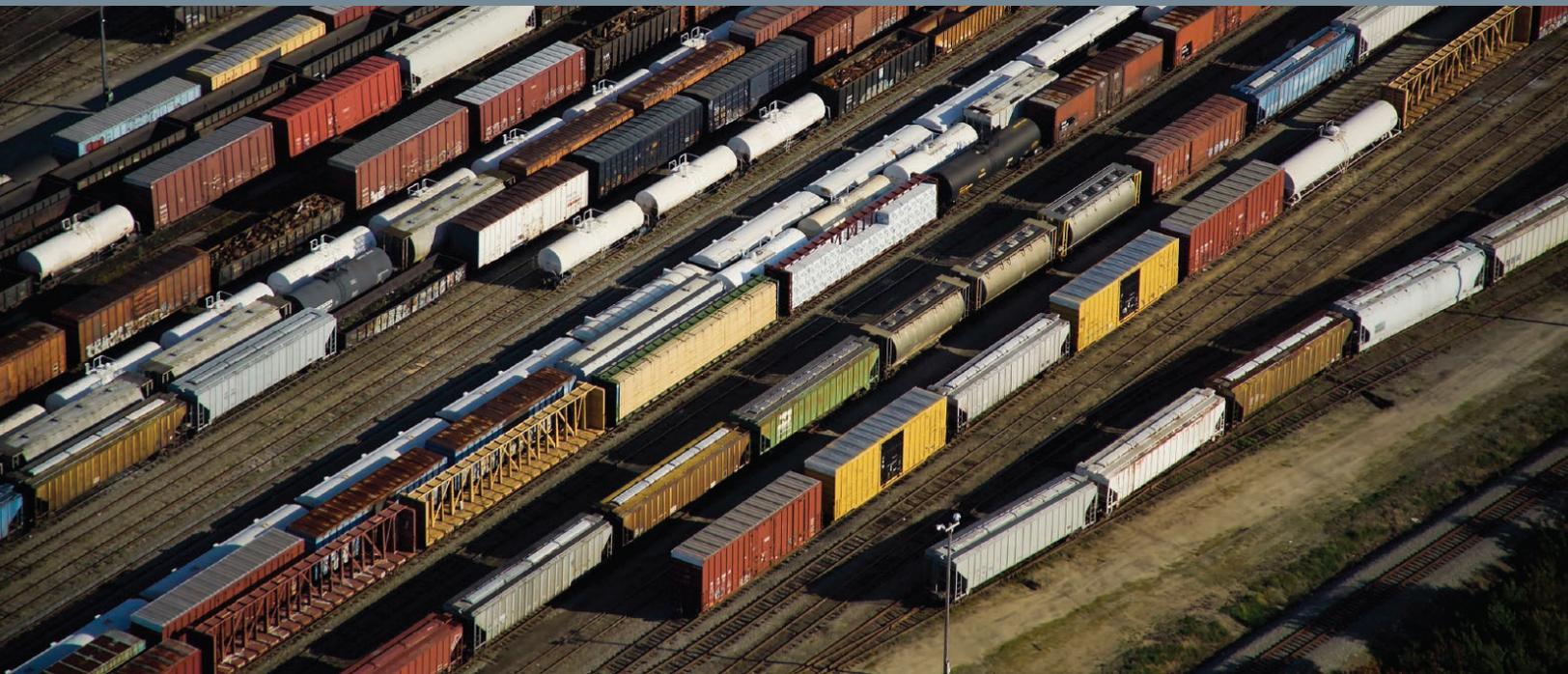
The continued functionality and efficiency of western U.S. ports and associated infrastructure will be critical to supporting international freight movement. As cargo levels continue to increase, the transportation infrastructure supporting freight traffic will be strained and congestion will intensify in the Intermountain West. The I-11 and Intermountain West Corridor will provide essential freight linkages between existing U.S. West Coast ports, new and expanding ports in Mexico and Canada, and future inland ports and commerce centers crucial to distributing commodities across North America. These linkages will promote community and economic development throughout the Intermountain West.

Photo courtesy of Port of Long Beach



# LINKING ECONOMIES

THE I-11 AND INTERMOUNTAIN WEST CORRIDOR STUDY TAKES MEANINGFUL STEPS TOWARD THE ULTIMATE NORTH-SOUTH CORRIDOR SYSTEM VISION—LINKING COMMUNITIES, STRENGTHENING THEIR ECONOMIES, AND PROVIDING PROSPERITY FOR THEIR CITIZENS AND BUSINESSES.



## INTEGRATING MULTIMODAL TRANSPORTATION SYSTEMS TO STIMULATE ECONOMIC DEVELOPMENT

The I-11 and Intermountain West Corridor has the potential to structurally alter the way goods and people move throughout the region.

Economic development is entirely dependent upon the movement of goods and people. As a pillar of economic competitiveness, high-quality, multimodal infrastructure facilitates the growth of business and its attraction to an area, and offers the means to connect to other markets. Having an integrated system of roads, aviation, freight options, energy, and data transmission, has allowed the central and eastern areas of the U.S. to successfully link communities and employment centers, resulting in robust economic vitality and job creation. A new north-south transportation route in the Southwest provides a trade link to the nation's fastest growing region, the Intermountain West and offers similar economic and job growth potential.

Gross domestic product (GDP) is a principal indicator of the health of an economy or industry. GDP measures the value of final goods and services produced during a given period. According to the U.S. Bureau of Economic Analysis in 2012, the GDP for Arizona is \$255.9 billion and for Nevada is \$129.4 billion (Figure 4). The Phoenix and Las Vegas metropolitan statistical areas are the largest contributors to the Arizona and Nevada economies, followed by Tucson and Reno. The I-11 and Intermountain West Corridor will connect these major economies of the Intermountain West, as well as more than 9 million people.

“Trade corridors are not a new phenomenon: they have been used for trade and transport for centuries. A trade and transport corridor is a coordinated bundle of transport and logistics infrastructure and services that facilitates trade and transport flows between major centers of economic activity.”

Quote Source: Trade and Transport Corridor Management Toolkit; Charles Kunaka, Robin Carruthers; The World Bank, 2014



What if the I-15 Corridor from San Diego to Utah was never built? The I-15 Corridor is a critical asset to the West by offering a tourism route from San Diego, to the resort corridor in Las Vegas, and beyond to the natural wonders of Utah, and by providing a multimodal transport route for \$120 billion of commerce annually, as well as \$52 billion in tourism revenue. The I-11 and Intermountain West Corridor is envisioned to serve a similar role by connecting borders to bring \$22 billion in increased economic output to the region, linking economies to connect 9 million people between the metropolitan areas of Phoenix and Las Vegas, and generating prosperity to provide 240,000 additional permanent jobs within the region.

Photo Source: I-15 Freeway Dedication, March 11, 1966; Nevada Department of Transportation

The I-11 and Intermountain West Corridor will link millions of people and connect major economies throughout the region.

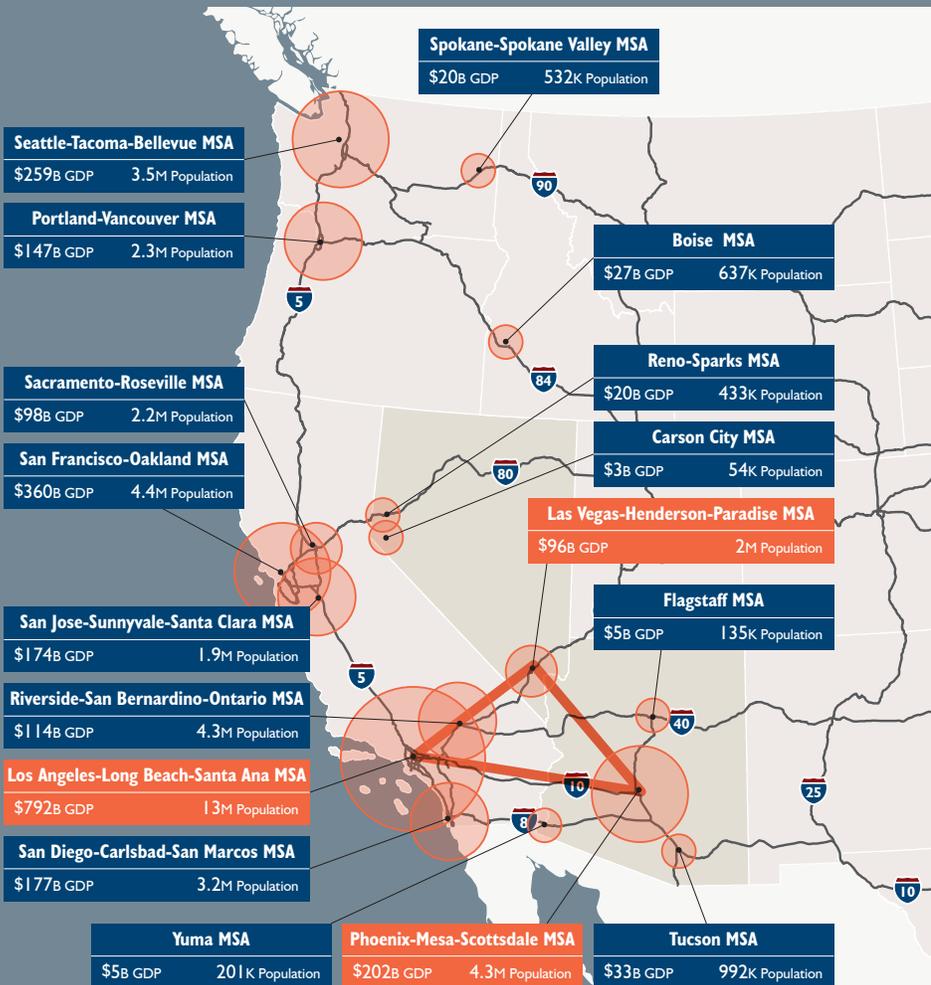


Figure 4

Some of the largest economic and population centers in the U.S. will rely on the I-11 and Intermountain West Corridor to move people and goods throughout the region.

Data Source: United States Census Bureau, Metropolitan and Micropolitan Statistical Areas, 2012; US Department of Commerce, Bureau of Economic Analysis

## Conceptualizing corridor alternatives that connect major centers of economic activity

Since the study area is so broad in nature, a corridor evaluation process with defined evaluation criteria was developed to identify, screen, and recommend corridor alternatives. The evaluation process took the full range of alternatives and evaluated them based on criteria in line with corridor goals and objectives.

Several corridor alternatives were identified and evaluated on how well they connect major national and international activity centers from Mexico to Canada through the Intermountain West. An alternative corridor was defined as a planning-level corridor that could contain one or more modes such as highway, rail, and utilities, within one or more of the study area segments. Alternatives were evaluated based on a set of criteria, such as their connectivity to primary centers of population and commerce using the megapolitan areas. Other important considerations for alternatives were their connections to major freight hubs and high-capacity transportation corridors and opportunities for intermodal connectivity, including airports and intermodal yards. The universe of alternatives and the evaluation process/criteria were developed in coordination with a large stakeholder network.

## Level I Corridor Screening Alternatives

The Level I analysis applied to the entire corridor, including the three Congressionally Designated Corridor Sections, as well as the Southern Arizona and Northern Nevada Future Connectivity Segments. The analysis applied a number of qualitative criteria to a comprehensive range of alternatives. The purpose of this first level was to assess whether alternative corridors in each segment met the goals and objectives of the project.

Alternatives that did not meet the goals and objectives were not carried forward into the Level 2 evaluation. Although these corridors do not serve the transportation needs of the Intermountain West region, many of these alternative corridors are important to statewide transportation system connectivity.

## Level 2 Corridor Screening Alternatives

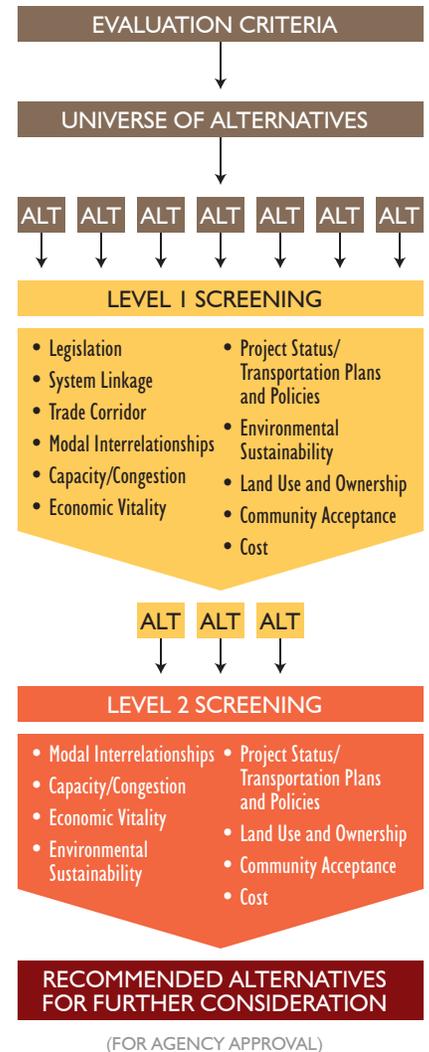
The Level 2 analysis further evaluated Congressionally Designated Corridor section alternatives that were shown in Level 1 to be reasonable and feasible

and potentially beneficial to Arizona and Nevada. The Level 2 evaluation criteria used many of the same categories as those used for the Level 1 screening.

## Recommended Corridor Alternatives

This two-tiered evaluation process resulted in a series of corridor recommendations for the Congressionally Designated Corridor sections, as well as the Future Connectivity Segments. Resultant corridors are considered

reasonable and feasible, and these broad corridors are recommended to move forward into more detailed and environmental analyses for further refinement.



**Figure 5**

Defining evaluation criteria establishes a process to screen alternatives, and develop a list of recommended corridors for further consideration.

**FIGURE 6. Universe of Corridor Alternatives**

The full range of corridor alternatives were evaluated in a two-tiered screening process. The Level 1 screening analysis applied a number of qualitative criteria to the range of alternatives. Corridor alternatives that did not meet the goals and objectives were screened out and not carried forward into Level 2. The Level 2 screening analysis further evaluated corridor alternatives to ensure they specifically served the regional needs of the Intermountain West.



**LEGEND**

- Full Universe of Alternatives
- Level 1 Recommended Alternatives
- Level 2 Recommended Alternatives
- Other Federal and State Owned/Managed Lands
- Tribal Communities
- U.S. National Park Service, U.S. Forest Service, U.S. Fish and Wildlife Service
- Military Lands
- Private Lands

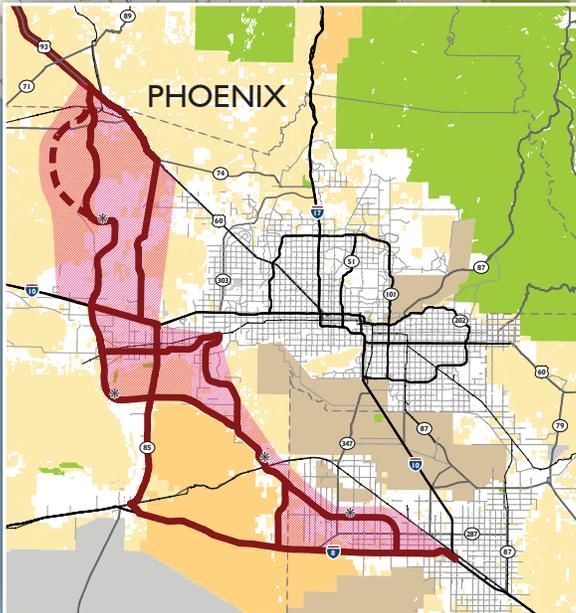
0 25 50 100  
Miles



**FIGURE 7. Recommended Corridor Alternatives**

The two-tiered evaluation process used for the I-11 and Intermountain West Corridor Study resulted in a series of corridor recommendations for the Congressionally Designated Corridor sections, as well as the Future Connectivity Areas. Recommended corridors to move forward for more detailed planning and environmental analysis were deemed to be both reasonable and feasible based on the evaluation results. Future studies will determine specific alignments.

\* This corridor represents an illustrative transportation corridor that was accepted by the MAG Regional Council and is included in the MAG Regional Transportation Plan. This is one of numerous corridors that may be considered in subsequent environmental studies. A preferred corridor will not be recommended without review and approval of the FHWA under the provisions of the National Environmental Policy Act (NEPA).



**LEGEND**

-  Recommended Corridor Connection
-  Alternative Alignments May Vary within Shaded Area
-  National Monument
-  Private Lands
-  Other Federal and State Owned/Managed Lands
-  Tribal Communities
-  U.S. National Park Service, U.S. Forest Service, U.S. Fish and Wildlife Service
-  Military Lands

MEXICO





Nearly 2,500 people participated in 7 public meetings and an online virtual forum.

## Engaging the public ensures regional needs are met

Stakeholder participation and community engagement is critical to the alternatives development and screening process and is important in accurately reflecting regional and interstate needs. Led by a large stakeholder and public interest database comprised of more than 3,000 individuals, engagement was solicited throughout the study using traditional meetings, live webinar sessions, and Internet-based feedback opportunities. Interested parties were asked to provide data, share their opinions and ideas, and assist in the development of recommendations for the I-11 and Intermountain West Corridor.

In addition to recommending alternative corridors for consideration, as a direct result of public and Stakeholder Partner

input, the significance of the Southern Arizona Future Connectivity Segment was elevated, corridors with significant environmental constraints were modified or eliminated, and some corridor segments were recommended for additional analysis.

In total, 700 representatives from 300 Stakeholder Partner organizations participated in over 40 meetings and events during the study. Nearly 500 individuals signed in at 7 public meetings conducted at different times and locations throughout the study areas, in addition to over 2,000 individuals that visited and provided feedback through an online virtual forum.



The I-11 and Intermountain West Corridor is envisioned to accommodate multiple modes and multiple uses such as highway, rail, and utilities.

## Accommodating multi-use concepts completes the transportation network

The I-11 and Intermountain West Corridor is envisioned to accommodate multiple modes and multiple uses such as highway, rail, and utilities. A high-level, multi-use evaluation was conducted to determine each alternative's ability to accommodate these multiple modes and multiple uses. Figure 8, on the following page, illustrates the portions of the recommended corridors that are suitable for rail, and includes suggested possible new rail corridors that could close north-south gaps in the existing rail network. Closing these gaps will provide an alternate modal system to the proposed highway corridors.

These suggestions will require detailed analyses, and are intended to primarily illustrate the possibilities for rail enhancements in the region that are complementary with an I-11 and Intermountain West Corridor. While private rail companies are responsible for decisions regarding their networks, the analyses and recommendations proposed in this study may provide insight and support for those decisions,

as well as foster communication between public transportation agencies, private transportation companies (including, but not limited to railroads), and economic development partners.

Other uses within the corridor, such as transmission of energy and communications, are feasible through most of the corridor with the possible exception within existing and constricted urban centers, and continue to be a priority for consideration as the corridor is refined and developed.

The I-11 and Intermountain West Corridor and its vicinity represent promising territory for the production and transmission of renewable energy, especially solar. With respect to generation, most of the corridor traverses the Sonoran and Mojave deserts, which have more sunny days per year than nearly anywhere else in the U.S.

**FIGURE 8. Feasible Potential Rail Corridors**

As part of the high-level, multi-use evaluation, portions of the recommended corridors were found suitable for multiple uses and modes and new rail corridors were identified that could close north-south gaps in the existing rail network.



**LEGEND**

- Recommended Corridor Connection
- Railroad
- Existing Rail Corridors
- Potential Alternate Rail Corridors
- Other Federal and State Owned/Managed Lands
- Tribal Communities
- U.S. National Park Service, U.S. Forest Service, U.S. Fish and Wildlife Service
- Military Lands
- Private Lands





# GENERATING PROSPERITY

INCREMENTAL INVESTMENTS IN TRANSPORTATION OPEN UP A WORLD OF OPPORTUNITY FOR ECONOMIC GROWTH IN ESTABLISHED AND NEW SECTORS OF OUR ECONOMY. THIS IS CRITICAL TO THE STABILITY AND PROSPERITY OF THE PEOPLE WHO LIVE AND WORK IN THE INTERMOUNTAIN WEST.



## GENERATING SIGNIFICANT RETURN ON INVESTMENT

The Business Case for the I-11 and Intermountain West Corridor demonstrates that the Corridor has the potential to generate a significant return on investment. The I-11 and Intermountain West Corridor will:

- Connect regional economies to each other and to global markets
- Create opportunities for integrated manufacturing
- Advance the economic development initiatives of Arizona and Nevada

### Connecting regional economies to each other and to global markets

A megapolitan is characterized by interlocking economic systems, shared natural resources and ecosystems, and common transportation and other infrastructure systems. U.S. megapolitan areas contain most of the nation's major ports and international airports; these assets provide a powerful presence in world trade. This trend is in line with global competitors in Asia and Europe who are creating Global Integration Zones by linking specialized economic functions across vast geographic areas and national boundaries with high-speed rail and dedicated goods movement systems.

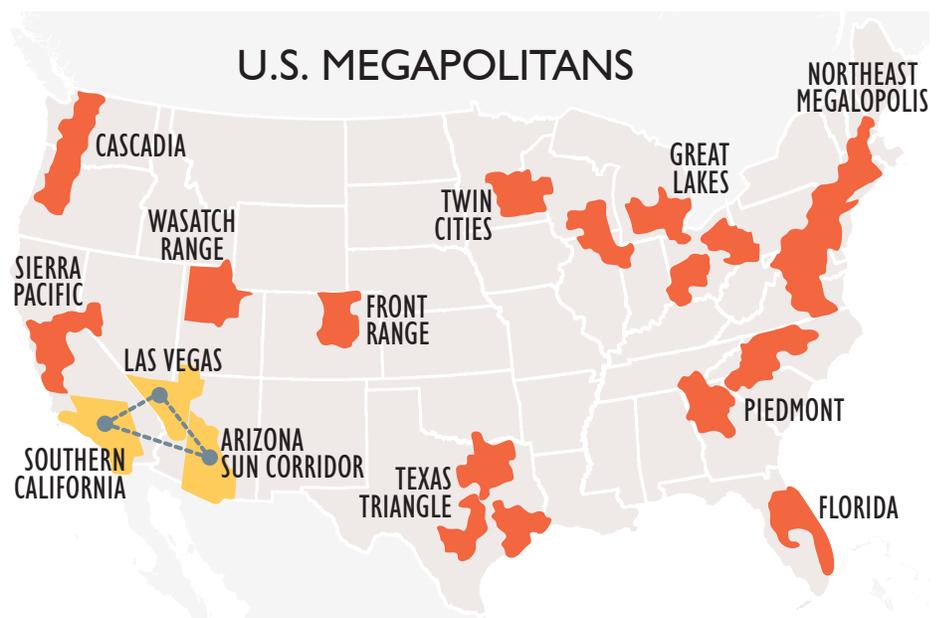
The megapolitan areas in the greater southwestern U.S.—Southern California, Las Vegas, and the Sun Corridor—have expanded and are interlinked, forming the Southwest Triangle megaregion (Figure 9). The increased mobility of workers, business travelers, and goods between the cities of these megapolitans enables greater collaboration, flexibility, and innovation—leading to a more diverse and stable economy built on technology, innovation, and high-value manufacturing.

The megapolitan capacity for trade is a key element in this economic transition. Failure to establish adequate multimodal infrastructure to move people and goods around the region and across the country will significantly constrain future economic growth.

**Figure 9**

The I-11 and Intermountain West Corridor has the opportunity to connect 5 megapolitans which can be defined as a conglomeration of two or more intertwined metropolitan areas with a combined population of 5 million or more.

Image Source: Metropolitan Research Center, University of Utah, Brookings Mountain West, 2010.



MEXICO IS COMPETITIVE FOR MANUFACTURING OUTSOURCING:



5.4% growth

Mexico's gross domestic product grew 5.4% in 2010

*New Policy Institute and ASU North American Center for Cross-Border Studies, Realizing the Full Value of Crossborder Trade with Mexico, 2012*

\$35<sup>b</sup> increase

Growth in Mexico's gross domestic product in 2010 increased Mexican purchases from the U.S. by \$35 billion

*New Policy Institute and ASU North American Center for Cross-Border Studies, Realizing the Full Value of Crossborder Trade with Mexico, 2012*

14<sup>th</sup> largest economy

As of 2012, Mexico is the 14th largest economy in the world

*World Bank, World DataBank: Gross Domestic Product, 2012*

14% reduction

China's labor cost advantage in relation to Mexico's has shrunk to 14%

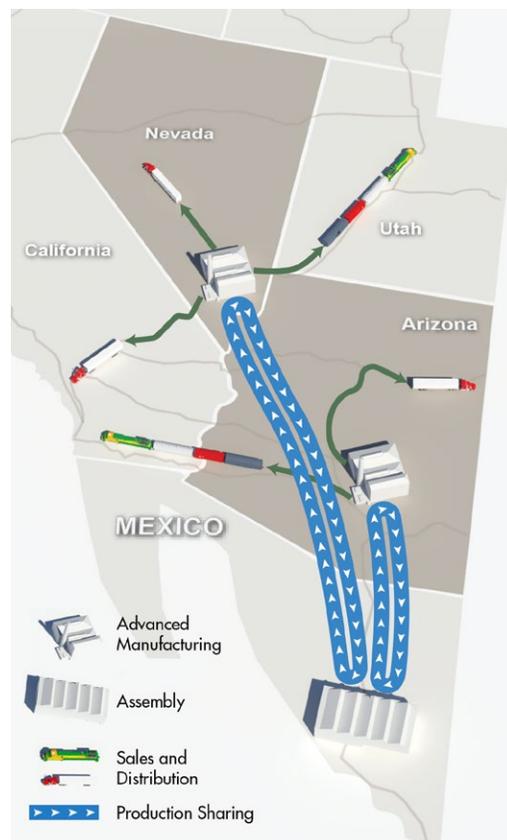
*Thunderbird School of Global Management, Arizona-Mexico Supply Chain Landscape Analysis: A Nearshoring Study, n.d.*

Creating opportunities for integrated manufacturing

The I-11 and Intermountain West Corridor is positioned to take advantage of current developments in international trade. The I-11 and Intermountain West Corridor offers the potential to introduce new economic activity related to the emerging manufacturing and trade relationship with Mexico, which has been enabled by NAFTA. The nature of this trade-related economic activity, referred to by economists as integrated manufacturing or production sharing, is fundamentally different from that fostered by Asia-Pacific trade. With Asian imports, limited value-added manufacturing occurs after consumer goods are imported. However, efficient transportation links with Mexico create significant opportunities for specialized manufacturing in the U.S., supported by Mexican production. Thus, each country is able to exploit its inherent competitive advantages.

With production sharing, the U.S. and Mexico have built a partnership not only in trading goods, but also in producing them. In many cases it is now more cost effective to manufacture and import goods from Mexico than it is from Asia-Pacific. Several U.S. industries, including auto, appliances, machinery, aerospace, electronics, and medical devices, work with Mexican companies to manufacture goods, often transporting components across the border multiple times during production. Unlike trade with Asia, this trade-related economic activity has resulted in significant manufacturing employment growth in both countries.

In particular, 6 million U.S. jobs are dependent on U.S.-Mexico trade. More than 160,000 jobs in Arizona and Nevada are dependent on trade with Mexico, compared to 692,000 and 463,000 trade-related jobs in California and Texas, respectively<sup>1</sup>. Realization of these integrated manufacturing benefits in the Intermountain West relies upon strong mobility of freight back and forth across the border and along the I-11 and Intermountain West Corridor (Figure 10).



**Figure 10**  
Efficient transportation links with Mexico create significant opportunities for specialized manufacturing in the U.S., supported by Mexican production, where components cross the border multiple times during production.

1. Wilson, Christopher E.; Working Together: Economic Ties between the United States and Mexico, 2011

## Advancing Arizona’s and Nevada’s economic development initiatives

Over the past few years, Arizona and Nevada have renewed their focus on economic development, and both states recognize the importance of creating high-wage jobs, leveraging existing statewide assets, and improving the foundations that support economic development, such as the construction of efficient transportation infrastructure.

To compete nationally and internationally, each state has developed economic development initiatives focused on building its economy and targeting specific industry clusters (Figure 11).

The Nevada Governor’s Office of Economic Development has identified five key components needed to attract major industries to the state and thereby diversify and strengthen its economy. Two of these components indicate the need for favorable transportation infrastructure.

- Availability of qualified workforce
- **Competitive cost environment (such as transportation, labor, utilities, real estate, and taxes)**
- **Favorable logistics and accessibility**
- Favorable business environment
- Quality of place

Industry clusters targeted by Arizona and Nevada for diversifying their economies



### Industry Targets

Industry Targets	Arizona	Nevada	Requires Regional Transportation Network
Advanced Manufacturing	■	■	■
Aerospace, Aviation, Defense	■	■	■
Agriculture	■	■	■
Biotechnology	■		■
Healthcare	■	■	
Information and Computer Technology	■	■	
Life Sciences	■		■
Mining and Materials	■	■	■
Optics	■		■
Renewable Energy	■	■	■
Science and Technology	■		■
Tourism, Gaming, and Entertainment	■	■	■
Transportation and Logistics	■	■	■

Figure 11

Arizona and Nevada must continue to build upon their industries to remain competitive in the global market.

Data Source: Arizona Commerce Authority, 2013; Job by Industry Report for Arizona, EMSI; Greater Phoenix Economic Council, 2013; Tucson Regional Economic Opportunities, Tucson Economic Blueprint Strategic Analysis Report, 2006; Nevada Governor’s Office of Economic Development, Key Industries, 2013.

The I-11 and Intermountain West Corridor has the potential to structurally alter the way goods and people move throughout the region.

## ESTIMATING THE RETURN ON INVESTMENT

The return on this investment is assumed to be significant, but is difficult to precisely quantify. A multifaceted approach was used to estimate the potential ROI, combining quantitative approaches with qualitative work to compare and validate the estimated costs against the potential travel and economic benefits of an I-11 and Intermountain West Corridor:

- **Travel benefits and cost estimates:** benefit-cost analysis—compares the traditional transportation value of savings to travelers resulting from the project investment with the costs

incurred in constructing and operating the project.

- **Economic benefits:** macroeconomic scenario-based analysis—illustrates the potential magnitude of the economic benefits of the I-11 and Intermountain West Corridor.
- **Validation:** Comparative analysis from other regions of the U.S.—provides information to help characterize some of the new types of economic activity anticipated to occur as a result of the development of the I-11 and Intermountain West Corridor.

“The I-11 and Intermountain West Corridor is more than a transportation corridor, it is an economic corridor. It has the potential to become a major north-south transcontinental corridor through the Intermountain West. This would allow significant commerce, tourism, and international trade opportunities across the western United States, and could help link trade between the U.S., Mexico, and Canada.”

- Michael LeVault, *Maricopa Association of Governments Chair and Mayor of Youngtown, Arizona*



## Comparing the corridor’s travel benefits and cost estimates through a benefit-cost analysis

Benefit-cost analysis is a conceptual framework that calculates and compares the benefits and costs of a project. It is the industry standard for major transportation infrastructure projects, provides a measure of project feasibility and a basis for comparing two or more projects, or alternatives, within a single project. The analysis has been configured around three incremental investment strategies in terms of the state of infrastructure development in the corridor:

- Trend (No-Build) Investment Strategy**—includes projects in both Arizona and Nevada that are included in long-range transportation plans. These projects have already been identified and prioritized by the respective public agency (state Departments of Transportation or regional metropolitan planning organizations) for the sake of improving the regional transportation network regardless of I-11 status. Other scenarios are compared to this baseline to assess both costs and benefits of the investments strategies shown below.
- Interim Investment Strategy**—assumes implementation of the trend (no-build) investment projects, plus additional targeted improvements as needed to create an interim end-to-end corridor through both states. The goal of implementing this interim condition is to achieve a continuous, efficient, high-capacity corridor as quickly as possible and at the lowest cost.

- Full-Build Investment Strategy**—builds upon the previous two investment strategies to complete build-out of a high-capacity, transportation corridor that will match the needs of future demands for the movement of people and goods.

Several benefit categories were approximated and monetized to facilitate comparisons against the estimated costs. These benefit categories include travel time savings, vehicle operating costs, safety benefits, emissions benefits, and freight logistics benefits. The total costs for each scenario include both capital and operation and maintenance costs.

Highlights of the I-11 and Intermountain West Corridor benefit-cost analysis results include positive net benefits for both the interim and full-build investment strategies (Figure 12). A net present value greater than zero, and a benefit-cost ratio greater than one, are general measures of a project’s feasibility. It is expected that the full-build investment strategy will generate more net benefits overall than the interim investment strategy. On the other hand, the interim investment strategy is expected to have a higher return on investment because of the lower cost.



ADOT is improving US 93 to a 4-lane, divided highway between Wickenburg and the Nevada border, which will serve as an interim facility for I-11.

**Figure 12**

Highlights of the I-11 and Intermountain West Corridor benefit-cost analysis results include positive net benefits for both the interim and full-build investment strategies. These planning level estimates reflect costs and benefits for a highway-only corridor from Mexico to Las Vegas, above and beyond planned improvements.

Investment Strategy	Interim	Full Build
Costs	\$3.6b - 4.4b	\$12b - 12.9b
Net Present Value	\$427m - 3.7b	\$1.8b - 6.5b
Benefit-Cost Ratios	1.2 - 3.0	1.3 - 2.0

## Economic benefits: macroeconomic scenario-based analysis

To help understand the nature and scale of the economic returns to a potential I-11 and Intermountain West Corridor investment, a scenario-based analysis was performed (Figure 13). Specifically, three important trends currently shaping the regional economy were considered, and three separate scenarios were constructed to model the effects of each in terms of changes in travel demand, gross domestic product, population, and employment in the region. The results provide some indication of the scale of economic activity and of travel demand that each scenario may produce. These scenarios are based on important current trends that, should they continue, will alter the needs for transportation, levels of trade, and overall development in the region:

- Baseline.** This scenario serves as the background against which the results of the other scenarios are compared. Generally, this scenario reflects a continuation of recent background growth in the region and of current trends, without major structural changes. It is presented as the highly probable economic future of the region, in the absence of significant changes from the recent past.
- Growth in Asia-Pacific Trade.** This scenario is based on continued growth of the trade flows with Asia that have characterized West Coast trade during recent decades. This scenario is predicated on the continued growth in U.S. imports of a wide array of low-cost consumer goods from China and other low-cost Asian-Pacific Rim sources. This scenario assumes that current trends in manufacturing in the Asia-Pacific region continue and that the U.S. continues to receive a growing volume of goods from Asia.
- Trade with Mexico Expands (Production Sharing).** This scenario assumes that Asia-Pacific manufacturing for the U.S. market flattens and that significant production sharing growth occurs between the U.S. and Mexico.
- State Economic Development Initiatives Are Fully Realized.** This scenario assumes that Arizona and Nevada are able to realize their current major economic development goals. A cornerstone of their initiatives is the implementation of an industry cluster-based approach to foster economic sustainability by stimulating growth in key sectors—such as aerospace, life sciences, and other high-value manufactured goods—and increasing trade with Mexico and Canada. The end result is a group of industry clusters that has the ability to generate economic growth both in the short and long term.

Potential benefits to the regional economy associated with the three growth scenarios can be realized only if the region maintains its current relative competitiveness and is able to attract the level of activity described. Multimodal transportation is a key and necessary enabler of economic development.

**Figure 13**

Each of these scenarios has the potential to make major contributions to the economic wellbeing of the region's residents, bringing up to an additional 240,000 jobs and \$22 billion in economic output to the region over the next 25 years.

SCENARIO	ECONOMIC OUTPUT (\$ BILLIONS)	POPULATION (HIGH RANGE)	EMPLOYMENT (HIGH RANGE)	UNACCEPTABLY CONGESTED HIGHWAYS (%)
Projected Baseline Conditions (2040)	642	15,078,114	7,971,629	28
Growth in Asia Pacific Trade	+7 to 24	+283,000	+150,000	34
Trade with Mexico Expands (Nearshoring)	+9 to 22	+457,000	+241,000	43
State Economic Development Initiatives Are Fully Realized	+4 to 8	+170,000	+90,000	34

## Validation: comparative analysis from other regions of the U.S.

Available literature was assembled and reviewed to illustrate the relationship between transportation corridor investment and economic outcomes from other U.S. jurisdictions, in order to validate the expectation that these effects will occur. Given the nature of the new and growing economic relationship between U.S. border states and Mexico, the potential scale of this relationship for the Intermountain West may potentially be larger than shown.

*The Best Investment a Nation Ever Made: A Tribute to the Dwight D. Eisenhower System of Interstate and Defense Highways* (Cox and Love, 1998) provides a comprehensive look into the benefits of infrastructure investment. The work discusses the impact of the Dwight D. Eisenhower System of Interstate and Defense Highways at its 40th anniversary in 1996. Interesting findings of that work are that the road system has:

- Saved the lives of an estimated 187,000 people and prevented injuries to another 12 million
- Returned more than \$6 in increased economic productivity for each \$1 spent on construction
- Had numerous intangible impacts such as increased international competitiveness, increased personal mobility, and increased international security

Overall, infrastructure investment has been shown to have a positive impact on economic growth, productivity, and return on investment. According to the report *Economic Returns from Transportation Investment*

(Eno Transportation Foundation, Inc., 1996; and FHWA, 2011), which discusses various infrastructure studies, social rates of return on infrastructure investment are significant and positive, and infrastructure investment has helped raise the nation's productivity and reduce its costs of doing business. An important conclusion of the study is that an increase in infrastructure investment reduces costs in almost all manufacturing industries and in many services; this increase in infrastructure investment also shows a corresponding increase in productivity.

*Transportation's Link to the Economy: Synthesis*, prepared by the Washington State Department of Transportation, reviewed multiple transportation studies and concluded that improvements to surface transportation systems increase economic output, reduce prices, and raise incomes and profits. The study found that transportation contributes economic returns for virtually every person and business in the affected region. Other studies show that state and national investments in transportation have measurable benefits to the economy. One finding is that each \$1 billion of federal highway investment generates 47,500 jobs: 26,500 jobs as roads and bridges are built, and an additional 21,000 jobs as those who earn their money directly from transportation activity buy goods and services (Poor, Lindquist, and Wendt; *Transportation's Link to the Economy: Synthesis*, Washington Department of Transportation; 2008).

The study, *Transportation Improvements Grow Wisconsin's Economy: The Economic Benefits of Transportation Investments*,

identified the following benefits from increased investment in the Wisconsin State Truck Highway System (Cambridge Systematics, Inc., 2003):

- \$7.0 billion in savings for everyday personal trips such as driving to work, doing errands, or visiting friends.
- \$1.5 billion in savings by business persons and truckers while on the clock. The on-the-clock portion of the benefits (the \$1.5 billion) would allow Wisconsin businesses to increase output, hire additional workers, and eventually increase Wisconsin residents' disposable personal income by \$2.7 billion.

Therefore, the total benefits of the additional investment are the sum of the \$7 billion for personal trips, plus the \$2.7 billion of benefits (macroeconomic impacts) created from greater business efficiencies for a total of \$9.7 billion. The benefits (\$9.7 billion) of additional investment (\$3.2 billion) translate into measurable and significant results. For every dollar of additional investment in the Wisconsin State Truck Highway System beyond that needed to maintain current conditions, Wisconsin would enjoy \$3 of benefit.

The study also demonstrated that additional highway investment leads to an increase in permanent new jobs. On an average annual basis, 4,800 more jobs would exist in Wisconsin if the additional investment were made because highway investment reduces the cost of doing business in Wisconsin.

With potential induced macroeconomic effects estimated at up to \$24 billion over the next 25 years, it is clear that the combined economic case for the I-11 and Intermountain West Corridor investment is strong.

## A compelling case for a transformative investment

The three-pronged return-on-investment analysis revealed a compelling case for investment in the I-11 and Intermountain West Corridor if it is part of a coordinated program with strategic border improvements to unlock the shared production potential with Mexico and Canada (Figure 14) and other economic development efforts.

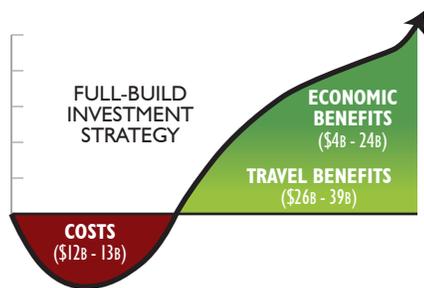
The benefit-cost analysis describes a project whose benefit-cost parameters range between 1.2 and 3.0, depending on the investment strategy under consideration. These parameters are indicative of a socially beneficial project, despite the conservatism of this analysis for a transformational system-level investment. With the opportunity to optimize the sequencing and timing of individual projects over an extended implementation period, the corridor offers Nevada and Arizona the opportunity to realize above-average economic returns from strategic investments for many years.

Infrastructure investment has been shown to have a positive effect on economic growth, productivity, and return on investment. The studies referred to in this report have revealed that social rates of return on infrastructure investment are significant and positive, and infrastructure investment has helped raise the nation's productivity and reduce its costs of doing business. Some of the studies also found that additional highway investment led to an increase in permanent new jobs and improved safety.

The I-11 and Intermountain West Corridor presents Arizona and Nevada with unique and exciting economic opportunities to:

- Sustain historic growth patterns by building on strong economic sectors such as tourism and recreation
- Tap into the resources of Mexico and Canada to strengthen and grow manufacturing capabilities
- Provide access to national and international markets for goods produced, warehoused, and distributed
- Achieve the economic development and diversification vision for both states.

When the combined effects of the corridor investment are considered, the I-11 and Intermountain West Corridor is a compelling candidate for strategic investment. If delivered through a strategic investment program, it will have a sustained positive effect on the economy of the region for decades to come.



**Figure 14**

Figure 14 is solely intended to illustrate the scale of the return on investment potential and not the actual value. Combining the values of the economic and travel benefits may result in an over-estimate due to double counting some factors. These planning level estimates reflect costs and benefits for a highway-only corridor from Mexico to Las Vegas, above and beyond planned improvements.

“The I-11 and Intermountain West Corridor is an essential transportation project for Southern Nevada, that will help generate continued economic growth and diversification for our great state. Its economic significance is a primary reason why the Nevada Legislature, the Clark County Commission, and private businesses overwhelmingly supported the initiative to tie the motor vehicle fuel tax to inflation, which will provide the necessary funding to help build this regionally significant project.”

- Tina Quigley, *Regional Transportation Commission of Southern Nevada, General Manager*





# NEXT STEPS

CONTINUED COLLABORATION BETWEEN CURRENT AND NEW PARTNER AGENCIES AT THE FEDERAL, STATE, REGIONAL, AND LOCAL LEVELS, AS WELL AS IN THE NON-GOVERNMENTAL AND PRIVATE SECTORS, IS PARAMOUNT FOR SUCCESS.



## PARTNERING FOR THE FUTURE TO DELIVER THE PROJECT VISION

Thorough planning and coordination among all key stakeholders will allow ADOT, NDOT, and their key partners to exploit ancillary opportunities such as:

- Developing logistics centers, inland ports, and related manufacturing at junctions of major east-west and north-south rail or highway corridors
- Extending the connection south to Mexico and eventually north toward Canada
- Entering into direct competition with existing international NAFTA trade routes through California and Texas
- Providing transmission capacity for information, renewable energy, and other public and private utilities

For this to occur, it is paramount for transportation and economic development initiatives and environmental/sustainability needs to partner and advance along the same

paths—reliant on each other for success. While the opportunities are clear, the challenges remain daunting. Solving many of these challenges will depend on continued collaboration between current and new partner agencies at the federal, state, regional, and local levels, as well as in the non-governmental and private sectors. And, while anticipated to be a multimodal transportation corridor, strong partnering with the two major western Class I railroads will be critical to implement a continuous rail corridor, including potentially providing strong incentives for constructing missing links within the overall I-11 and Intermountain West Corridor. Key opportunities and challenges related to elements of the Corridor Vision are listed in Figure 15, on the following page.

The I-11 and Intermountain West Corridor Study is a multimodal planning effort, involving the Arizona and Nevada Departments of Transportation, Federal Highway Administration, and Federal Railroad Administration. Upon completion of this study, these agencies will all be called upon to continue to advance the separate modes and uses for the corridor.

Arizona Governor Jan Brewer and Nevada Governor Brian Sandoval at Future I-11 Sign Unveiling Ceremony at the Hoover Dam, March 21, 2014. Since a portion of the I-11 Corridor was designated by Congress as part of the MAP-21 Federal Transportation Bill in 2012, Arizona and Nevada have been working together to advance the I-11 and Intermountain West Corridor.

Photo Credit: Andrew Wilder, Arizona Governor's Office



CORRIDOR VISION ELEMENT	OPPORTUNITIES AND CHALLENGES
Improve goods movement reliability	<ul style="list-style-type: none"> <li>• Prioritize the critical bottlenecks</li> <li>• Address international trade barriers</li> <li>• Use technology selectively but effectively</li> </ul>
Create new western crossroads	<ul style="list-style-type: none"> <li>• Preserve opportunities at strategic sites</li> <li>• Collaborate widely to maximize efficiency</li> <li>• Integrate lessons from corridor development elsewhere</li> </ul>
Promote economic diversity	<ul style="list-style-type: none"> <li>• Expand alliances beyond Arizona and Nevada boundaries</li> <li>• Find ways to break down institutional silos</li> <li>• Be ready to show economic benefits</li> </ul>
Coordinate planning between land use, transportation, economic development, and environmental resources	<ul style="list-style-type: none"> <li>• Make connections between communities in a context-sensitive manner</li> <li>• Offer multiple travel options despite constrained funding</li> <li>• Find ways in which all communities can benefit</li> </ul>
Set the standard for international mobility (long-range)	<ul style="list-style-type: none"> <li>• Innovate creatively but judiciously</li> <li>• Achieve consensus across borders and with new partners</li> </ul>

**Figure 15**  
Opportunities and challenges related to elements of the I-11 and Intermountain West Corridor Vision.

## Partnerships ensure project decisions balance project needs

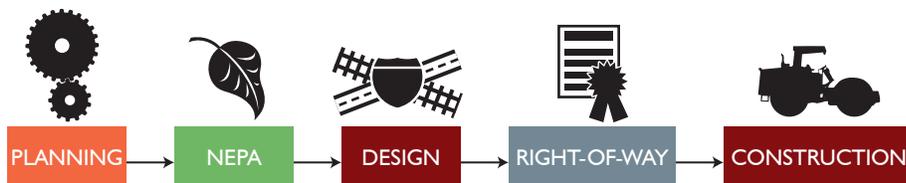
The project development process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic, and natural environmental factors. During the process, a wide range of partners, including the public, businesses, interest groups, and agencies at all levels of government, provide input into project and environmental decisions. Figure 16 illustrates the traditional project development process.

The I-11 and Intermountain West Corridor is envisioned to accommodate multiple transportation modes, including highway and rail, and multiple uses such as energy, fuel, and data. While the planning process should be multimodal in nature, the complexities of implementing each mode or use within the corridor make it difficult for each to follow the same timeline down the project development path.

Different agencies and organizations will lead implementation of each mode or use; funding will most likely come from

separate sources; and the timeframe for the demand for each mode or use will likely differ—potentially impacting the initiation of design and construction activities, as well as ongoing corridor operations. Therefore, a divergence in planning for multiple modes and uses will likely occur after this study is complete.

The benefit of having agencies representing these other modes and uses participating in this project allows the establishment of a corridor that meets the needs of all modes. However, while the specific modal project development will be led by different agencies, continued coordination among agencies is critical for establishment of a corridor that meets the needs of all modes to achieve a shared vision regarding land use, economic development, and the natural environment. This early agreement on the corridor location will streamline the National Environmental Policy Act (NEPA) process (required when federal funding or decisions are required) and subsequent phases for each mode and use.



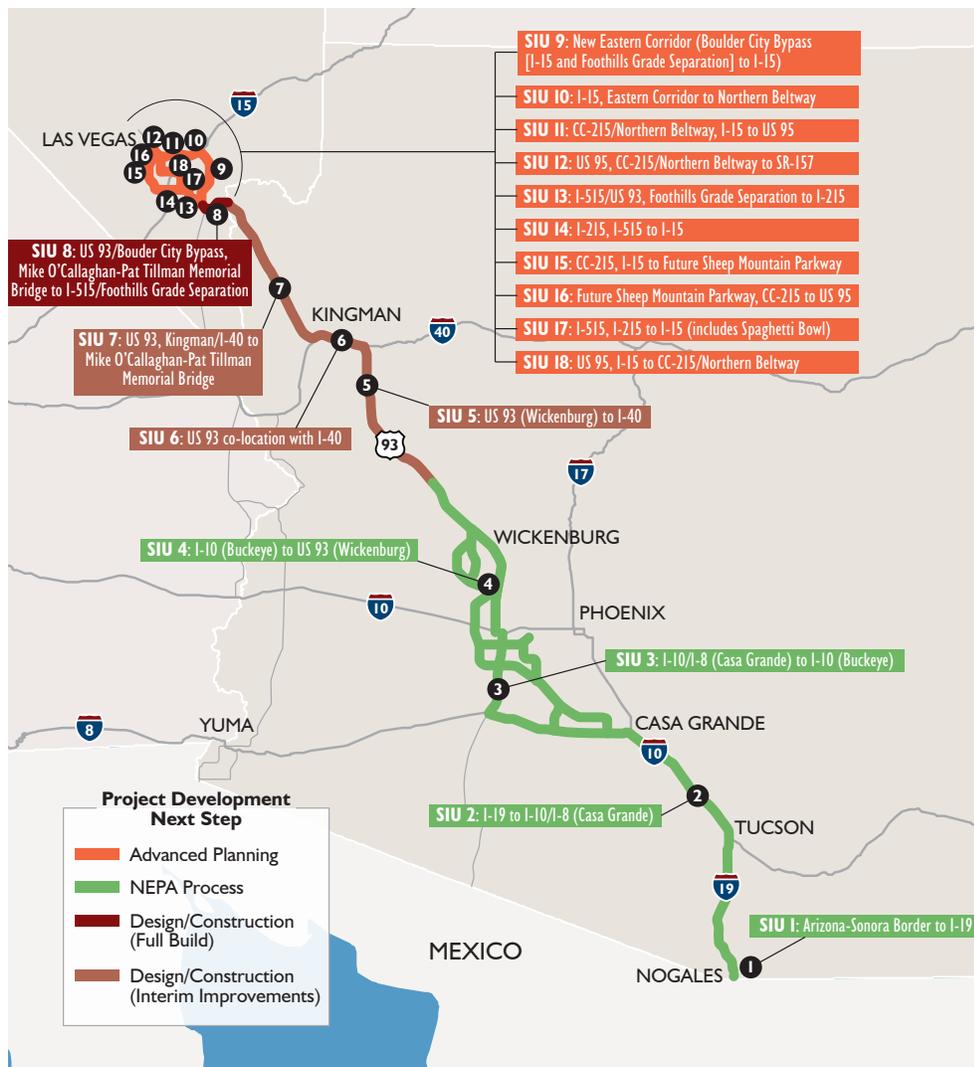
**Figure 16**  
The project development process ensures project decisions balance project needs with social, economic, and natural environmental factors through each phase of the project.

# SEGMENTS OF INDEPENDENT UTILITY FACILITATE EFFICIENT IMPLEMENTATION

Because of the broad scope and scale of the overall I-11 and Intermountain West Corridor, it is broken down into individual segments of independent utility to meet the NEPA requirement of logical termini and independent utility.

Identifying segments of independent utility allows more efficient implementation through the project development process, while still supporting the overall need for the corridor as a whole (Figure 17). Currently, the I-11 and Intermountain West Corridor is comprised of many different project segments at varying degrees of progress in the project development process, and these segments of independent utility are anticipated to form the basis of independent future studies and/or projects, all joined together under a shared project vision.

The identification of segments of independent utility, next steps, and anticipated outcomes are illustrated on Figure 18. This segmentation does not include the Northern Nevada Future Connectivity Segment, which requires additional study to determine logical corridor connections.



**Figure 17**  
 Figure 17 illustrates the corridor’s 18 segments of independent utility (SIU), which are color coded to represent the possible next step in the project development process. This segmentation does not include the Northern Nevada Future Connectivity segment, which requires additional study to determine logical corridor connections.

## Identifying project actions needed to achieve a border-to-border corridor

In whole, the I-11 and Intermountain West Corridor has the potential to be more than 530 miles long between the southern Arizona border and the Las Vegas metropolitan area—and double that length to the northern Nevada border. A phased implementation strategy is required to achieve the ultimate, envisioned corridor footprint. Follow-on actions are organized in three topic areas:

- **Technical actions:** Wide range of corridor improvements required to implement the interim and full

build improvements for the I-11 and Intermountain West Corridor.

- **Public policy actions:** Broad-scale policy actions required by corridor partners to implement the corridor from multimodal transportation, trade, economic development, and local community perspectives.
- **Marketing and branding actions:** Actions to develop the image of the I-11 and Intermountain West Corridor to maintain implementation momentum.

**Figure 18**

Identifying SIUs allows more efficient implementation through the project development process, while still supporting the overall need for the corridor as a whole.

No.	SEGMENT OF INDEPENDENT UTILITY	POSSIBLE NEXT STEP	ANTICIPATED OUTCOME OF NEXT STEP
1	Arizona-Sonora Border to I-19	■ <b>NEPA Process</b>	Preferred alignment, corridor plan, and right-of-way requirements for SR-189; additional study for new rail crossing at Mariposa land port of entry
2	I-19 to I-10/I-8 (Casa Grande)		Preferred alignment (existing or new corridor segment) and ultimate corridor plan for I-11, including intercity passenger rail between Phoenix and Tucson and interconnected freight rail
3	I-10/I-8 (Casa Grande) to, and including I-10 (Buckeye)		
4	I-10 (Buckeye) to US 93 (Wickenburg)		
5	US 93 (Wickenburg) to I-40	■ <b>Design/ Construction</b>	
6	US 93 co-location with I-40, including system interchanges		Design-build contract to be awarded in the fall of 2014, with construction immediately following
7	US 93, Kingman/I-40 to Mike O'Callaghan Bridge—Pat Tillman Memorial Bridge		
8	US 93/Boulder City Bypass, Mike O'Callaghan Bridge—Pat Tillman Memorial Bridge to I-515/ Foothills Grade Separation	■ <b>Advanced Planning</b>	Selection of one corridor route for I-11 and determination of other system improvements and modes to be accommodated
9	New Eastern Corridor (Boulder City Bypass [I-515 and Foothills Grade Separation] to I-15)		
10	I-15, Eastern Corridor to Northern Beltway		
11	CC-215/ Northern Beltway, I-15 to US 95		
12	US 95, CC-215/ Northern Beltway to SR-157		
13	I-515/US 93, Foothills Grade Separation to I-215		
14	I-215, I-515 to I-15		
15	CC-215, I-15 to future Sheep Mountain Parkway		
16	Future Sheep Mountain Parkway, CC-215 to US 95		
17	I-515, I-215 to I-15 (includes Spaghetti Bowl)		
18	US 95, I-15 to CC-215/Northern Beltway		

While the full implementation program is very comprehensive, the focus of the implementation actions is to achieve an interim border-to-border corridor as efficiently as possible from a timing and cost perspective. This interim corridor serves as the near-term implementation step for corridor development, whereas

the full build condition is the long-range multimodal vision that meets the needs of future demands for the movement of people and goods. Improvements that comprise this full build condition should be determined as the corridor evolves and trade and growth patterns change.

## Technical actions provide guidance for near-term prioritization

The interim condition of the I-11 and Intermountain West Corridor achieves a continuous and cohesive corridor through Arizona and Nevada, by completing targeted improvements to create an end-to-end corridor through both states (Figure 19). It is important to note that many segments of the corridor have infrastructure in place today that lays the foundation for this interim corridor. Components of the statewide and regional transportation systems with current excess capacity are great candidates to contribute to a border-to-border corridor for the short term, and even potentially the long term. In some areas, minimal improvements are recommended to enhance the corridor for accommodation of trade traffic. In other portions of the corridor, gaps exist that need to be filled to provide a cohesive connection. Overall though, the foundation for this corridor exists and can be leveraged to adequately plan and design the vision for this multimodal trade corridor.



**Figure 19**  
Interim Corridor Projects. Major improvement types required to achieve an interim end-to-end corridor between Mexico and the Las Vegas metropolitan area provide guidance for near-term prioritization of technical actions.

## PUBLIC POLICY ACTIONS FACILITATE CORRIDOR IMPLEMENTATION

Implementation of the I-11 and Intermountain West Corridor will require several simultaneous actions. While project development activities are ongoing, corridor partners should be coordinating economic development and local planning initiatives with implementation of the multimodal transportation corridor. Additionally, funding and financing options should be explored. To ensure all these actions are progressing down the same path, there are a series of public policy actions that can help facilitate corridor implementation. While not noted in detail in this document, the Implementation

Program Report details out the range of actions required, grouped into the following categories:

- Official corridor adoption
- Corridor marketing
- International trade corridor
- Multimodal and multi-use
- Local planning coordination
- Economic development coordination
- Corridor funding and finance
- Metropolitan routing and connections

Development of a trade corridor is absolutely dependent on coordinated

economic development and transportation activities. Once a preferred alignment is selected, the most critical public policy actions include incorporating the corridor alignment into Regional Transportation Plans and land management agency Resource Management Plans. These actions will establish the routing and preserve rights-of-way. With this, corridor champions can rally around the I-11 and Intermountain West Corridor to begin to market and brand this concept, seek economic development opportunities, and foster alliances for development of a competitive trade corridor.

## ENSURING PROJECT DELIVERY THROUGH CREATIVE FUNDING AND FINANCING STRATEGIES

Full development of the I-11 and Intermountain West Corridor is a complex process that will span decades. Consideration of specific funding, financing, and delivery methods for individual projects within the corridor requires a significant amount of detail that will not be available until project development activities are considerably advanced for groups or individual SIUs.

The funding and financing resource options that can be used for implementation of each corridor segment will likely differ and should continue to be explored, including potential emerging funding sources (dynamic tolling, fuel tax indexing, mileage-based user fees, and occupancy fees from road and non-road users of the corridor). While the transportation funding and financing environment rapidly changes, many of the existing sources will be used for decades to come and others may be dropped.

The stakeholders of the I-11 and Intermountain West Corridor should not be passive bystanders in this evolution. Corridor champions can take an active role in encouraging and supporting legislation that creates new, flexible, and appropriate financing tools at all levels of government. Should there be a need for unique mechanisms to develop the I-11 and Intermountain West Corridor, the opportunity exists for corridor champions to take a lead role in securing legislation and regulation to create these.



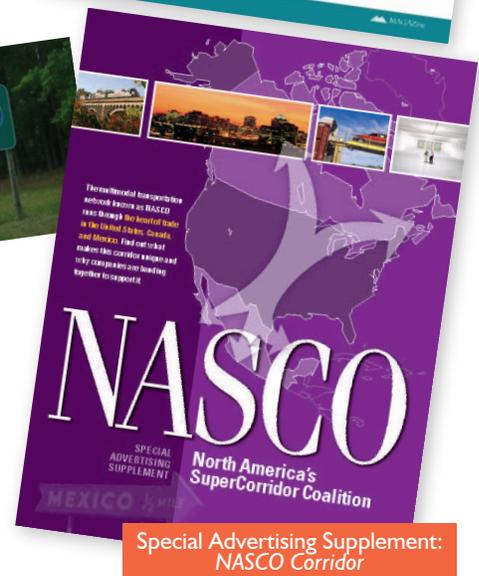
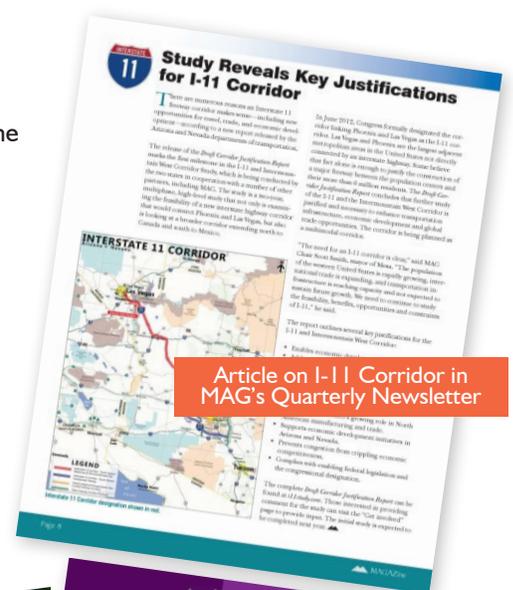
# MARKETING AND BRANDING ACTIONS CREATE A DISTINCT IDENTITY FOR THE CORRIDOR

Fostering the “I-11 brand” for the I-11 and Intermountain West Corridor will create a distinct identity for the corridor; generate interest among the trade and logistics industry, the traveling public, and the economic and community development industry; and create a clear and positive public recognition of the new multimodal corridor. In addition to creating or enhancing public acceptance, a successful branding and marketing campaign delivers the following benefits:

- **Enhanced commitment to the implementation of the I-11 and Intermountain West Corridor:** Branding of various pieces of the corridor will establish a long term identity of the corridor and will help regional agencies reaffirm their commitment to implementing the I-11 and Intermountain West Corridor.
- **Enhanced outreach efforts:** A common brand proposition among various components of the corridor development process will simplify marketing efforts and allow corridor partners to more effectively reach their target audience.
- **Potential for attracting community and economic development activity:** An attractive and compelling brand will help attract new economic development or intensify existing land uses along the multimodal transportation corridor.

Branding will also, over a period of time, bring a feeling of permanence to the idea of a major new multimodal transportation corridor that may be fully implemented over several decades. A next step in the corridor development process will include developing a branding strategy that defines the target audience, the target message, and how the brand will communicate with the target audience. The branding strategy will also determine the appropriate corridor champions to lead these actions.

**Figure 20** Developing a brand creates a distinct identity for the I-11 and Intermountain West Corridor. Example branding tactics are shown below.



# IMMEDIATE ACTIONS NEEDED TO IMPLEMENT THE CORRIDOR

**Risk of Inaction** – The actions listed in Figure 21 form the foundation for the corridor between the Mexican border and Las Vegas metropolitan area. If these actions are not carried out, an international and domestic trade corridor in the Intermountain West will be compromised. As a result, the host states

of Arizona and Nevada will lose significant opportunities to grow and diversify their economies based on enhanced trade afforded by an international commerce corridor such as I-11.

**Figure 21**

Immediate Next Steps. The table lists the immediate actions that should be initiated within the next 2 years to maintain the momentum of implementing the I-11 and Intermountain West Corridor. The lead agency should ensure that these immediate technical actions are identified in applicable plans and/or programs, if not already.

ACTION	SIU(S)	LEAD AGENCY RESPONSIBLE	PRIMARY PARTNERS
<b>TECHNICAL ACTIONS</b>			
<b>Improve SR-189 to provide free-flowing and direct access to the Mariposa land port of entry.</b> <small>Initiate environmental clearance, design, and construction process for SR-189/Mariposa Road to determine improvements from I-19 to the Mexican border.</small>	1	ADOT	FHWA, FRA, regional COGs and MPOs
<b>Initiate environmental clearance and design process for the Phoenix metropolitan area to determine the I-11 corridor alignment between I-10 (Buckeye) and US 93 (Wickenburg).</b>	4	ADOT/MAG	FHWA, FRA
<b>Finish improvements to US 93 for completing a 4-lane divided highway between Wickenburg and I-40.</b> <small>Complete environmental studies, design, and right-of-way acquisition, and construction where required.</small>	5	ADOT	FHWA
<b>Complete construction of the Boulder City Bypass.</b> <small>Award Design-Build contract.</small>	8	NDOT/ RTCSNV	FHWA
<b>Determine preferred corridor and system-wide improvements in the Las Vegas metropolitan area.</b> <small>Initiate Advanced Planning Study.</small>	9-18	NDOT/ RTCSNV	FHWA, FRA
<b>MULTIMODAL ACCOMMODATION</b>			
<b>Coordinate Arizona and Nevada State Freight Plans to ascertain interest, feasibility, and market potential in implementing a continuous north-south trade corridor.</b>	All	ADOT/NDOT (with ultimate lead to be determined)	FRA, Class I railroads, trucking industry, Arizona Commerce Authority, Nevada Governor’s Office of Economic Development
<b>Establish joint Arizona/Nevada State Infrastructure Working Group to ascertain interest and feasibility in co-locating major utility transmission with the I-11 and Intermountain West Corridor.</b>	All	Arizona Commerce Authority, Nevada Governor’s Office of Economic Development, Nevada State Energy Office	ADOT, NDOT, utility industry representatives, BLM, and other federal land agencies
<b>PUBLIC POLICY ACTIONS</b>			
<b>Update Arizona and Nevada long-range transportation plans and state rail plans.</b>	All	ADOT/NDOT	FHWA, FRA, MPOs and COGs
<b>Update state and regional transportation plans, resource management plans, and general/comprehensive land use plans to incorporate I-11 and Intermountain West Corridor location, to ensure corridor preservation.</b>	All	ADOT, NDOT, MAG, RTCSNV, as well as other regional and local agencies	ADOT/NDOT
<b>MARKETING/BRANDING ACTIONS</b>			
<b>Develop an I-11 marketing and branding strategy.</b>	All	To be determined	ADOT/NDOT
<b>Place I-11 signage along the Corridor upon implementation of improvements and/or along existing corridors where co-location is anticipated.</b>	All	ADOT/NDOT	FHWA, COGs and MPOs, DOT district engineering offices

# MOVING FORWARD: EXTENDING THE CORRIDOR NORTH

Arizona and Nevada have jointly led the charge for the I-11 and Intermountain West Corridor—working together to achieve congressional designation for a portion of the corridor, justifying the economic benefit that the corridor can bring to the region, and initiating the

process to determine the corridor’s location. While this study has focused on developing the corridor from Mexico to Las Vegas, the ultimate goal is to form a continuous multimodal connection between Mexico and Canada.

## What about Northern Nevada?

Although this study area spans the entirety of both states, only an initial alternatives evaluation analysis (Level I Screening) was conducted for the Northern Nevada Future Connectivity Segment in order to determine the major economic activity centers that the corridor should connect. Several potential corridor connections were studied (Figure 22) and two were found to meet the goals and objectives of the Corridor.

The US 95 corridor options in the western part of the state are seen as viable options for an I-11 and Intermountain West Corridor, connecting the two largest economic activity centers

in the State—the Las Vegas and Reno/Sparks/Carson City metropolitan areas.

The US 93 corridor has statewide significance, connecting the growing rural communities in the eastern part of the state. While it does not meet the goals and objectives of the highway portion of the I-11 and Intermountain West Corridor, the US 93 corridor could provide an opportunity to close a north-south gap in the Intermountain West rail network (as shown on Figure 8 in Chapter 2). More detailed advanced corridor planning will be required to further refine alternatives and provide improvement recommendations.

## What about extending the Corridor to Canada?

Coordination with adjacent states needs to be continued to determine the longer-range vision for connection north of Nevada to Canada. Current corridor options could connect from Northern Nevada to California, Oregon, Idaho, and/or Utah. Understanding the preferred routing through the Northwest U.S.—and other states’ commitments to implementing such a corridor—is critical to further defining a preferred alternative and implementation steps. Furthermore, as preliminary corridor planning continues for the extension of the corridor north, multimodal corridor champions should be defined from all states involved, and should work together to extend the Congressional designation to allow this corridor to receive federal funding in the future.



**Figure 22**

The Northern Nevada Future Connectivity Corridor includes two alternatives for further consideration as part of the I-11 and Intermountain West Corridor on the west side of the state. In addition, in eastern Nevada there is a potential new rail or improved highway corridor of statewide significance only (shown on the dashed line).

# SUSTAINING PROJECT MOMENTUM THROUGH CORRIDOR CHAMPIONS

Partnerships among corridor constituents will be required to achieve successful and efficient implementation of the I-11 and Intermountain West Corridor. To date, ADOT, NDOT, FHWA, FRA, MAG, and the RTC of Southern Nevada have led the study efforts and congressional coordination through their partnership in the project’s oversight committee, known as the Core Agency Partners. Upon completion of this study, these partnerships should remain in place and be expanded to include a wide range of corridor supporters (Figure 23).

## Public Sector

*Role:* The public sector plans, designs, and constructs multimodal infrastructure for broad community benefit, using public financial resources. Public sector agencies also regulate land development and management adjacent to transportation corridors.

*Representative Organizations:* Federal agencies (FHWA, FRA, and land management agencies), state agencies (DOTs, economic development organizations, and tourism and convention bureaus), regional agencies (MPOs and COGs), local jurisdictions (cities, towns, and counties), and Tribal communities.

## Private Sector

*Role:* The private sector can expeditiously provide resources that help lay the foundation for corridor development, such as dedicating and/or preserving right-of-way, delivering financing through public-private partnerships, bringing strong support to political leaders, and supporting construction.

*Representative Organizations:* Property owners, developers, private businesses, utility providers, energy companies, data distribution companies, and corridor users, including railroad and trucking companies.

## Non-Profit and Non-Governmental Organizations

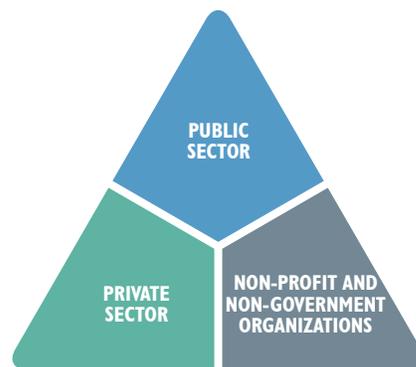
*Role:* Non-profit and non-governmental organizations are generally comprised of wide networks of supporters that can be garnered to assist in research, lobbying, fundraising, generating political support, and other tasks. Forming partnerships with a wide range of organizations can help build support for corridor development.

*Representative Organizations:* Advocacy (I-11 Coalition), transportation (trucking and transit associations), environmental (Sonoran Institute, Sierra Club, and The Nature Conservancy), and economic development (Greater Phoenix Economic Council, Las Vegas Global Economic Alliance, and chambers of commerce) organizations.

## Cross-Collaborative Partnerships

Ideally, partnerships of corridor champions can be made that cross disciplines and political affiliations. The I-11 Coalition is one such example of a successful non-profit corporation that is made up of a series of local and regional public sector organizations, private sector interests, and other non-governmental organizations across both Arizona and Nevada. This group was organized to

promote the vision of the I-11 corridor between Arizona and Nevada, and has been a key player in achieving the congressional designation, as well as building corridor support.



**Figure 23**

Three primary groupings comprise the corridor champions. Continued collaboration between current and new partner agencies at the federal, state, regional, and local levels, as well as in the non-governmental and private sectors, will ensure project momentum.

“This initial planning effort has forged an opportunity for our economic development partners to work in concert with ADOT and NDOT towards a common vision of a diverse and vibrant economic future, while respecting the environmental assets that attract so many people to our states.”

- Michael Kies, PE  
Arizona Department of Transportation  
Project Manager

“The I-11 and Intermountain West Corridor is our opportunity to shape the future of our region. This corridor has the potential to change the economic landscape of the states of Nevada and Arizona.”

- Sondra Rosenberg, PTP  
Nevada Department of Transportation  
Project Manager





**CONNECTING BORDERS GLOBALIZES THE INTERMOUNTAIN WEST**



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

## MEMORANDUM

August 27, 2014

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** September 8, 2014 Transportation Board of Directors Meeting  
**Item #10:** Old Business

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### **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 August 26, 2014 - *Informational item only.*  
Please see Attachment C.
- d. Quarterly Report on Freeway Service Patrol – *Informational item only.*  
Please see Attachment D.

### **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 August 26, 2014 - *Informational item only.*
- d. Quarterly Report on Freeway Service Patrol – *Informational item only.*

### **Recommendation for Board Action:**

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF August 15, 2014						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Nossaman, LLP	Project Neon Legal and Financial Planning NDOT Agmt No. P014-13-015	3/11/13 - 3/11/15 Amendment #1	3/11/2013 1/14/2014	\$ 1,400,000.00		
				\$ 2,000,000.00		
				\$ 3,400,000.00	\$ 3,400,000.00	\$ 1,167,673.60
Snell & Wilmer, LLP	Peek Construction vs. NDOT 1st JD 120C 00030 1B Contract # 3407 (Wells Wildlife Crossing) NDOT Agmt No. P082-12-004	3/1/12 - 3/30/15 Amendment #1 Amendment #2	3/1/2012 9/12/13 7/29/14	\$150,000.00		
				20,000.00		
				28,000.00	\$ 198,000.00	\$ 25,548.50
Snell & Wilmer, LLP	Peek Construction vs. NDOT 1st JD 120C 00032 1B Contract # 3377 (Kingsbury Grade) NDOT Agmt No. P083-12-004	3/1/12 - 3/30/15 Amendment #1 Amendment #2 Amendment #3 Amendment #4	3/1/2012 2/18/13 9/12/13 1/17/14 Pending	\$150,000.00		
				75,000.00		
				70,000.00		
				825,000.00	\$ 1,120,000.00	\$ 176,294.81
Snell & Wilmer, LLP	Construction Claims Williams Brother, Inc. Contract # 3392 (Various in Las Vegas) NDOT Agmt No. P084-12-004	3/1/2012 - 6/30/15 Amendment #1	3/1/2012 5/13/2014	\$ 5,500.00		
				\$ 5,000.00	\$ 10,500.00	\$ 5,149.00
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	\$ 311,813.48
Chapman Law Firm	NDOT vs. Gendall 8th JD - A-12-666487-C Project Neon - Las Vegas NDOT Agmt No. P325-12-004	8/21/12 - 2/21/15 Amendment #1	8/21/12 8/19/14	\$541,800.00		
				Extension of Time	\$ 541,800.00	\$ 142,187.97
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	\$ 435,717.76
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	\$ 429,668.46
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	\$ 313,177.24
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	\$ 408,999.95
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	\$ 6,099.97

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF August 15, 2014						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Laura FitzSimmons, Esq.	Condemnation Litigation Consultation NDOT Agmt No. P510-12-004	12/16/12 - 12/30/14  Amendment #1 Amendment #2 Amendment #3	12/16/2012  8/12/2013 1/22/2014 5/12/2014	\$ 300,000.00  \$ 850,000.00 \$ 750,000.00 \$ 800,000.00 \$ 2,700,000.00	\$ 2,700,000.00	\$ 690,311.90
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	\$ 87,562.02
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	\$ 63,408.13
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  Amendment #1	2/27/2013  5/12/2014	\$ 275,000.00  \$ 275,000.00	\$ 550,000.00	\$ 224,231.45
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	\$ 195,671.02
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	\$ 128,535.81
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 - 2/28/15	4/19/2013	\$ 175,000.00	\$ 175,000.00	\$ 143,577.54
Watt, Tieder, Hoffar & Fitzgerald Novation Agreement 2/28/14 Varela, Lee, Metz & Guarina, LLP **	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	\$ 59,870.66
Sylvester & Polednak	Fitzhouse Enterprises (acquired title as Westcare) 8th JD - A-13-660564-C Project Neon - Las Vegas NDOT Agmt No. P201-13-004	5/31/13 - 5/31/15	5/31/2013	\$ 290,000.00	\$ 290,000.00	\$ 197,847.34
Chapman Law Firm	54 B LLC vs. Clark County & NDOT 8th JD - A-12-674009 NDOT Agmt No. P217-13-004	6/6/13 - 11/30/15	6/6/2013	\$ 250,000.00	\$ 250,000.00	\$ 200,412.60

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF August 15, 2014						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Snell & Wilmer	Meadow Valley Public Records Request K3399 NDOT Agmt No. P273-13-004	7/18/13 - 7/30/15 Amendment #1	7/18/2013 7/29/14	30,000.00 50,000.00	\$ 80,000.00	\$ 24,037.70
Kemp, Jones, Coulthard	Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004	7/17/13 - 6/30/15	7/17/2013	\$ 280,000.00	\$ 280,000.00	\$ 124,202.03
Chapman Law Firm	Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Agmt No. P291-13-004	7/25/13 - 7/30/15  Amendment #1	7/25/2013  4/28/2014	\$ 200,000.00  \$ 250,000.00	\$ 450,000.00	\$ 207,966.92
Chapman Law Firm	Ad America vs. NDOT (Cactus Direct and Inverse) 8th JD A-10-631520-C & A-12666482-C NDOT Agmt No. P292-13-004	7/25/13 - 7/30/15	7/25/2013	\$ 250,000.00	\$ 250,000.00	\$ 192,332.85
Chapman Law Firm	Ad America vs. NDOT (South Point) 8th JD A-11-653502-C NDOT Agmt No. P293-13-004	7/25/13 - 7/30/15	7/25/2013	\$ 70,000.00	\$ 70,000.00	\$ 30,349.44
Kemp, Jones & Coulthard	NDOT vs. City of Los Angeles 8th JD A-13-687717-C Boulder City Bypass Project NDOT Agmt No. P405-13-004	9/1/13 - 9/30/15	9/1/2013	\$ 250,000.00	\$ 250,000.00	\$ 208,974.03
Sylvester & Polednak	NDOT vs. Smith Family Trust 8th JD A-13-687895-C Project Neon NDOT Agmt No. P465-13-004	9/7/13 - 9/30/15	9/7/2013	\$ 280,000.00	\$ 280,000.00	\$ 267,599.29
Chapman Law Firm	NDOT vs. LGC, 231, LLC 8th JD NDOT Agmt No. P561-13-004	12/20/13 - 12/15/15	12/20/2013	\$ 453,650.00	\$ 453,650.00	\$ 433,800.70
Laura FitzSimmons, Esq.	Risk Management Analysis for Project NEON	1/13/14 - 12/13/17 Amendment #1	1/13/2014 8/21/2014	\$ 900,000.00 \$ 310,000.00	\$ 1,210,000.00	\$ 377,703.72
Chapman Law Firm	McCarran Widening 2nd JD - Various Temporary Easements NDOT Agmt No. P142-14-004	5/14/14 - 5/30/16	5/14/2014	\$ 200,000.00	\$ 200,000.00	\$ 186,806.98
Armstrong Teasdale, LLP	Legal Support for utility matters relating to Project Neon and Boulder City Bypass NDOT Agmt No. P210-14-004	5/14/14 - 5/30/16	5/14/2014	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
Sylvester & Polednak	First Presbyterian Church vs. NDOT 8th JD A-14-698783-C Project Neon NDOT Agmt No. P327-14-004	7/17/14 - 7/30/16	7/17/2014	\$ 280,000.00	\$ 280,000.00	\$ 266,923.41
* 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.

\*\* The firm of Varela, Lee, Metz & Guarina, LLP took over the Pacific Coast Steel vs. NDOT Case as of 2/28/14 from the firm of Watt, Tieder, Hoffar & Fitzgerald.

Monthly Litigation Report to the Nevada Department of Transportation - August 15, 2014				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
<b>Condemnations</b>				
NDOT vs. AD America, Inc. (Cactus - Direct)	Eminent domain - I-15 Cactus	\$ 154,345.26	\$ 28,099.20	\$ 182,444.46
NDOT vs. Bawcon	Eminent domain - Elko			
NDOT vs. Catello Family Trust, Carmine V.	Eminent domain - Project Neon	\$ 18,470.75	\$ 1,435.79	\$ 19,906.54
NDOT vs. Chavez, Dawn R.	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. City of Los Angeles, et al.	Eminent domain - Boulder City Bypass	\$ 38,354.00	\$ 2,671.97	\$ 41,025.97
NDOT vs. Fitzhouse/Westcare	Eminent domain - Project Neon	\$ 59,875.00	\$ 32,277.66	\$ 92,152.66
NDOT vs. Gendall Trust	Eminent domain - Project Neon	\$ 333,152.55	\$ 66,457.48	\$ 399,610.03
NDOT vs. Hackler, Connie L.	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. Highland Partnership 1980, LLC	Eminent domain - Project Neon	\$ 35,118.75	\$ 5,456.30	\$ 40,575.05
NDOT vs. Highland 2000-I, LLC	Eminent domain - Project Neon	\$ 350,210.11	\$ 93,264.92	\$ 443,475.03
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 61,025.00	\$ 10,621.19	\$ 71,646.19
NDOT vs. Jenkins, Carrie, aka Carrie Sanders	Eminent domain - Project Neon	\$ 197,996.50	\$ 31,990.02	\$ 229,986.52
NDOT vs. Jensen, Allan B.	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. Jericho Heights, LLC	Eminent domain - Boulder City Bypass	\$ 849,800.00	\$ 1,159,888.10	\$ 2,009,688.10
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 65,925.00	\$ 13,403.98	\$ 79,328.98
NDOT vs. KP & TP, LLC, Roohani, Khusrow	Eminent domain - I-15 and Warm Springs			
NDOT vs. Las Vegas Golf & Country Club	Eminent domain - Project Neon			
NDOT vs. Manaiois, Randy M.	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. Marsh, Nita, et al.	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. Miller, Bruce B.	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. MLK-ALTA	Eminent domain - Project Neon	\$ 118,907.50	\$ 23,440.26	\$ 142,347.76
NDOT vs. Railroad Pass Investment Group	Eminent domain - Boulder City Bypass	\$ 147,725.00	\$ 178,044.55	\$ 325,769.55
NDOT vs. Smith Family Trust, et al	Eminent domain - Project Neon	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. Stanford Crossing, LLC	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. Turner, Ronald Lee	Eminent domain - McCarran Widening	\$ 9,135.00	\$ 4,058.02	\$ 13,193.02
NDOT vs. Union Pacific Railroad Co.	Eminent domain - Recnstr. of SR 317			
NDOT vs. Woods, William and Elaine	Eminent domain - McCarran Widening			
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 182,425.78	\$ 29,166.09	\$ 211,591.87
Nevada Power Company vs. Westcare, NDOT - 8	Public utility seeks permanent easement			
<b>Inverse Condemnations</b>				
54 B LLC	Inverse condemnation	\$ 40,502.53	\$ 9,084.87	\$ 49,587.40
AD America, Inc. vs. NDOT (NEON)	Inverse condemnation - Project Neon	\$ 447,494.05	\$ 104,525.51	\$ 552,019.56
AD America, Inc. vs. NDOT (NEON-Silver Ave.)	Inverse condemnation - Project Neon			
Eastman, Brandon vs. NDOT	Inverse condemnation - Project Neon			
First Presbyterian Church of LV vs. NDOT	Inverse condemnation - Project Neon	\$ 12,875.00	\$ 201.59	\$ 13,076.59
JYTYJK, LLC dba Wireless Toyz vs. NDOT	Inverse condemnation - Project Neon	\$ 27,055.25	\$ 4,367.21	\$ 31,422.46
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 152,442.18	\$ 3,355.79	\$ 155,797.97
Robarts 1981 Decedents Trust vs. NDOT	Inverse Condemnation - Project Neon	\$ 37,967.33	\$ 2,039.91	\$ 40,007.24
<b>Cases Removed from Last Report:</b>				
P8 Arden, LLC vs. NDOT	Inverse condemnation - Blue Diamond Road			

Monthly Litigation Report to the Nevada Department of Transportation - August 15, 2014				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
<b>Torts</b>				
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			
Harris Farm, Inc. vs NDOT	Plaintiff alleges negligence and personal injury			
Heme, Sandra Lee vs. County of Clark; NDOT	Plaintiff alleges negligence and personal injury			
Jorgenson & Koka, LLP	Plaintiff alleges negligence causing property damage			
King-Schmidt; Bolinger vs. NDOT	Plaintiff alleges negligence causing property damage			
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			
Oneal, Brenda vs. NDOT	Plaintiff alleges negligence causing personal injury			
Richard, Eboni vs. NDOT	Plaintiff alleges negligence causing personal injury			
Windrum, Richard & Michelle vs. NDOT	Plaintiff alleges negligence and personal injury			
Woods, Willaim and Elaine	Plaintiff alleges wrongful death			
Zito, Adam vs. NDOT	Plaintiff alleges negligence and property damage			
<b>Contract Disputes</b>				
Peek Construction vs. State, NDOT	Plaintiff alleges delays on Contract 3377, SR 207	\$ 789,247.50	\$ 154,457.69	\$ 943,705.19
Peek Construction vs. State, NDOT	Plaintiff alleges delays on Contract 3407, US-93	\$ 154,000.50	\$ 18,451.00	\$ 172,451.50
<b>Personnel Matters</b>				
Akinola, Ayodele vs. State, NDOT	Plaintiff alleges 14th Amendment - discrimination			
<b>Cases Removed from Last Report:</b>				
Lau, Stan vs. State, NDOT	Nevada Supreme Court affirmed Summary Judgment			

8/26/2014

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
8/25/2014	1	1	8/25/2013	1	1	0	0
MONTH	13	14	MONTH	23	24	-10	-10
YEAR	163	180	YEAR	159	176	4	4

CRASH AND FATAL COMPARISON BETWEEN 2013 AND 2014, 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	4	2	-50.00%	5	3	-40.00%	2	0	-100.00%	3	0	-100.00%
CHURCHILL	1	4	300.00%	1	4	300.00%	0	0	0.00%	0	0	0.00%
CLARK	117	96	-17.95%	126	102	-19.05%	46	18	-60.87%	49	19	-61.22%
DOUGLAS	6	3	-50.00%	6	3	-50.00%	2	0	-100.00%	2	0	-100.00%
ELKO	1	7	600.00%	2	10	400.00%	0	3	300.00%	0	6	600.00%
ESMERALDA	0	1	100.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	3	300.00%	0	4	400.00%	0	1	100.00%	0	1	100.00%
HUMBOLDT	2	7	250.00%	3	8	166.67%	0	0	0.00%	0	0	0.00%
LANDER	0	3	300.00%	0	3	300.00%	0	2	200.00%	0	2	200.00%
LINCOLN	4	0	-100.00%	4	0	-100.00%	2	0	-100.00%	2	0	-100.00%
LYON	4	5	25.00%	6	6	0.00%	0	2	200.00%	0	2	200.00%
MINERAL	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%
NYE	6	6	0.00%	9	7	-22.22%	1	0	-100.00%	1	0	-100.00%
PERSHING	1	3	200.00%	1	3	200.00%	0	0	0.00%	0	0	0.00%
STOREY	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
WASHOE	12	22	83.33%	12	24	100.00%	3	4	33.33%	3	5	66.67%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
YTD	159	163	2.52%	176	180	2.27%	57	30	-47.37%	61	35	-42.62%
TOTAL 13	244	----	-33.2%	265	----	-32.1%	72	----	-58.33%	79	----	-55.70%

2013 AND 2014 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2013 AND 2014, 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, scooter, atv	2014 Other moped, scooter, atv
CARSON	3	0	-100.00%	2	0	-100.00%	0	3	300.00%	0	0	0.00%	0	0
CHURCHILL	0	3	300.00%	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0
CLARK	65	42	-35.38%	34	28	-17.65%	21	26	23.81%	4	1	-75.00%	2	5
DOUGLAS	4	1	-75.00%	1	1	0.00%	0	1	100.00%	1	0	-100.00%	0	0
ELKO	2	10	400.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
ESMERALDA	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	0	4	400.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	3	7	133.33%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	1
LANDER	0	2	200.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	3	0	-100.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
LYON	4	3	-25.00%	0	2	200.00%	1	1	0.00%	1	0	-100.00%	0	0
MINERAL	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
NYE	5	6	20.00%	1	0	-100.00%	2	1	-50.00%	0	0	0.00%	0	0
PERSHING	1	3	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
WASHOE	5	9	80.00%	2	4	100.00%	5	6	20.00%	0	3	300.00%	0	2
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
YTD	96	92	-4.17%	40	36	-10.00%	31	40	29.03%	6	4	-33.33%	2	8
TOTAL 13	131	----	-29.77%	69	----	-47.83%	53	----	-24.53%	7	----	-42.86%	5	----

Total 2013 265

**FREEWAY SERVICE PATROL**

FY 2014 3rd Quarterly Report, APR 1 – JUN 30, 2014  
Traffic Operations Division



This document provides the third quarterly report for the Freeway Service Patrol (FSP) program under the contract with United Towing, effective October 1, 2013 through September 30, 2017. The tables below reflect the program's performance for the quarter. The following is a summary of the program's progress:

- The Las Vegas and Reno tables continue to show an increase in mitigations per vehicle hour for the months of April thru June due to program routes being adjusted to meet shifting congestion demands. The Las Vegas routes remained unchanged except for special operations during the Electric Daisy Carnival (see below); the Reno routes were revised in June based on input from the quarterly coordination meetings between NDOT, United Towing, and NHP.
- From Thursday, June 19, thru Monday, June 23, FSP/IRV routes and hours of operation were revised to provide special coverage for the Electric Daisy Carnival event in Las Vegas. During this special operation, FSP/IRV performed 417 mitigations, demonstrating the proper and effective application of available resources to minimize the impact of incidents on high volume traffic flow.
- The Reno program continues to exceed the 3% Disadvantage Business Enterprise (DBE) goal; and even though the Las Vegas program did not meet the goal for the quarter, it is meeting the overall goal of the contract to date.

The performance of the program is currently being measured and analyzed in terms of mitigations per vehicle hour (MPVH) of each route. This metric allows for evaluation of each route and service hours of operation to ensure the most effective application of FSP/IRV resources.

Las Vegas FSP	Apr-14	May-14	JUN-14
Total Mitigations	1505	1709	1957
Vehicle Hours	2088	2095	2049
Cost	\$128,412	\$128,843	\$126,014
Mitigations/Veh Hr	0.72	0.82	0.96
Cost/Mitigation	\$85.32	\$75.39	\$64.39

Reno FSP	Apr-14	May-14	JUN-14
Total Mitigations	333	341	502
Vehicle Hours	397	391	441
Cost	\$25,805	\$25,415	\$28,665
Mitigations/Veh Hr	0.84	0.87	1.14
Cost/Mitigations	\$77.49	\$74.53	\$57.10

Las Vegas IRV	Apr-14	May-14	JUN-14
Total Mitigations	469	600	684
Vehicle Hours	705.75	674.25	666
Cost	\$48,697	\$46,523	\$45,954
Mitigations/Veh Hr	0.66	0.89	1.03
Cost/Mitigation	\$103.83	\$77.54	\$67.18

Reno DBE Goal	Apr-14	May-14	JUN-14
Total Expenditures	\$25,805	\$25,415	\$28,665
DBE Participation	\$5,041	\$6,521	\$7,333
DBE Percentage	19.53%	25.66%	25.58%

Las Vegas DBE Goal	Apr-14	May-14	Jun-14
Total Expenditures	\$177,109	\$175,366	\$171,968
DBE Participation	\$201	\$1,306	\$5,045
DBE Percentage	0.11%	0.74%	2.93%