



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
January 8, 2018 – 9:30 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. Appointment of Lieutenant Governor Mark Hutchison to serve as State Transportation Board Vice Chairman – *For possible action.*
4. Approval of the December 11, 2017 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
5. Approval of Agreements over \$300,000 (See Attachment A) – *For possible action.*
6. Contracts, Agreements, and Settlements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990 and July 2011. *Informational item only.*
7. Resolution of Abandonment – *For possible action*

Disposal of NDOT right-of-way located off US-93 Highway, from Foothills Drive to US-95 in the City of Henderson, Boulder City, and in the unincorporated area of Clark County of Clark, State of Nevada
8. Approval of the Formal Amendments and Administrative Amendments to the FFY 2018-2021 Statewide Transportation Improvement Program (STIP) – *For possible action.*
9. Old Business
 - a. Agile Assets Quarterly Report – *Informational item only*
 - b. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - c. Monthly Litigation Report – *Informational item only.*
 - d. Fatality Report dated December 21, 2017– *Informational item only.*
10. Public Comment – limited to no more than three (3) minutes. *Informational item only.*
11. 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.nv.gov. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and if available on-line, at www.nevadadot.com.

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

Nevada Dept. of Transportation
1263 South Stewart Street
Carson City, Nevada

Nevada Dept. of Transportation
123 East Washington
Las Vegas, Nevada

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada



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

MEMORANDUM

December 26, 2017

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: January 8, 2018 Transportation Board of Directors Meeting
ITEM #3: Appointment of Lieutenant Governor Mark Hutchison to serve as State Transportation Board Vice Chairman – *For Possible Action*

Summary:

The purpose of this item is to recommend that the State Transportation Board of Directors appoint Lieutenant Governor Mark Hutchison to serve as Vice Chairman of the Transportation Board for the term of one year pursuant to Nevada Revised Statute 408.106(4).

Background:

Pursuant to NRS 408.106(4), "The governor shall serve as chairman of the board and the members of the board shall elect annually a vice chairman".

Historically, the Lieutenant Governor has served as the Vice Chairman of the Transportation Board.

Analysis:

The Lieutenant Governor serving as the Vice Chairman of the Transportation Board has worked well in past meetings. Per the statute, this action is being taken formally to comply with NRS 408.106(4).

Recommendation for Board Action:

It is recommended that the Board appoint Lieutenant Governor Mark Hutchison to serve as Vice Chairman of the Transportation Board.

List of Attachments:

None

Prepared by:

Rudy Malfabon, P.E., Director

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Governor Brian Sandoval
Lt. Governor Mark Hutchison
Controller Ron Knecht
Tom Skancke
Len Savage
BJ Almberg
Rudy Malfabon
Bill Hoffman
Dennis Gallagher

Sandoval: Good morning, ladies and gentlemen. I will call the Department of Transportation Board of Directors Meeting to order. We will begin with Agenda Item No. 1, which is the Presentation of Retirement Plaques to 25+ Years—25+ Year Employees. Good morning, Rudy.

Malfabon: Thank you, Governor, and Board Members. We really appreciate the fact that this was postponed to this month so that we can get some photo opportunities for those retirees that are present as well as the award winners. So, if I could, I would like to cover Agenda Item No. 1 and then move into Agenda Item No. 2 and then do some photo opportunities. We do have a retiree in Ely, so we'll bring him up on the screen and have a photo for that retiree. The list of retirees, I'll read it off, Kathryn Balzer from Admin. She was an Admin Assistant II in Records Management, 30 years of service, and I'm sure she saw a lot of changes in Records Management in that time, going digital. Bruce Boyer, Highway Equipment Mechanic II from Elko Equipment Shop, 29 years of service. Ricky Gilbert, Engineering Tech III from Location, 28 years of service from here in Carson City. Michael Guerino, Highway Maintenance Worker IV, Las Vegas Maintenance Crew, 29 years of service. Kenneth O'Donnell, Ken was an Engineer Tech IV in Ely Administration, retired with 28 years of service. Dave Partee, a Manager I in Maintenance and Asset Management recently retired with 27 years of service. Kristina Shigenaga was the Assistant Roadway Design Engineer, Administrator I in Carson City here. She retired with 26 years of service. Michelle Styes, I see Michelle in the audience from—she was Admin Assistant III in Hydraulics, 27 years of service. She served here in Carson City. Kelly Smith, Highway Maintenance Worker IV in Nixon, 30 years of service, and Ron Treesh, Highway Equipment Mechanic, Supervisor I, in South Las Vegas

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Equipment Shop, 27 years of service in Las Vegas. So, let's give them a round of applause. [applause]

A total of 281 years of service to the great state of Nevada and to NDOT. Governor, if you wanted to say a few words complimenting them. We'll have them come up after we go through the award winners for the projects.

Sandoval: Thank you, Rudy, and 281 years, and first and foremost, on behalf of the people of the state of Nevada, I want to thank you all that are here for your service and those who are not. The amount of talent and institutional knowledge is just phenomenal, and I know it's always very difficult to replace individuals that have served the State so loyally through the years, and, you know, I hope all of you know that your work has been appreciated, and, you know, all those things that come together to make this state what it is. We—you know, we have an incredible road system, and I was out by Gabbs this weekend, and the road was just like butter. I mean, it was great. [laughter] No, I mean it. That's what I was thinking. I guess that's what Governors think in those quiet moments out on these remote roads sitting on this Board, but thinking here we are. Am I—and I don't mean this mean, but my daughter and I were saying we're in the middle of the middle of nowhere, and these roads were perfect. And so, you know, that's a compliment to everyone here, but particularly to those that are retiring for their contributions that all come together to make this such a phenomenal transportation system that we have in this state. And it makes me really proud as a Governor and proud as the Chairman of this Board to know that we have such amazing people. And whatever the next step in all of your lives are, you know, make sure that you continue to enjoy life, but also have the satisfaction of looking back on a job well done. So, thank you very, very much.

Malfabon: Well said, Governor.

Sandoval: Yeah.

Malfabon: I'm going to move on to presentation of awards for the Department. The first one is a 2017 ITS Person of the Year Award presented to Alex Wolfson [phonetic] for—awarding body was the ITS of Nevada, Intelligent Transportation Systems of Nevada. ITS Nevada has awarded NDOT Associate Engineer Alex Wolfson with the 2017 ITS Person of the Year Award for demonstrating tremendous initiative and skills in managing and improving the reliability of NDOT's network of ITS

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infrastructure in Northwestern Nevada. Just to give you some insight, in Southern Nevada, we have the RTC as partners on the FAST system. We have that large building with the video wall. A lot of effort goes into that FAST system in collaboration with us and our local partners, but what we do differently up here, we don't have a FAST building or a traffic management center. We pretty much rely on the NDOT staff to cover Reno roads. Alex maintains the cameras up here that are on our transportation system, so they can see up-to-the-second views of the travel conditions, can update through the Reno Traffic Ops Center, Reno roads, put signs—messages up on the digital message signs, the DMSs, Highway Advisory Radio. So, it's pretty much a smaller shop up here, but they do really great work at keeping the public informed and coordinating with emergency responders whether it's our NHP folks or other community police and emergency responders such as medical situations. So, well done to Alex. He's an excellent Operations Engineer, works as a liaison between designers, administrators of the ITS system and field communications techs. According to Alex, the excellent coordination with staff out in the field is what ensures the Department is working to the highest standards, getting work accomplished in a correct and timely fashion. So, congratulations to Alex. We'll have a photo opportunity in a bit, Alex. [applause] Hold tight and let me get through these.

He also received another award from ITS Nevada, awarded NDOT with the 2017 ITS Project of the Year Under \$2 Million category for his traffic video to the web update. It represents a significant enhancement to the NDOT Video Management System. So, when you—I know that this last winter, I was using this on our website all the time to see what the weather conditions were in real time. So, our folks in traffic operations did a great job of upgrading that system. Upgrade means video footage is available on the internet for both NDOT employees and the customers. The project involved coordination and planning from many talented people, navigating complex systems, and all working toward the same goal of improving access and reliability for Department staff and the general public. And I wanted to mention some folks that were involved in this project, Seth Daniels, Jim Whalen, Gary Mulnor, Pam Bachmann, Izzy Lopez, and David St. Clair from FLIR 360 Surveillance, our consultant on this one. And I wanted to express my appreciation for that group as well. [applause]

The third award is Nevada Excellence in Mine Reclamation Award from the Nevada Mining Association. You recall that we rebuilt State Route—well, they

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rebuilt State Route 342, and they were going to reclaim some of the tailings there that had some ore still in it. Following a period of heavy—I can't say precipitation—precipitation in 2015, cracks were detected on State Route 342 next to Comstock Mining's pit operations near Gold Hill. As the Comstock Mining responded quickly and worked with NDOT and Storey County to engineer and rebuild and align the highway. It's a great road now that's been realigned for safety and stability. This effort included the removal and remediation of historic mercury-laden tailings and dump material located beneath the highway and permanent capping of the mineshaft. You might recall that we had some problems with that mineshaft opening up from time to time and would fill it in. Comstock paid for the entire project while NDOT provided design, construction, other support, and wanted to mention some of the folks involved in that, Dave Gaskin, Alan Tinney, Thor Dyson, Scott Jolcover from Comstock Mining, and Zach Spencer from Comstock Mining. Congratulations to that group. [applause]

The next award is one that—a project that we're really proud of, and it keeps winning awards. It's the Best in the Basin Award for 2016, US Highway 50 Cave Rock Tunnel Extension Project, and the awarding body is the Tahoe Regional Planning Agency. Working with community members and stakeholders such as the Washoe Tribe of Nevada and California, NDOT built a 60-foot-long, 27-foot-tall tunnel extension carefully planted into the surrounding landscape to protect the traveling public from falling rocks along the US 50 Cave Rock region at Tahoe. The project included measures to improve scenery, lighting upgrades, road repaving, and improved signage to alert motorists of icy conditions and bicyclists in the tunnel. The project also included water quality improvements along nearly four miles of US 50 to reduce storm water pollution into Lake Tahoe. Substantial public outreach included public meetings and project updates to help keep the community members updated and involved in the project, and I'll go through the list of those that were involved. Devin Cartwright was our Project Manager. John Angel was our Resident Engineer. Amanda Callegari, Cliff Creger, Kimberly Diegel, Dennis Faulkner, Sharon Foerschler from Construction, Mike Griswold from the lab, Seth Johnson, Ron Marwin, Rupali Mohansingh, Matt Nussbaumer from Hydraulics, Chris Petersen from Roadway Design, Beth Smith, Britton Tucker, Eric MacGill, Daniel Young, David Chase, Sabra Gilbert-Young, John Letoile, Ryan Bennett, Richard Reynolds, Jeffrey Cobb, Justine Elges, Jared Feser and Alma Piceno-Ramirez and Scott Carroll of the CA Group

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was also involved in the project as well as Robert Rikalo of the NHP providing safety out there during construction. So, with that, let's start with the photo opportunities. Board Members, if you'll come on down, we'll get some of the retirees...

[photo opportunity]

Malfabon: We'll bring up the Director's Report next. So, Item No. 3 on the Agenda, Federal Update. It's really tough to keep up with what's happening federally lately. Last Thursday, probably—the continuing resolution, the short-term extension of our funding, our budgetary authority from the feds, was extended two more weeks. Last Thursday, they passed it in both Houses of Congress, really just means that they have two more weeks to cobble together a solution to the annual appropriations for USDOT as well as several others that are in the same situation. We avoided a government shutdown, luckily, which would have made it problematic for us to deal with our federal partners, because they wouldn't be in the office unless it was a critical position. The infrastructure plan that the Trump Administration has been talking about, details are going to be coming out in January. One of the things that was mentioned is that there will be some possible changes. They previously talked about \$200 billion leveraging \$1 trillion, whether that's through public-private partnerships or—but now they seem to be leaning more towards assisting states and local governments to take on more financial burden on some of these federal aid projects, block grants for rural areas, and looking at existing federal loan programs such as the TIFIA loan program, and help fund "transformational" projects that really make a change in our nation as far as the transportation system. So, we'll be watchful of that and see what happens. What the organization of the state DOTs, AASHTO, feels is there was a missed opportunity, though, with the passage of the tax bill to fund infrastructure, because they're using a lot of the repatriation funds, the offshore profits that would be brought back to this country to reinvest. It would have been a good connection to infrastructure, but it was missed in the tax bill recently.

We received some additional money for weather-related events. As you recall, we received \$3 million previously and another million on top of that. So, we're pleased with that million-dollar grant. The Administration requested \$44 billion for supplemental disaster aid funding. We're all aware of the hurricanes that hit Florida, Texas, and Puerto Rico, the wildfires this season, the ones that are going

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on currently in California, let alone the ones in other parts of the nation, were significant this last year. But this is—the Administration is also requesting an offset of \$59 billion in cuts across several federal agencies, and one of those agencies is US Department of Transportation, a billion-dollar cut is recommended by the Administration. So, Congress still has to act on this, but if they do enact this rescission, it just means that it will reduce our federal spending authority in the current year. This is previous years of spending authority, but since NDOT does such a good job of obligating our federal money, we actually end up getting more. During August redistribution, as you recall, we received over \$20 million of it, basically, additional authority. But just as a comparison, though, the rescission of—it was nearly a billion dollars this last fiscal year, \$857 million. We had to reduce \$11 million in spending authority that we received from the feds. We still kept our projects going. As you saw in the presentation last month on the State Highway Fund, there's a lot of give and take in the State Highway Fund with revenues and increases. So, it really eventually comes out in the wash. We still have been proceeding, but I wanted to mention that the way the rescission was enacted this last time, it was very specific in categories that we use as a state DOT. One of those categories is called a Congestion Mitigation Air Quality, CMAQ funds, as you can see on that last bullet point. CMAQ funds, the way that we administer it, because they're only allowed to be spent in air quality—I mean, urban areas with air quality problems. Here in Washoe County and Clark County, the two urban areas that are—that receive those CMAQ funds from NDOT, they were shocked when they had a rescission of some of their CMAQ funds, and if it's enacted in the same way where it's very specific in certain categories of federal funds that the state receives, you could see another hit to air quality funds. I just wanted to make that point, but we'll—it hasn't happened yet. We'll see what Congress does with the Administration's request, but they do—chances are there will be some type of spending offset to cover for the supplemental disaster aid funding that was approved.

As we heard on the tax bill, the Senate and the House have to enter into conference committee now to negotiate their differences and reconcile their tax bills. Each have their own versions. Some of the concerns that we've noticed, we talked about private activity bonds. Some of the tax exemptions that could go away were associated with those could make those less likely for partnerships involving a private partner to fund a large project. We've saved nearly \$15 million recently in the last year with refunding bonds. When we get a favorable

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interest rate and we basically refund those bonds, we can save money over the term of those bonds. So, we definitely don't like that inclusion of eliminating the tax exemption for refunding bonds that we sell. Sports stadiums with public financing component could be affected, too, by losing that tax exemption. Obviously, that would be a concern for the developer of the stadium in Las Vegas, but we'll be watchful and see what happens with that tax bill.

I attended an event in November with Senator Catherine Cortez Masto. It was at the Traffic Management Center, the FAST building. She talked about a bipartisan issue focused on transportation technology, and we're doing a lot in our state. It was a good roundtable discussion not only with RTC and NDOT present, but Desert Research Institute, the cities down there in southern Nevada, the county. So, we talked a lot with the utility companies as well about the use of technology. The Senator is teaming up with a co-sponsor on the Moving First Act that would provide additional federal money for—something similar to the Smart Cities Challenge which Columbus, Ohio, won, but have two awards for large and mid-size cities and two awards for rural areas. The large urban areas would be up to \$80 million available for that program and then up to \$20 million for the rural areas. If you think about what that money could achieve, it really would gain some efficiencies in deployment of technology and making our transportation operations a lot more efficient. So, more to come on that. Hopefully, that passes.

Wanted to mention the—Deputy Director Bill Hoffman recently participated in a discussion with GOED and with the EDAWN folks from Western Nevada, Economic Development. Washoe RTC was present, the City of Reno, City of Sparks, and Tesla representatives were at that discussion. The idea was to look at any—on this map, you see Pyramid Highway to the left, and La Posada is that dark line that I highlighted, USA Parkway on the right side. The discussion was about extending La Posada through that mountainous terrain to get to the Industrial Center. Next slide will show it more clearly.

You can see some alternatives that could be looked at. Now, obviously, we have to do—we haven't studied this yet. It's just a conversation that we're having now, and we'll continue that conversation with the RTC to look at what with those other partners could be done to develop this concept further. We don't know the actual costs, but we could look into the—some of the preliminary facts about these alignments and roughly estimate costs and then see if there's the need for an

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actual planning study and then eventually into environmental and development further into a project. But this one is not in our plan currently. It's just a discussion right now, and I wanted to let the Board know that it's initial discussions.

Wanted to mention that there's about a \$2.5 million project that's going to advertise for four weeks for the signal at Electric Avenue. This is the road that leads up to the Gigafactory, so there's going to be a lot of left turns there. Really, a signal is going to be needed there. So, we've got the design finished. We're going out for bids, and we'll get that underway this year—or next year. Governor, you had asked about traffic counts, and I provided the information. We do have an automatic count station about a mile north of US 50. We got over 3,000 vehicles per day. Traffic is evenly split there, and we expect that to continue to grow as the jobs are created at the Industrial Center. Just pulling from the Traffic Count Report that we publish annually, on the north end near the interchange was about 8,400 average annual daily traffic.

Now, some of the news lately had some reporters concerned about—they see the water in Washoe Lake, and it looks relatively close to the highway, but our staff in hydraulics in the district have been working on this issue all year long, monitoring any kind of weather forecasts. Earlier in the year, we were looking at the snow pack, when it was going to melt, looking at the surface elevation of the lake, and there was a lot of coordination with the Federal Water Master's Office and the owners of the irrigation system out there that feeds into Washoe Lake, the outlet structure. So, I just wanted to put the Board's mind and the public's mind at ease, but we'll continue to stay on top of this situation. In the worst-case scenario, we do have some opportunities for—depending on it, to put in some outlet structures to relieve some of the flows, a barrier system. Well, it's unlikely that we'd have to deploy that, but the area that's of concern is right around the Bellevue Interchange on 580. You can see the water gets a little bit closer to the highway in that section, but we'll be watchful and have any countermeasures in place at the appropriate time should we need to during this winter. I don't know if this winter is going to be as significant as the last one, but we'll be on top of it.

A little update on some Northern Nevada projects, so we had the US 50 Rockfall Project was shut down for the winter. It went off without a hitch this construction season. We'll finish some of the facing on that soil nail wall. The State Route 28

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multi-use path was also shut down for the winter up there at Lake Tahoe, and we held a public information. As we develop our safety management plans, we held a public information meeting on November 16th for McCarran Boulevard. That's in the northeast part of Sparks, Greg to [inaudible] Way. So, that develops our ADA and pedestrian safety improvements and other roadway safety improvements that could be implemented in that, and eventually, they'll turn into real projects for infrastructure implementation.

We had a successful groundbreaking, wanted to thank the Lieutenant Governor for attending this, representing our Board at this groundbreaking held November 30th. That was about a \$34 million project awarded to Las Vegas Paving previously by the Board, but a great project. I-15 will go over the Starr Avenue, and it'll connect the—find a new route to connect the properties, the residents on the west side, as you can see, those houses to the east side to Las Vegas Boulevard and beyond. The locals are doing a project to extend Starr Avenue down to—eventually, to other points, but the—and Clark County is doing improvements on Las Vegas Boulevard, South Las Vegas Boulevard, the south Strip. So, it's a great location for a project. We're really excited about this one kicking off, and great picture, Lieutenant Governor there. He was able to work that excavator.

Some more status updates, Lamb Boulevard, we did, on December 5th, a similar meeting as we did on McCarran to develop the safety management plan to kickoff—as I said, that's ADA improvements, pedestrian safety improvements, and roadway safety improvements. We have a public meeting coming up this week to unveil Ames' design for the Garnet Interchange and US 93 widening project. That's a design-build project there by Apex Industrial Center. We have a significant project that's advertising for bids at State Route 160. This is Blue Diamond Road that goes to Pahrump, and this will complete the four-laning from Vegas to Pahrump. It's the last segment. That widening is about a \$60-\$65 million project, and we combine it with repaving of the existing State Route 160. So, we can do it all at once and only inconvenience the public at one time for those two projects combined into one. And Project NEON will have a public information meeting later in January next year to talk about the impacts to—as I-15 reconstruction begins in 2018, so significant impacts anticipated. We'll get the word out to the public in January about what to expect.

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Also associated with Project NEON, it was selected as the transportation project of the year by a national publication for US Building Professionals. It was the PUBY [phonetic] Award. It's infrastructure project of the year. It was pretty cool, and I wanted to thank the Project NEON team, but also it was a great article that they published about the benefits of our project, but it wouldn't have happened had not it been for a member of our communications staff. Tony Illia had submitted the nomination for this to the American Infrastructure Magazine for consideration, and it won. So, thanks, Tony, for doing that.

We don't have peace in the Middle East yet, Governor, but we do have—we're imminent on the [laughter] we do have—the transfer agreement terms have been negotiated. They're acceptable to both parties at least on the Public Works and NDOT side. So, Board of Commissioners, Clark County, will consider that agreement on December 19th. We expect it to be approved. We did have to agree to something, which we'll get a credit back from our contractor, but the county uses a different maintenance contractor. So, it's an offset to our contract with Whiting-Turner. We'll get the money back, but it depends on the timing of the agreement. If it goes into, say, January, then we get one month savings on that warranty, and we would decrease that appropriately, but it is an offset. I just wanted to make that clear, and we also supply them with some spare parts that they'll be maintaining it so they could use those spare parts, but we're very pleased with John Terry's efforts and negotiating that, and I know that the District Engineer, Mary Martini, was involved in that as well as other folks, but we're very pleased. It's imminent, and we'll have more to report next month.

No settlements were presented in November or December to the Board of Examiners, but we did have a settlement that was recently submitted. It should be at the January Board of Examiners for a property on Cactus Interchange at I-15 and Cactus LLC. It's an additional \$65,000 for the final settlement, and details will be provided after Board of Examiners approves that.

With that, that's the Director's update, and I'm prepared to answer any questions from the Board.

Sandoval: Thank you, Rudy. I have no questions, just congratulations. There's a lot of good news that's packed in here and a really positive way to end the year, and particularly, I mean, amongst many things that are impressive in here, but just there's a lot of activity. And the award for Project NEON, I think that's

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extraordinary to get that type of recognition. So, again, to you and everyone else that's been associated with all this good work, congratulations, and thank you.

Malfabon: Thank you, Governor.

Sandoval: Thank you. Mr. Controller.

Knecht: Thank you, Governor, and I just wanted to say that the Lieutenant Governor looks awfully good up there on that Tonka toy, but he probably shouldn't give up the day job.

Hutchison: Mr. Controller, that's a reflection of my old Ahern Rental days. Some days, I wish I could go back. [laughter]

Sandoval: We all have those dreams [laughter] Mr. Lieutenant Governor. In any event, questions or comments from Board Members on the Director's Report? All right, before we move to Public Comment, Member Skancke, did you have anything that you wanted to say?

Skancke: I did, Governor. As I told you back in September, today will be my last Board Meeting with the Department of Transportation. I want to thank you for appointing me to this Board four years ago. When I first started my career in 1990, believe it or not, it was a dream of mine to serve on this Board. I was working on a project in Southern Nevada and was having some difficulty, believe it or not, with the NDOT staff. I have no idea why that happened, although that's been corrected as of today, but I met with Father—is it Caviglia—who served on this Board for a number of years. And I walked out of that meeting, and I said, it would be so cool if I could serve on that Board someday. And little did I know that you'd be elected Governor and would have the courage to appoint me to this Board four years ago to help make a professional dream of mine come true. There are several people that I want to thank this morning, and I'm glad that Frank Martin is not here, because I was going to tell him to grab a cup of coffee and sit back. I'm going to—I have a few things to say, because you all are my people. This has been a part of my career for 27 years. To my fellow Board Members, I want to thank you all for what you have taught me. I've learned so much from each and every one of you. Your perspectives and insights have helped me to learn and grow professionally. This Board has changed the way we move Nevadans in a very positive way, and I am truly blessed to have been a part of that success and a part of that growth.

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To our staff here at NDOT, first, Rudy, I have really enjoyed working with you for primarily our entire careers, but specifically, these past four years. I know some people think that I'm too tough on you, and I'm not. I want you all to know a secret. Ninety-seven percent of the time, Rudy knew when I was going to go postal. It was that last 3% that was difficult, but 97% of the time he knew. I have the utmost respect for you, Rudy, and I wish you the best in the coming years, year, or however long you plan to stay at the Department, and I hope you plan to stay a long time. You've done an amazing job here, so thank you for your service.

To everyone who sits in the firing line here every month, you're an amazingly talented group of people. Your dedication and loyalty to this Board, the Department, and our fellow Nevadans is greatly appreciated. There have been times that I've come off a bit tough on you as well, but it's really designed to push you to new heights and personal growth and success. I respect you all very much, and I want to thank you for all that you do for our state. The things that I am the most proud of is the work that this Board has done with Project NEON, USA Parkway, the Reno Spaghetti Bowl, one of my favorite things, the Freight Study, and the I-11 progress that has been made. When that project was created and brought up, I was sitting on a plane with some guys in Phoenix when that was cooked up in 19—or in 2009. I didn't think I'd ever see it done, and this Department and the RTC has made I-11 happen, and Nevada, by the way, was the first to get their piece done, but there's a lot more to do, and I hope that you all will continue to make that a priority for our state. I believe that I-11 is the future of our economy and the future of where Nevada needs to go. The work that you all have done in the clean water arena is remarkable. You've really changed the conversation, and you should be proud of what you've done. That was not an easy issue, and you made it look so easy at the end of the day, and I know there was a lot of hard work there. So, thank you for that as well.

Mr. Nellis, you are not going to get away. [laughter] You have the best damn job at NDOT. You get to come here every month and make presentations and have John Terry answer all of your questions. [laughter] Usually for me, but in all seriousness, you are great at what you do, and we are very fortunate to have you here. Had I known my compliment to Jenni Eyerly was going to be the kiss of death, that she was going to quit after I said she's done an amazing job—I promise you, Rudy, I will not compliment anyone else so that the next group of people quit as well. But Jenni, if you're listening, it has been a pleasure to work with

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you, and thank you for all of the information that you shared with me. The Department is going to miss you. You were a great asset for the number of years that you worked here.

I know that Sondra is out on family leave, and I hope she's enjoying that, but I am so proud of her and the work that she has done in a relatively short period of time here at the Department. Sondra, if you survive here at NDOT, if you don't get plucked away by some other agency or the private sector, I hope you're the Director someday. In case you aren't aware, you don't have to be an engineer anymore to be the Director of the Department of Transportation. So, keep up the good work that you are doing, and please don't let these engineers push you around. Keep planning.

I was hoping that Tracy was going to be here today, but I think it's important for us to recognize what Tracy Larkin has done in the DBE, MBE, and WBE arena. You and your team have changed the way NDOT is doing business, and it was long overdue. You should receive an award for all that you and your team have done to be more inclusive and level the playing field for those individuals and businesses that have to compete in a different arena. I wanted to recognize this is the first meeting that I think Bill Wellman has not attended in my four years, but Las Vegas Paving has done a really good job of bringing on the right people to help in that arena as well, and I'm only singling them out because I know of the work that they are doing in Las Vegas. That is not to say that the others aren't, but they retained Lorraine Marshall. They have started an apprentice program, and I hope that others will follow the lead of what's happening in the partnership with NDOT and the RTC and the WBE, MBE, DBE arena.

My hope is someday that we don't need an office of civil rights. I cannot believe in 2017 that we have a civil rights office. It is mandated by federal law, and—oh, there's Bill Wellman. Wake up, Bill. I'm saying good things about you, dammit. [laughter] And you know what, he'll never return my phone call after today just for the record. I just know it's coming. But I hope that someday we don't need a civil rights office, that no matter your gender or your color, you can just get work.

The coms team, bravo. You guys have done an outstanding job. Tony, Adrian, what you have done with Project NEON is remarkable. The public in Las Vegas is responding, and I just encourage you to keep up the great work that you guys are doing. NDOT is everywhere, and NDOT is visible, and I think the response

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that we have received, particularly on Project NEON, is overwhelming. As all of you know, over the past six months, I've been on a rant over these engineering contracts, and it is a rant, and it's not done in a negative way. I want to thank my colleagues for putting up with this rant, but I think it's a rant worth having. I want to state again for the record that I have nothing against or for any particular engineering firm. We have some of the best and the brightest in the country, but I also think that it is time to change the way we do that business. There are some contracts and engineers that can't even get a contract to load the paper in the copy machine, and I say that with all seriousness, but I notice over the last two months, it's gotten better, and I'm not being critical. I'm just trying to change the way we do business.

Most of you know that I am a disruptor. I am a change agent, and I think it's important that we continue to make that change. I appreciate, Rudy, what you are doing, and John, what you are doing. Both of—we've had conversations about changing the formula and the way we score and the way we do things, and that's important. I've met with several engineering firms over the last six, seven months, and I've gotten a lot of feedback, and I think it's really important that we allow firms that maybe don't have a lot of experience to not just be the subs, but to also be prime. Lots of firms, and Rudy, I've shared with you some of those firms, who are great firms, but they can't get work, because they don't have a lot of experience here. They have experience being sub, but they don't have experience being the prime, and I hope that we would continue to work as a Board and as a transportation community to improve that process. There's lots of good people out there to do this work. I'm sure there's a couple of firms that are out there doing the happy dance and the balloons that they've had strung from the—in their offices for the past six months, hoping that I was going to leave soon. They're probably throwing a party this afternoon. I might be gone, but I'm not dead. I will continue to work on this as long as I'm around. Levelling the playing field is important. I've watched it across multiple departments, and we've got to let more people be a part of the process.

In closing, this is going to be difficult for me. Brian, you've been an amazing friend to me for a long time, and you and I have worked on a lot of things over the last seven years in transportation, education, and economic development. We worked together in 2015 to fund the K through 12 education system. I worked with an organization that publicly came out first to support the commerce tax to

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fund the education program. I'm extremely proud of that. Well, lots of people disagreed with that. I will publicly state today that not one major corporation in the state of Nevada has left because of that, not one. In fact, over the last three or four years, more companies have moved to the state of Nevada than in the history of my 35 years here, large corporations, and I hope that someday, the record will reflect the work that you have done to bring those companies here, that funding K through 12 education is as important as funding our infrastructure. In fact, education, economic development, and infrastructure are inextricably linked. You cannot have one—you cannot be missing one leg of that stool. You need all three.

Brian, you have led this state through some of the worst economic times, and look at where we are today. Nevada is back, and it is strong and stronger than ever. In fact, when you were elected, you said to me, “Tom, I want to make Nevada number one again.” And dammit, you did it, because Nevada is number one again. I wanted to say this many times publicly, and I just haven't had the venue to do it, but you've been a better friend to me than I could have ever been to you. You are an amazing leader, Governor, husband, and more importantly, father. Your children have a really cool dad. I have to tell you all a story, and for those of you that know my relationship with the Governor, I always have a little anecdote and a little story about him. This is one he's not prepared for, so brace yourself, but this one is okay. It's easy.

When I was at the Economic Alliance, I called the Governor on a Sunday afternoon. It was about this time of the year. I had just taken my job, and there was an issue that was brewing, and I called him on his cell phone, and I said, Brian, do you have a minute? I need to chat with you. It's kind of important. And he said, “Yep, just a minute.” And I could hear that he was a little winded, and I said, “What are you doing?” He said, “Oh, I'm putting up the Christmas lights.” I'm thinking Governor's mansion. He's on a ladder putting up the Christmas lights, and I said, “Do you—don't you have people for that? Like, doesn't someone, like, decorate the Governor's mansion?” He said, “No, no, no, it's my home in Reno. I love doing it. It just wouldn't be Christmas at the Sandovals' without me putting up the Christmas lights.” He climbed down off the ladder to take a phone call from me to talk about the issue, and I said, you know what, that's remarkable, man, that you are out putting up Christmas lights. He said, “Yeah, earlier today, I was out in the backyard picking up the dog poo.”

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[laughter] I mean, even the dogs have it great at the Sandoval house, right? So, that's our Governor. He's real; he's legitimate, and he takes time every day to still be a father and to be a great dad for his kids. So, Brian, I wish you and your family the best.

I'm leaving the state of Nevada. I am moving to southern California, which is quite ironic that a guy who spent 33 months suggesting California businesses move to Nevada is moving to California, but I have a great opportunity, and I'm going to take that, and because I will not be a resident of the state of Nevada, I can no longer serve on this Board, but it has been a pleasure to serve with each and every one of you. I moved here 35 years ago. I was going to be an opera singer, believe it or not. I went to the university on a voice scholarship, and I got into transportation, and the rest is history. So, I want to thank you all very much. I love this work. I appreciate your indulgence for my comments this morning, and I am looking forward to the next chapter, but I'm going to miss you all, and I'm going to miss this work. I'm going to miss seeing you guys every month. So, I'm one of those people that still believes in the Christmas season, so I wish you all a Merry Christmas and happy holidays. Drive safely, and here's my message for the day; don't text and drive. Thank you. [applause]

Sandoval: So, of course, I have to respond. [laughter]

Skankce: Go easy on me.

Sandoval: No, I will, and that's not hard to do, either. Tom, I want to personally thank you for your service to the State, and a lot of people don't realize it, but we've known each other for over 30 years, since university days, and I've always known Tom to be, first and foremost, somebody who's a man of integrity and a man of hard work, a man who cares so deeply about this state. And he used to have a license plate that said "Nevada Blue" on it, and it was because he...

Skankce: I did.

Sandoval: ...he bleeds blue, and, you know, for me, I've seen what he's done through the years for this state, and when the opportunity came for me to appoint him to this Board, I knew how fortunate and blessed we were to get somebody of Tom's caliber to serve, and I mean, you said it, Tom, but you completely changed the dynamic of this Board, and I think you've changed the dynamic of this organization, and you called yourself a disruptor and a change agent. You know,

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I was thinking along the same lines in terms of a game changer, but at the end of the day, as hard as Tom was on anybody, it was always because it was in the best interest of the State. It was always because he wanted us to be the best that we could possibly be, that he wanted us to have the best transportation system in the country, to make sure that everybody had a chance to participate when you talk about the minority and the gender issues to make sure, again, that everybody has the ability to be a part of something—part of something great. I mean, I think it goes without saying, but I will say it, that we're going to miss you deeply. I'm going to miss you deeply. I am angry that you're leaving Nevada, but southern California is going to be the beneficiary of that, and I know that you won't be able to help yourself in terms of getting involved there, and they need it. But I think, you know, similar to what I said about the retirees, is, you know, all of us are going to have that quiet moment later on when we can look back and reflect on what we've done to change a state and what we've—when we had the opportunity to do it, to change the quality of life for people. And as Tom said, on so many different levels, be it transportation, be it education, be it economic development, he has sent out ripples that are going to be felt for the ages and for decades to come, and that's not something very many people can say, and you can say it with honesty and with goodwill in your heart. And so, you know, as I said, from UNR all the way forward—and you know what, after all these years, I've never heard him sing. [laughter]

Skandcke: It isn't going to happen today, either.

Sandoval: Yeah, not now, but in any event, really, I mean from the bottom of my heart about a true thank you from me for our friendship, for what you've done for the state, for all the men, women, and kids out there whose lives are going to be better because of you. And so, I truly appreciate your service. I'm deeply going to miss you as well, and I will always have fond memories about our experience here on the Board together, but most importantly, our friendship and what we've been through, through the years. So, Tom, thank you for what you've done. You know, I don't say this about many people, but you're a true Nevadan, and for me, personally, that is the highest compliment that I can offer as somebody that is a true Nevada, so God bless you. Thank you. [applause] Mr. Controller.

Knecht: Thank you, Governor, and I'll be very brief. I salute your remarks, but most of all, I salute Tom Skandcke. It's been a pleasure and a privilege to serve with you

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and especially to sit next to you, because you've been a real role model, and you've added a touch of grace. I didn't think you were that hard on anybody, but thanks again, Tom, and best wishes.

Sandoval: Any other comments from Board Members? I guess the last thing, that was a true story of me being on the ladder and doing that other work, but Tom left out the part that I said, you know, when I was in the backyard not on the ladder that it was good practice for what I do now. [laughter] That's a joke, everybody who's listening, but in any event, again, Tom, thank you very much. We'll move on to Public Comment. So, is there any member of the public here in Carson City that would like to provide public comment to the Board? Yes, Mr. Lake.

Lake: Good morning, Governor. Mr. Skancke, congratulations on your retirement, your future. I wish you well. For the record, my name is Ray Lake. I live in Golden Valley, and I'm Chairman of the North Valley Citizens Advisory Board. I'm not sure where to start today, because I have a number of things I'd like to talk about, but I guess first, I made the 40-minute trip this morning in 38 minutes. Everything was great. I caught all the lights, and it was a nice, smooth trip. So, thank you for moving the meeting up—or out by 30 minutes. That helped. Last Thursday, I took a trip into town. I left my house at about 4:30 in the evening to go to a 6:30 meeting, and it took me almost an hour to get there. It was down by the Atlantis. It's about a 15-minute trip normally. So, I was reflecting on some other things. About nine years ago last Thursday, I had a heart attack, and Sandy drove me down to St. Mary's. We arrived at the emergency room, and it was—they had just barely got me in the back and hooked me up to all the machines, and she went out to park the car, and before she got back, I had actually coded, and they had to jumpstart me. So, the point of this is that I-395 is our access to medical care, whether it's St. Mary's or Renown Health, and if that was to happen today, I would likely not survive the trip. We just barely made it. So, that's, I guess, what I wanted to bring up. One other thing I heard is a rumor that—I don't know if it's true or not. I have no way to confirm this, and I have to say it didn't come from anybody in this room, that the NDOT thinks that the improvements that we are to get next year in terms of metering lights and message boards, and so forth, are going to do such a good job of improving the traffic, that they're not going to seek funding for the Spaghetti Bowl for seven years. And I don't know if that's true or not, but it disturbs me a great deal, and as a member of the CAB, I find that I cannot support anything that comes before us that's going to put

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another car on the road until such time as we get some relief in the north valleys. So, I guess that's all I really wanted to say, so thank you for my time, and again, congratulations.

Sandoval: Thank you, Mr. Lake. Is there any other public comment from Carson City? I hear and see none. Is there any public comment from Las Vegas?

Hutchison: None here, Governor.

Sandoval: Thank you, Mr. Lieutenant Governor. We'll move to Agenda Item No. 5, which is the Approval of the November 13, 2017 Board Meeting Minutes. Have the Members had an opportunity to review the minutes, and are there any changes? If there are none, the Chair will accept a motion for approval.

Knecht: So moved.

Sandoval: The Controller has moved to approve the November 13, 2017 Meeting Minutes. Is there a second?

Savage: Second.

Sandoval: Second by Member Savage. Any questions or comments on the motion? I hear none. All those in favor, please say aye. [ayes around] Those opposed, say no. That motion passes unanimously. We'll move on to Agenda Item No. 6, which is Approval of Contracts over \$5,000,000. Good morning, Mr. Nellis.

Nellis: Good morning, Governor, Members of the Board.

Skancke: Governor, may I just for the—I'm sorry, can I let the record reflect that I will abstain on that vote since I was not present at that meeting.

Sandoval: Yes. Will the record reflect that Member Skancke abstained from the vote? Mr. Nellis, please proceed.

Nellis: Governor, Members of the Board, for the record, Robert Nellis, Assistant Director for Administration. There are two contracts under Agenda Item No. 6 on Page 3 of 21 in your packets for the Board's consideration. Item No. 1 is a resurfacing project located on Interstate 80, a little over half-a-mile east for the East Winnemucca Interchange in Humboldt County. There were three bids, and the Director recommends award to Q&D Construction in the amount of \$8,840,000.

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The second resurfacing project is located on US 50 near the Austin town limits in Lander County. There were four bids, and the Director recommends award to Road and Highway Builders in the amount of \$13,454,454, and Governor, that concludes Agenda Item No. 6. Does the Board have any questions for us, and by us, I mean Mr. John Terry, regarding these contracts? [laughter]

Skancke: Fire away, John.

Sandoval: Thank you, Mr. Nellis. I have no questions. Board Members, any questions with regard to Agenda Item No. 6 and the contracts contained therein? Going to go easy on you today. So, if there are no questions, the Chair will accept a motion for approval of the contracts contained within Agenda Item No. 6.

Hutchison: Move to approve.

Sandoval: Lieutenant Governor has moved for approval. Is there a second?

Skancke: Second.

Sandoval: Second by Member Skancke. Any questions or discussion on a motion? Hearing none. All in favor, say aye. [ayes around] Those opposed, say no. That motion passes unanimously. We'll move on to Agenda Item No. 7, which is the approval of agreements over \$300,000. Mr. Nellis.

Mr. Nellis: Thank you, Governor. There were five agreements under Agenda Item No. 7 that can be found on Page 3 of 61 for the Board's consideration. Line Item No. 1 is Amendment No. 1 with Transcore ITS. This is to increase authority by \$800,000 and extend the termination date for continuation of services to ensure correct working order of ITS devices in District 1. The second item is with AECOM Technical Services in the amount of \$1,845,019.12 for augmentation of Crew 902 to construct a new interchange at Starr Avenue and I-15 in Las Vegas.

Item No. 3 is with the University of Nevada to support the Department's Safety Engineering Division in the amount of \$500,000. Item No. 4 is Amendment No. 1 with Digital Traffic Systems to increase authority by \$1.2 million and extend the termination date, also for continuation of services to ensure proper working order of ITS devices in District 2.

And lastly, Item No. 5 with Info Tech for \$2,156,380 is to provide services to upgrade and implement AASHTOWARE project construction and material

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software. And just want to note that this funding was—for this project was explicitly provided as part of the executive budget and approved by the legislature. And with that, Governor, that concludes Agenda Item No. 7. Does the Board have any questions for us on any of these agreements?

Sandoval: Thank you, Mr. Nellis. With regard to contract number three, just curious, what's the value added there? It seems like those are things that we are already doing or should be doing on safety. [laughter]

Malfabon: Yes, if you could approach the podium, please, Laurie.

Campbell: Good morning. My name is Laurie Campbell, and I work in Traffic Safety Engineering. I found out last night that PD has the flu and asked me to be here, so glad he did. We use the university to help us do research, and we have specific task orders that supplements our Highway Safety Improvement Program. An example is working with benefit cost analysis for roundabouts, the Wrong Way Driver Program that we're just starting up—excuse me—and before-and-after data collection for complete streets. So, this level of research that we use is to augment our staff is what we're using it for.

Sandoval: Ms. Campbell, thank you. I just want to make sure that there's a record as to where this money is going. You know, just in the past, I've asked a lot of questions about research, and I want to make sure that it's useful research and not research that is done and then goes in a binder and sits on a shelf. So...

Campbell: Yeah, I oversee this with University, and a lot of this work is stuff that is required for us under our federal program for the Highway Safety Improvement Program, and they really are just augmenting our staff.

Sandoval: Okay. That's all I have. Any other questions for Ms. Campbell? Mr. Savage.

Savage: Thank you, Governor. [inaudible]

Campbell: Good, thanks.

Sandoval: I have no other questions. Member Savage.

Savage: Just a technical question, Line Item No. 1 and Line Item No. 4. Mr. Nellis, on the back of documentation on Page 5 of 61 and Page 32 of 61, it talks about—it says under the funding notes, because I'm not opposed to either one of these

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agreements. It's just a technical funding that says the approved fiscal year 2018 budget includes \$400,000 for the agreement amendment. The upcoming fiscal year 2019 budget will include \$400,000 in this agreement. Are we in place here as a Board to approve something that has not been budgeted, I guess is my question.

Nellis: Mr. Savage, I believe that's already been budgeted. Oh, is it not on? Try again. There we go. Yeah, it's already been budgeted. I think we're just looking at for each of the fiscal years. So, 2018 we're currently in. That's \$400,000 for this fiscal year, and now we're having another \$400,000 in the next fiscal year, but that's already in our bi-annual budget. Does that answer your question?

Savage: Yes, it does.

Nellis: Okay.

Savage: I was just checking that. It wasn't clear to myself, but I appreciate the clarification.

Malfabon: Member Savage, we're also preparing a request for proposals to repro cure this. So, this is just an extension of these contracts while we repro cure.

Savage: Thank you, Rudy. Thank you, Robert.

Sandoval: Board Members, any other questions with regard to Agenda Item No. 7?

Hutchison: Governor?

Sandoval: Yeah, Mr. Lieutenant Governor.

Hutchison: Thank you. And Rudy, maybe I missed—maybe I missed your comments on these particular two items, and if so, just update me on those, but just a procedural question on Item 1 and Item 4, these are amendments to prior contracts. In the case of Item 1, it's an amendment to a million-dollar contract with an \$800,000 amendment, and Item 4, a million-dollar original contract with a \$1.2 million amendment. And my understanding is that these were originally put out for RFPs, but then we've got an amendment process where at least in one case, we have an amount that exceeds the original contract by way of just a contract extension. And as I looked at the materials, it looks like the negotiations really consist of an exchange of emails, and my question is, is that typical—is that

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typical amendment process, and what assurances—I'm sure these companies are doing a fine job, but if you don't put out these amendments for RFPs, and in one case, you got an amendment exceeding the original contract amount, you know, how do we know that these are the best companies that are now continuing this work if we don't put it out for an RFP on these contracts that seem to either come awfully close to equating to the original contract or not, or in the one case, exceeding it.

Malfabon: Great questions, Mr. Lieutenant Governor. As you saw, there are significant amendments. This is for—what we would typically want staff to do is to manage the contract duration so that they can get the RFP and anticipate that procurement period for reprocurement and have a new contract in place before the old one expires. In this case, we felt that it was—we were pleased with the services that we were getting from the contractors, but we would have preferred to issue the RFP and get it all ready ahead of time so that we don't have to amend the original agreement, and we'll definitely reinforce that with staff. But we don't want to have a lapse in the services that these contractors provide, although with District 1, RTC provides a lot of this service. There's other areas the FAST technicians do not cover, and we're putting in ITS devices throughout that district. It's a large district. Similarly, in District 2, we're putting a lot more of these devices out there on the freeways to manage things better, but unfortunately, the staff didn't reprocure in time, so we had to make a decision to continue through an amendment, and we'll pay for whatever services we actually receive. It might not reach that amount of the amendment, but we felt it was important to have coverage and assistance from our contractors in those two districts for those devices that were out there so we can operate our system better and provide public safety. In the future, we'll just make sure that we try to avoid these large amendments and reprocure appropriately before the original agreement expires.

Hutchison: Okay, thank you, Rudy. You understand my concern, because you've articulated it. It seems like it makes more sense to just re-RFP these and make sure that companies have opportunities to bid as well as to evaluate the quality of their services, and again, I'm not making any comments about the quality of services. I'm sure they're fine. Mine was just a question about process, and you've answered it and encouraged staff to handle these by way of RFP whenever possible, so thank you.

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Malfabon: And another thing to add, Mr. Lieutenant Governor, is that we sometimes will build in an additional service period as an option. When we're using a new service from a contractor, sometimes we'll say it's a two-year with an option of that second year or something similar to that so that—we have to be assured that we're receiving the services that we want to receive from the contractor before we would include that option. But typically, that's something that we do on some projects where we're uncertain of the new service.

Hutchison: Thank you. Thank you, Governor.

Sandoval: Member Almberg.

Almberg: Thank you, Governor. On No. 5, our stuff with Info Tech, which is our upgrade of our infield software, one of the things that is in here, there's 4,200 hours of remote support. I'm assuming that's supporting us as we're going through. There's a lot of, obviously, training hours involved in getting us up to speed with this new software. This says this is in a fixed price deliverable, so we're paying them whether we get 4,200 hours out of them or not of support; is that correct?

Nellis: Sharon? I'm not sure on the details of that one, that question.

Foerschler: Good morning, Governor, Members of the Board. My name is Sharon Foerschler, Chief Construction Engineer. We will only pay the hours that are used. So, there are fixed elements within the agreements. That, however, is not one of them.

Almberg: Okay. I mean, I just was looking at Page 47 of 61. It just says fixed fee deliverables.

Foerschler: Correct.

Almberg: And so, with that, I just wanted to make—because the way I read it, they were getting paid whether they use it or not. How do we monitor those hours, because I'm assuming based on the way I read this, there's lots of different modules within this software, so there's lots of training going on between different personnel. And so, when you come now and reaching out to Info Tech for some of this support, how are those hours logged--whether it's yourself teaching or somebody else that's teaching? We must log our hours that we're dealing with them?

Foerschler: Sharon Foerschler for the record. Those are the hours that Info Tech will be billing the Department, and we will be in direct control of those. It will be per our

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direction. There's quite a bit of unknown once we get into it, because we are upgrading the existing software as well as implementing materials management module, which right now is all paper-based. So, until we get in and figure out what interfaces need to be written, what extra deliverables we may ask for from the vendor, that will be all of the direction of NDOT.

Almberg: Okay, and one last thing. You just mentioned paper-based. This is now a Cloud-based system?

Foerschler: The new system will be, yes.

Almberg: And how does the Cloud-based system function for NDOT?

Foerschler: NDOT will subsidize the vendor Info Tech for our Cloud. Right now, everything is client-server-based, so it frees up IT's resources by having to go Cloud-based. So, there will be a maintenance fee for them—for Info Tech to manage our data on the Cloud—or host our data I should say.

Almberg: Okay, and so, I guess the question—I was going there—is with some staff that I've dealt with and talked to, whatever, on some of the software that they're using in the Cloud-based, they felt it was very slow. It was actually not very efficient. It actually slowed their process down, and I was wondering if that's an issue, and is that something we can work through and improve?

Foerschler: Our IT department has approved the Cloud-based system that we are going to, web-based, Cloud-hosted. We are assured by Info Tech—I was just at a conference in Gainesville last week with Info Tech, who is the service provider that supports the AASHTOWARE, or is the vendor, and all of the states—there were 33 states there. Currently, I would say half of them are using the web-based, Cloud-hosted, and they are extremely happy with the speed. It's faster than what they can currently get within their own departments.

Almberg: Great, thank you. That's all for me, Governor, thanks.

Sandoval: Thank you very much. Board Members, any other questions with regard to Agenda Item No. 7? Mr. Nellis, does that complete your presentation?

Nellis: Yes, Governor, it does. Thank you.

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Sandoval: Thank you. If there are no further questions, the Chair will accept a motion to approve the agreements over \$300,000 as presented in Agenda Item No. 7.

Savage: Move to approve.

Sandoval: Member Savage has moved for approval. Is there a second?

Almberg: Second.

Sandoval: Second by Member Almberg. Any questions or discussion on the motion? Hear none. All in favor say aye. [ayes around] Those opposed, say no. That motion passes unanimously. We'll move on to Contracts, Agreements, and Settlements, Mr. Nellis.

Nellis: Thank you, Governor. Again, for the record, Robert Nellis, Assistant Director for Administration. There are two attachments under Agenda Item No. 8 for the Board's information and no settlements this month. Beginning with Attachment A, there is one contract on Page 4 of 10 in your packet. The project is located on Craig Road from Decatur Boulevard to Fifth Street in Clark County for pedestrian, ADA, and roadway improvements. There were three bids, and the Director awarded the contract to MC4 Construction in the amount of \$912,470.90. And just wanted to note, Mr. Controller, we heard you last month and added a second street view now, so there you go. And with that, does the Board have any questions for us regarding this contract before we turn to Attachment B?

Okay, moving on to executed agreements, there were 44 executed agreements under Attachment B that can be found on Pages 8 through 10 for the Board's information. Items 1 through 7 are Acquisitions and Appraisals. 8 through 21 are Facility Agreements and a Grant. Items 22 and 23 are an Interlocal Agreement and a Lease, and then lastly, Items 22 through 44 are Right-of-Way Access and Service Providers. And with that, that concludes Agenda Item No. 8. Does the Board have any questions for any of us on these agreements?

Sandoval: Thank you, Mr. Nellis. My only question is Contract 22 with Montana State, and I'm sure it's a fabulous institution, but we just did an agreement with the University for safety, and now we're doing one with Montana State as well. Is there a reason why it's Montana State?

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Malfabon: I will explain that one, Governor, and I won the lottery on that one. So, Montana State receives federal money, and they establish a rural traffic safety center. What they've done is the staff there have participated in a domestic scan associated with a safety culture, and we're hiring them to assist an internal team that NDOT that's—as we're updating our strategic plan at NDOT, we want to improve our safety culture as well as the standard performance measures that we'll talk about later about reducing fatalities and serious injuries and reducing workplace injuries. What we feel is that Montana State, with the federal money that they received in setting up a safety center, they offered to do a survey of our employees specifically about our safety culture at NDOT. So, that established a baseline, and that was done for free. They've offered not only to Nevada Department of Transportation, but other agencies to help assist in improving a safety culture. It is—one item, as I mentioned that's identified in our strategic plan update that we want to do, we have a cross-functional team at the Department, and I felt that we needed some assistance, more facilitation assistance from Montana State from that rural traffic safety center. We do have that baseline survey, and we'll go forward from there. We had a kickoff meeting with two primary folks that are responsible for those safety performance measures, internal employees and external with the public, fatalities and serious injuries on traffic safety. So, I think that it's going to be worthwhile to facilitate that. I saw that we tried to do it internally first, and the team was kind of struggling, so I thought some outside assistance would be helpful. So, it's for a two-year agreement relatively cheap compared to other facilitation services. So, I thought it was well worth...

Sandoval: And Rudy, I wasn't questioning the utility or need for that. I'm biased, and I want our—if we're going to do it, I'd prefer to do it with our in-state university. So, I would assume from your answer that what Montana State is providing is something that one of our home-based universities cannot.

Malfabon: Yes, correct, Governor. They've done the baseline survey, and they're geared towards more of the safety culture focus. So, between being a safety center and participating in a domestic scan where they interviewed a lot of other DOTs and departments, they're really head-and-shoulders on this area of safety culture and assisting us.

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Sandoval: Okay, thank you. And then moving to Contract 38, given the portion of the Director's Report that said we were going to button this up, this one is increasing the authority by a significant amount of money and extend the termination date from 12/31/17 to 12/31/19. So, does that mean Clark County is going to assume the obligations with regard to these Tropicana pedestrian bridges, because I thought we were washing our hands of this once we get this agreement done.

Terry: Again, John Terry, Assistant Director for Engineering. This is—Jacobs is our engineering and architectural assistance during the inspection phases. This was really kind of post-dated. It happened awhile ago to make it to here, and they're doing additional inspections. If the Board remembers, the change we made to the contract was we chose to do two bridges at one time in order to—well, it's hard to use the term “expedite” when this has been going on for so long, but speed up the completion. We did two bridges at one time, and frankly, we needed more inspection services and more people out there because of the 24-hour nature of the way they were doing it and the change to the contract, and this is paying our—to help our resident engineer group with the inspections of the bridges and to complete this contract. So, yes, this is related to, but not really associated with the Clark County agreement stuff. This is our services to complete the work out there and the inspections and covering our needs' oversight.

Sandoval: And so, I want to make sure I understand what you said, because I thought you said that as of December 17th—was that the date was in the Director's Report that the State's done, and we're turning it over to the County, yet we're still spending money.

Terry: Right, and this is the money to get to that point, essentially, the extra work to get to January 1st, and they're supposed to be done. When I say “done,” they're going to be done with all the bridges by January 1st. The elevators themselves still have some catch-up work to do after that point, but that is because the long-term ordering of the parts for the elevators. So, we wanted to have these guys on board long enough to do these inspections, but this is mostly work that's done before December—or January 1st.

Sandoval: Okay, I understand. Thank you. That completes all my questions. Board Members, any questions with regard to Agenda Item 8? Mr. Controller.

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Knecht: Governor, I'd like to return briefly to 8A if I may. Mr. Nellis, I did see the supplemental page, and I thank Mr. Terry for that, and I had a question about it. We've got a long stretch. I can't estimate from the map just what distance, but we've got a long stretch there of pedestrian, ADA, and roadway improvements, and I guess what would be helpful to me is if you could give a two-sentence or one-sentence summary of the kind of pedestrian improvements, roadway improvements, ADA improvements that are being done, and maybe next time when you present a map like this, put little dots where each one of them is going to be so we have a better sense of that. Could you at least give me a thumbnail sketch of the three kinds of improvements we're talking about and roughly how many of them there are?

Malfabon: We'll have Laurie Campbell back to the podium. Laurie?

Campbell: Again, Laurie Campbell, Traffic Safety Engineering, and PD really owes me now for having the flu. This is a project that's a result of the safety management plans that Rudy mentioned some of them. This is the one we did the year before. So, a thumbprint, ADA improvements is a lot of the curb ramps to make those ADA compliant up to the sidewalk. We're doing two locations where we're putting in rapid rectangular flashing beacon, mid-block crosswalks, and RRFBs, and we're also very excited about putting in a bus-bike lane that came out at our public meeting, that there were cyclists that wanted connectivity, and so we're putting in a bus-bike lane, and that was a recommendation from the City of North Las Vegas, RTC, and the Group. It's a collaborative effort to do the safety management plan, and so that was one of the ones I was pretty excited about. So, is that enough?

Knecht: I think so.

Campbell: Okay.

Knecht: If we can commit that to text and on paper and dots on a map or something next time, it will be ideal.

Campbell: I could definitely do that. We'll just pull it right out of the plan. The plan is located on NDOT's website [inaudible] the public meeting. So, you can read the entire document if you'd like.

Knecht: Thank you very much.

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Campbell: You're welcome.

Knecht: Thank you.

Sandoval: Any other questions from Board Members? Lieutenant Governor, do you have anything?

Hutchison: No, it's been covered. Thank you, Governor.

Sandoval: Okay, thank you. Mr. Nellis, anything else that you wanted to present on Agenda Item No. 8?

Nellis: No, sir, that concludes the presentation.

Sandoval: And Mr. Nellis, I have to say I had the opportunity to meet your daughter. I was buying coffee at the—what's the name of the coffee company?

Nellis: Dutch Bros.

Sandoval: Dutch Bros, and she was out there working, a very impressive young lady and has a great future, but...

Nellis: I hope she made your coffee the way you wanted it, sir. [laughter]

Sandoval: No, she did not. She was taking the orders outside, but anyway, just a [laughter] but a very impressive young lady with a great future.

Nellis: Thank you, sir, appreciate that.

Sandoval: I told her the apple doesn't fall far from the tree, so you did a great job.

Nellis: Thank you.

Sandoval: All right, we'll move on to—we're not taking any action. That's an informational item, Agenda Item No. 8. So, we'll move on to Agenda Item No. 9, the Direct Sale. Mr. Malfabon.

Malfabon: Thank you, Governor. This is for direct sale of disposable of NDOT Right-of-Way, a portion of State Route 168 in the County of Clark. It's kind of a strange S-shaped parcel. I don't even know the history of why we own that, but it's right by the railroad UPRR crossing at State Route 168. There's a property owner that owns the land all around that S-shaped parcel, Choo-Choo Express. To obtain

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fair market value, we did an appraisal. It's set at \$7,800. The direct sale is to that adjacent property owner because they're surrounding that S-shaped parcel, but it will benefit the State in potential revenue and the elimination of liability and maintenance responsibilities for that little parcel. So, we respectfully request Board approval to have the disposal of NDOT Right-of-Way associated with that parcel on State Route 168.

Sandoval: Thank you, Director Malfabon. Board Members, any questions with regard to the direct sale presented in Agenda Item No. 9? If there are none, the Chair will accept a motion for approval.

Hutchison: Move to approve.

Sandoval: Lieutenant Governor has—or has moved to approve the direct sale presented in Agenda Item No. 9. Is there a second?

Almberg: Second.

Sandoval: Second by Member Almberg. Any questions or discussion on the motion? Hear none. All in favor say aye. [ayes around] Those opposed say no. That motion passes unanimously. We'll move to Agenda Item No. 10, which is a report on the Spaghetti Bowl.

Malfabon: And our Project Manager, Nick Johnson, will present this, and just for the benefit of Mr. Lake's comments about funding, I wanted to mention that that will be—we'll be talking about that in Item No. 11 coming up. Take it away, Nick.

Johnson: Good morning, Governor, Board Members. For the record, Nick Johnson, NDOT Project Management. So, this morning—I think the last time I briefed the Board on this project was earlier this year when we awarded the contract to CH2M. So, today, I'm going to give everybody an update on where we're at, what we've been doing, and spend some time on the preliminary concepts that we've developed for this project and talk a little bit about moving forward.

So, in that first meeting, if you guys recall, we were trying to move very quickly through this NEPA process and do it on an accelerated schedule, and one of the keys to really doing that is communication, especially externally with the public, with the agencies, businesses, residents, so on, and so forth. So, today, we've invested a lot of time the past six, seven months really getting out to the

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community. We've had four public meetings, two in April, two in September, and we even had an additional meeting with the Reno-Sparks Indian Colony community itself, and that's the picture you see there on the left. We talked through the project there. We met with all the agencies, electeds, gone to the neighborhood advisory boards, trying to get the information out on this project, and I think today, if we include this presentation as one of those, I think we're about 94 meetings. So, we've really spent a lot of time and asserted effort trying—you know, with the goal in mind that there's no surprises, that everybody in the community understands what's going on and what we're doing.

So, let's talk a little bit about timeline schedule. I presented a very similar graphic there on the right side of the screen I think back in February or March when I presented. This is our NEPA schedule. This is to get through the environmental phase only, and as I mentioned, we wanted to get through this in three, three-and-a-half years by mid-2020. We are still on track to do so. That third star up there, those represent, you know, public meetings or public hearings. I believe when I presented in February, that was in the quarter one or quarter two of 2019. So, we're slightly ahead of schedule, and the team is working very hard to do so, but then on the left side of the screen and to even Mr. Lake's comments here about timing and things like that, I put this up to give folks an understanding of the phases of the project and what we have to do to get through these. And as I mentioned, we're right there in that second box, that NEPA, that environmental phase. When we get done here by mid-2020, there's still a lot of work to do before we can get a shovel in the ground. Now, there's different ways we can go about expediting those things through different delivery and things like that, and it really depends, too, on what the alternative is that we select, but the fact of the matter is and what I've tried to explain to people, there's still a lot of work to do, even when we get through NEPA, and we're still years away from construction.

So, this slide here just talks a little bit about what we're seeing out there and what some of the, you know, the causes are, you know, the congestion and the incidents that we see out there. So, on the—that graphic on the left kind of with the colors over the whole freeway system, they represent accident data and where our high crash rates are, and so the green means we're well below the statewide average. The red and orange mean we're far above, and so you can see, you know, the Spaghetti Bowl, the freeway system in and around the Spaghetti Bowl, there's a big need to improve safety through there. Now, some of the causes or reasons

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that we're seeing just functionally with the freeway system, if you look there on the right, the top one, there's bottlenecks. There's a lot of bottlenecks out there. That graphic specifically on the top right is the Spaghetti Bowl, and there's three right there, and, you know, during the peak times of the day or even when you have incidents, you know, all those ramps get backed up. But probably the biggest challenge on this project, and this will kind of be a theme when we get into the alternatives, is that bottom right graphic there. We kind of refer to access management, but what's that showing is we have so many interchanges out there spaced so closely together and so closely to the Spaghetti Bowl and the ramps itself, and that creates a lot of challenge for cars trying to get on and off the freeway safely and trying to get through the interchange quickly. So, we've come up with some different alternatives that help, you know, alleviate that issue right there in very different ways.

So, now we'll start getting into the alternatives. Like I said, we have three alternatives, and they all address some of those issues that I just discussed in different ways, and so for today and the sake of time, I'm just going to touch on the key points of each of those. I have met with quite a few folks already, but if you'd like to go through them in more detail, I'd be more than happy to.

So, the first alternative, or what we call Alternative One, what we tried to do in this alternative was to keep all the interchanges and access exactly how it is today, but to get folks on and off the freeway in a safer manner, we do what us engineers call "braiding ramps," and what that means, essentially, is—if you can see that on the bottom right, that's a picture up in, I believe, Bellevue, Washington. But right now, when people get on and off the freeway, they're weaving and merging on that outside lane, and it slows things down. You get incidents and things like that. So, we try to take that out of the equation, and by doing that, what you see there on the bottom right, so, for example, like, in this picture when cars are exiting the freeway, they're going underneath, and all the cars entering the freeway go up and over. And so, that kind of takes that conflict out. The downside to that is when you start to build bridges between all the ramps and all the interchanges, you need a lot of space to do that. So, your footprint of the freeway system in the project gets really big, and so I think that's, to some degree, demonstrated in this graphic of the Spaghetti Bowl. So, all that blue means new bridges, and those are all the ramps trying to braid with one another. Now, this Spaghetti Bowl alternative, it's a two-level interchange, very similar to what's out there today. So, you have the

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ramps just going above I-80, so you keep it at two levels, but if you keep it short like that, it gets really wide, and I think that's what is depicted here.

So, then I'm going to jump to the other opposite end of the spectrum, so what we call Alternative Three. Now, our goal here was to try to minimize the footprint impact to the Spaghetti Bowl on the freeway system. So, what you see here—well, I guess a couple of points first to start. So, braiding ramps in this alternative to keep that footprint small, we couldn't braid the ramps. So, to create a safer way for folks to get on and off the—or off the freeway, we try to create more space between the on and off ramps. And so, in this example, what we did here is we put loop ramps at Wells, Oddie, and Glendale Avenue away from the Spaghetti Bowl ramp. So, what that does is that stretches that distance out from where people are entering and where people are exiting to get to the Spaghetti Bowl. Also in this alternative, we eliminate the 4th and Prater Interchange. It's got fairly low volumes today and even, you know, the forecasted fairly low volumes as well. So, what happens here is by eliminating that interchange with the Spaghetti Bowl ramps, the next interchange down on I-80 is Rock, so it creates some more distance so people can get on and off the freeway and continue to move safely through the interchange. Now, another thing that I think is important leading into the next alternative, at Glendale, we consolidate those two interchanges—or we consolidate Mill and the Glendale Interchange at Glendale in this alternative. So, what that does now is create more space, because just to the south, you have Villanova and Plumb, and in this alternative, we leave that as-is, and now we have a greater distance between that interchange and Glendale so you have safer operations on the freeway.

So, then we have Alternative Two, and this is somewhere in between, and we tried to get creative in this one to incorporate possibly where we could braid ramps where it makes sense and modify, limit access so that we can really, you know, try to get the best of both worlds in those two alternatives. So, a couple of things here, I'll start with the Wells-Oddie operations, and what we did on this interchange, and it's somewhat—it can be difficult to explain, and I'll show you a picture, but basically, what we did is we limit access at these two interchanges. So, Wells-Oddie on the northeast quadrant is, you know, is pretty much the same corridor. So, what we did here is we said, all right, if you enter the freeway at Wells, you can only go east-west on I-80 and cannot access the Spaghetti Bowl, and the same thing for Oddie. If you enter the freeway at Oddie, you can only go

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north-south on 395. You will not be able to get to the Spaghetti Bowl. So, what this does now is we can still braid the ramps with the Spaghetti Bowl, but our footprint isn't as large, and in doing so, it really only affects that northeast quadrant, because if you're downtown Reno, you can still get on a center street in this alternative, get to the Spaghetti Bowl. If you're, you know, up by McCarran Boulevard in Sparks or Reno by the University, you could still enter that interchange and get to the Spaghetti Bowl there. But it just helps us to gain the benefit of the braided ramps by keeping the footprint small. Second in Glendale, for the most part, in this one, what we're looking at doing, the northbound side stays the same, and the southbound side, we'll do some braided ramps, but keep both of those interchanges, which the bottom—leads me to the bottom one, the Plumb-Airport access. So, keeping Mill Street Interchange, there's still a short distance between the Plumb Villanova and Mill Street. So, what we do in this is we push the Villanova ramps down to Plumb like a normal interchange would do, but as a result, we don't show the airport direct connectors in there. Now, Governor, I believe last meeting, you had made a comment, like, to the fact that, you know, work with the airport, you know, make sure you're coordinating with them, and so you know that we've met with the airport staff and executive staff three times already. We're meeting with them again next week, and then we're going to present to their board at the beginning of the year. So, it's an ongoing conversation, and I think the, you know, the important part working with them is, you know, showing them that we can construct efficient access in and out of the airport in any of these alternatives. A couple of other interesting things on this one, on the East I-80, you have 4th and Prather, Rock, and Pyramid Way all very close together. So, in this alternative, we take the Rock Boulevard Interchange and the 4th and Prater, eliminate those, and build a new interchange at Kietzke with [inaudible] roads down to Rock. So, Kietzke is a better corridor to handle a lot more vehicles, and it creates more separation between the Spaghetti Bowl and this Kietzke Interchange, but even more importantly, it creates more distance now between Pyramid and this Kietzke Interchange, and as a result of that, then we got a little creative of the freeway right there by the nugget itself where we elevate the westbound side to hang over the eastbound side. And now that we have more horizontal distance, we can do that with the freeway system. Just real quick on this, this Spaghetti Bowl concept, those dark blue lines up there are flyover ramps. So, this is the only alternative where we have three levels. By going up, it helps us keep that footprint a little smaller as well.

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So, moving forward, again, we're going to continue to get out to the community, talk with businesses, residents, pretty much anyone who wants to sit down and discuss this with us so that everyone knows what's going on. For over the next six or seven months, we're really going to crank away on this environmental impact statement, or the draft of it, getting all the information together so that next fall, we can have our first public hearing and present all the impacts of all these alternatives to the public. Now, a couple of key things I think are important that we're going to do at this time, those bottom two bullets there, you know, at that time, we'll make a recommendation to Federal Highways as to what we want the preferred alternative to be, so what is this project going to look like. And then also, we're going to start to develop a program or a phasing plan for the project, if you will. It's a very large project. It doesn't mean that we're committed to building it in phases, but in, you know, the instance that maybe that the funding isn't available to do it all in one shot, how can we get out there and, you know, make some progress right away on a couple of those phases. So, all it's really doing is providing us with flexibility to get out there and get a project done. And so with that, I'll open it up for questions.

Sandoval: Thank you, Mr. Johnson, and first comment is thank you for all the due diligence that you've done in terms of the public meetings, 94 meetings. That's—you're probably pretty talked out I would imagine, but it's a good thing to be out there, because, obviously, this is something that is absolutely critical to the Truckee Meadows in northern Nevada on so many levels, and you said the words “no surprises,” and I think it's important that everyone have ability to have their input at this time. So, I get asked this all the time; is there any way to expedite that NEPA process or does it take as long as it takes, like you said, through 2020?

Johnson: Well, we're on an expedited timeframe right now. I mean, I think typically, it's taken us much longer to get through it on a project this size, but I also say, too, I mean, if we're—as we move along and we find opportunities, you know, that we can take advantage of to go quicker, we're certainly going to do it, but right now, I mean, our goal is to get it done in a three to three-and-a-half-year timeframe, which is fairly quickly for a project this size, and I think we're on track to do that, and if we can beat that, we will.

Sandoval: And if you wanted to do it quicker, what resources would you need to get that done?

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- Johnson: You know, the tough part about NEPA is, is that we could throw more resources at it, but at some point, it gets—you know, you just have so many resources. I'm not sure you're helping yourself much, but, you know, there's a couple of things. It's, you know, getting all the resource agencies, you know, federal and local to—and we've been reaching out to them to stay tuned with this so that when they get the documents for review, hopefully, we've been able to work through those issues already, and then we can get through those review processes, you know, a little bit quicker. But, you know, at this point in time, it's hard to tell. I mean, right now, it's just a tremendous effort putting all this stuff together, and I think once we get to that draft EIS, if we've done all of our work correctly, hopefully, the back end of it, we can find opportunities to speed it up quite a bit.
- Skanccke: Answer that for you a different way. So, Governor, probably the only way you can get around the NEPA process is not to put any federal money in the project. That's the only way out of it. From what I've seen, this presentation, they're actually ahead of—I wrote it down. You're actually ahead of schedule compared to what the normal process is. So, if we chose to only—so, on I-15 South, Federal Highways was going to require us—when was this, 15-20 years ago, to go all the way to Barstow with the NEPA, and I think Jeff Fontaine was the Director of NDOT at the time, and the Department elected at that time not to use any federal dollars, all State dollars, and it was done and expedited. Same thing with the beltway. So, that's about the only way you can get around NEPA.
- Sandoval: Thank you for that, and I don't want you to interpret in any way that I'm being—or could be—interpreted as being pejorative in terms of how hard you're working. It just—I get that asked, and the people that aren't familiar with the process think, NEPA, what's that? You know, let's just get, as you say, a shovel in the ground. So, I appreciate the hard work that's going on there. In terms of any type of remedial type measures that can be taken, I want to talk a little bit about that, but first, so it's anticipated that the southeast connector is going to open in the spring. Will that take some pressure off the Spaghetti Bowl?
- Johnson: Yeah, we anticipate it—or that it will. When we did the traffic forecasting for this, we accounted for some big projects like that coming online. So, I think, you know, as soon—you know, when it does open, we're going to see some relief there, you know, from that, but, you know, like, you know, any other project over

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time, we're going to start to get back to where we currently are now. So, you know, the need for the project still exists even with some of those other alternatives.

Sandoval: And without a doubt, the need is there, but I'm just hoping in the short-term that that southeast connector will take some of that pressure off in terms of the commuters. So, short-term remediation, is there anything else—I mean, do you need NEPA to do what you said you might consider doing with regard to Oddie and Wells Avenue?

Johnson: Yeah, well, technically, you need NEPA on every project. So, it just varying levels. What I—you know, some folks have asked, you know, I think we need to get to the preferred alternative to really figure out if there's things that we can do in the interim versus the long-term, and I say that only because I'd hate to go out there and build a whole bunch of new bridges and things like that only to have to turn around and have to tear them up, you know, for things like that. So, a lot of times when we're looking at the—you know, from traffic or even just the physical improvements, you know, these three alternatives vary so much, it really depends on what that preferred alternative is, and I think when we get that, we can look at is there a way to, you know, get—you know, expedite some things or not to do that.

Sandoval: Questions from other Board Members on this Agenda Item? Member Savage.

Savage: Thank you, Governor. And along the same lines, Nick, I'd like to thank you and your team, Bill Hoffman, Cole Mortensen. Major effort here about communication and education, because this—the Federal Highway monies take time. The process takes time, and I think you're getting that message out there. This is our number one priority here at NDOT in the north. We understand that. We all would like to have it move a little bit faster, but it's—again, it's not like the USA Parkway where we had the State money. So, the education and the communication, the meetings that you're having, that strong offense, I believe, is very, very important and consistent, along with our stakeholder partners, meaning the RTC, Washoe County, the cities of Reno and Sparks, and most importantly, the FHWA. It takes everybody's funding mechanism to make this thing happen at the end of the day. So, it's good to hear that everybody is working together. I think that's very critical, because this is a major, major intersection right in the middle of the city of Reno and Sparks. So, I thank you, Nick, and I thank you, Governor, at this time.

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Sandoval: Thank you. Member Almberg.

Almberg: Thank you, Governor. Thank you, Nick. That was a great presentation, very informative. I'm going to go down the path that the Governor had just asked you some questions about—not so much about NEPA, but what we can do to shorten this timeframe. And so, some of the things that you expressed was—it sounds like it's very critical to get which option we are going to go with as far as that path, and then based on your spreadsheet—or not spreadsheet, but the slide that you had put up there, it talks about the NEPA process getting completed, hopefully, in 2020. Then it rolls into final design and Right-of-Way. Is this—as the slide shows it, is that we cannot start that until NEPA is over or is that something that we can actually NEPA gets so far, that we know where we're going; we've selected our option; can you start this before NEPA is 100% complete?

Johnson: Just to answer that, yes, no, and maybe. No, there's a lot—there's a lot that goes into that. I mean, for example, I mean, if there's—you know, just seeing the Right-of-Way process, you know, there's some opportunities maybe earlier with willing sellers. There's some opportunities in design to get some of those things done—or, you know, parts of it done, but really, I think generally speaking, you got to get through NEPA to get a majority of it done. You know, there's little bits here and there, and then once we get through it, of course, we have different ways we can deliver this project, you know, that can help expedite things. But like I—you know, it really boils down to what is that preferred alternative, you know, what are our options, you know, in funding and things like that, and how can we most effectively deliver this? So, there's things we can do, you know, here and there, but not an entire, I would say full-blown project until we have that Record of Decision.

Almberg: All right. Well, thank you, Nick. I mean, it's very informative, very—you present yourself very well and very easy to understand and follow. So, thank you for that, because just as you expressed, we do not want to get proceeding just to tear down a new bridge that helped us for a short timeframe here. So, would—you also talked about phasing. Is it a possibility that maybe you actually would be better off to delay the project slightly to complete it all in one project rather than have the first phase going; traffic is, you know, bothered by construction or slowed down by construction; that project gets completed, helps it, but then six

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months later, you start phase two and the traffic is congested again. And so, is that something—and again, it's real early on, obviously, to know which way we're going with, but is that something that we consider when you determine whether you want to put it in phases or a complete project at once?

Johnson: Yeah, and we look at all that stuff, and I think ultimately, it's always better if you could, you know, do it all in one construction project, but there's limitations on that as well, and so I think what—and like I said, we're not committed to doing it in phases just because we put it in the NEPA document, but it gives us the flexibility, you know, and I think the longer it takes—you know, the more phases you do over a longer period of time, it's just more disruption. So, it's always better to do it in one if you can, but we just want to be prepared either way, you know, what makes sense and try to look at some of the more significant areas and see if those are—you know, we can handle those first, you know, before we jump into maybe some of the areas that, you know, don't have as high incident rates or things like that.

Almberg: Thank you, Nick. That's all for me, Governor, thanks.

Sandoval: No, thank you, Member Almberg, and this reminds of several years ago when we were talking about Project NEON, and we were talking about a 20-year construction window in phases, and kind of—we came to the conclusion that it would be obsolete by the time we finished it, and that's why—you know, and fortunately, we were able to come up with a funding mechanism that allowed us to build Project NEON within four to five years, and that disruption that you talked about was mitigated in a tremendous way. So, I don't know how much conversation, you know, during at least my—the last of my tenure on this Board if we'll be able to talk about that, but it would be my preference to pretty much model this after Project NEON in terms of getting it done and shortening that construction window. All right, Mr. Controller.

Knecht: Thank you, Governor, and fine job, Mr. Johnson and company, and thank you for the map session in my office. It was a lot of fun. I have two questions, one kind of a design detail level and one at a process and macro level. So, let's start with the design detail. It seems to me that option three which you presented—or Alternative Three, which you presented second, by closing off certain exit ramps, and so forth, presents the driver with the problem of, oops, I missed the exit for that. And then on the other hand, the options where you leave as many exits and

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entrances as you can, you have people jockeying and trying to get there early, trying to get there late, and a lot of turbulent flow in those scenarios. How do you balance those, and what kind of advice will you be able to give us on choosing between those two options in terms of those problems, and have I missed something substantial there or can you help us out with sort of the design process there?

Johnson: Yeah, with the—you know, all three of those alternatives. So, yes, you are correct. That first alternative with all the braiding, keeping all the access, that gets very complicated. There's going to be a lot of signs. You know, there's a lot going on there, you know, where you look at the third alternative, you know, it's much simpler, but it does—you know, if you do miss an exit—or in that case, I think 4th and Prater is the only one we eliminate. You might have to drive out a way, but I—you know, there's so many interchanges out there. There's a lot of access points. So, even going out of your way missing one, you still have an opportunity to get off at the next and get back to where you were in a—you know, and it's so much—you know, quick amount of time. But I think that's all part of the process, and those are the type of comments that we're taking in, you know, not just from yourself, but from the public, too, and trying to weigh all those amongst each other to try to come up with that right fit, so...

Knecht: I think the part of that answer that was helpful to me, having recently missed an exit elsewhere, not there, was your observation that after the one that we're eliminating, there are a lot of options to get off, turn around, et cetera, and I think that's important. If we had—if we were sending people ten miles down the road before they could turn around, it would be a problem, so I guess I'm somewhat less concerned about that, although I must say the Spaghetti Bowl always scares me. Turning to the process in macro picture, I've been as concerned as anybody here for as long as I can remember about the problem that we have in government in general with the proliferation, the metastasis of process, and the requirements that go with it and have been trying to figure out what to do about it, because one observation that's been made very relevant to this shows, and that observation is we couldn't build the interstate highway system today with our regulatory process with the requirements. We couldn't build it at any reasonable cost, and since the size, scope, reach, and cost of government continues to go up, not just in nominal terms, not just in real terms, but as a fraction of our economy, and that is the real problem that we face. The question is how do you do something to reverse that

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trend, and of course, one thing that you can always say that's very easy to say and much harder to do is to put some resistance by us into the process to put some pushback with the federal government, with the state and local regs, and that's a very good idea, but before you can do that, you really have to know what the critical path is, where the problems are, and so for example, you point out that you really can't get going on the NEPA process until you have a preferred alternative, fair enough. I mean, you get—you start moving, but a lot of things wait for that. So, I guess what I'd like to ask NDOT as you go along in this, I'd like you to document exactly what the processes are and the ones that are on the critical path that hold us up that contribute to the lengthening of time. As you point out, there's not always a direct cost. You're not spending at a certain dollar rate in planning and preparation and permitting, and so forth, the way you are in construction, but it would be helpful to know where we see in the—who imposes what constraints, what requirements on the process on moving it along so that we can actually possibly take a look at shortening that seven years. Tell us where we could do something about that, and at the same time, as we go further down the road and get into design and construction, I'd like to have some input, some advice from NDOT, on what we can do to minimize the cost, what things are that are causing us to incur costs that we otherwise wouldn't, let's say, when we built the interstate highway system; what are the costly requirements; what are the costly processes. So, if you all, Mr. Johnson, the project team, Mr. Malfabon, and the whole organization, if you could incorporate into your work going forward some guidance and advice to us on where the process roadblocks are, where the time dilation is, and where the costs are rising to help us understand what might be done to give some pushback and to move this thing forward in a very practical sense of getting this one done in less than seven years. Thank you.

Sandoval: Member Skancke.

Skancke: May I jump in here for a moment, because this is my last day, and I don't have to be politically correct anymore. So, Ron, in 2013, a rather liberal Democrat by the name of Barbara Boxer streamlined the NEPA process, shaved about nine years off of transit and highways.

Knecht: God bless her.

Skancke: And the Republicans came back in the very next transportation bill and added all that crap back in. So, we actually fixed it in 2013 in Map 21, and they whipped

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right back around two years later—or three years later and put it all back in. And so, this is a political issue in Washington, D.C. that states have no control over, no control. The mandates come down from Congress, and it's whichever special interest group is running that particular piece of the legislation. I will send you 30 pages to read on how you can—maybe it's 31 pages to read on how you streamline the NEPA process, but there isn't a bloody thing that this group can do in this organization to change that process. It's politically driven, and the fact that a—some refer to Senator Boxer as a very liberal Democrat. I think in the Map 21 Bill, there wasn't a lot of liberal in there. There was a lot of things that actually made these departments a lot easier, saved billions and billions of dollars. And the fact that it got thrown back in there is reprehensible. So, I'm going to send you a report. It's boring as Hell to read, but it will...

Knecht: Oh, just my kind.

Skancke: Right, you'll love it, because the State—when you add one federal dollar to a transportation project, you add seven to ten years. When you add a federal dollar to Transit, you're going to add anywhere between nine and 15 years, and Transit is supposed to be environmentally responsible. So, the whole program, these guys—as I said, these guys are doing everything they can to streamline this process, and they're doing a superb job, but Congress has to get the message they cannot continue to put these mandates on states. A billion-dollar project today, by the time you get through NEPA, we don't have enough money in our system to pay for that project, which gets—so, that's my soapbox. So, Nick, I have a question since I have the floor. How—I'm sorry, you struck a chord, and it's very frustrating. How...

Knecht: I agree with you completely.

Skancke: You guys are not going to miss me at all, trust me. These meetings are going to be short, and it's going to be swift. So, I have a question on the—or on the delivery. Looking at these three alternatives, and Len said that this is the most important project in Northern Nevada, and I would submit that like the Spaghetti Bowl in Las Vegas and Project NEON, right now, I think this is the most important project in Nevada because of what is happening out at the Reno-Tahoe—or Tahoe-Reno Industrial Center, all of the economic development and economic diversification that's happening here. I mean, we've got to fix this. This thing has been bad since I was at the University in the '80's. So, how far out

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do these alternatives take us so that we're not back at this again in 2035? So, as you're looking out, what's the projection to fix the problem? How far out are you looking?

Johnson: Our forecasts go to 2040, so we're looking at that—we're looking out to that time range right now.

Skanske: 2024?

Johnson: 2040, I'm sorry.

Skanske: Oh, 2040. I'm sorry, I was going to say hold it, stop, but let me—okay, good, and right now looking at this, the projected cost—let me back up. So, if it's 2040 and we're not going to get to it until 2022, right, construction start 2020, 2021?

Johnson: Yeah, '22, I mean, really depends on what it is, but yeah, in that timeframe.

Skanske: Okay, so, let's make it—let's be real and say it's 2025 just because of funding. That's not a lot of time. So, the traffic projections and the—and I'm not trying to—believe me, I'm not trying to engineer this from this dais, but is that far enough out in your all's professional opinion to go out to 2040, and is that a realistic—like, is that—for everything that's planned for the northern Nevada area here, does that work in your mind as a professional engineer?

Johnson: Based on what's planned today, yes. Now, things change, right? I mean, things could change tremendously even in seven years, and so people ask me that or they ask a question about autonomous vehicles or what if this changes or that changes, you know, and we have a mechanism to change as the environment changes, you know, doing re-evaluations, and I'd say we'd probably done that on every single major project we've delivered in the state. You know, but the information that we've gotten today, you know, to support, you know, a lot of that growth, it's good information, and I think it's very fair information. So, looking ahead and looking at what these improvements do, I think we're on the right track. You know, something dramatic happens and we got to stop and look back at our assumptions and change those, we have the ability to do that, but, you know, the challenges, especially in a community that's growing so fast right now is that if we get into this perpetual cycle of just doing updates, we don't ever get anything done. So, we have to go—you know, we go with the best information we have today, and we just keep checking in to make sure our assumptions are still correct.

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Skancke: And my final question, Governor, if I may, is the projected cost that you're looking at with these alternatives, if you got into that, we can have an idea of about how much we're talking, whether it's Alternative One, Two, and Three, and I know you can't presuppose NEPA, so...

Johnson: We're just now starting to get into that. We're still updating these. You know, these are our first. We've gotten so many comments and things that we need to modify and change, and there's even some things in there we're looking at; how can we do a better job with some of these alternatives. So, we're updating those, and I think once we get through updating these alternatives, you know, we can really get into the cost. So, I think, you know, later, you know, next spring or summer, we can have a much better handle on what the ranges of each—you know, it's going to cost for each of those alternatives, and then we can really start, you know, putting our heads together to figure out financially how do we get it done.

Skancke: And Rudy, does it make sense—or whomever, does it make sense to look at alternative financing opportunities, much like you did with Project NEON? Does that make sense?

Malfabon: Yes, exactly segues perfectly into the next item on the Agenda. Unfortunately, I had been talking with John Terry and Robert Nellis last week, so we couldn't get a lot of the details on numbers in here, and as Nick said, it's very preliminary in the NEPA phase to put dollars to this, but he's going to—and his project team are going to develop those numbers in 2018 so that we have a clearer picture. But just wanted to say that we're going to talk about that issue in Item 11.

Skancke: Thank you. Thank you, Governor, and Nick, as always, you're doing a great job. Thank you.

Sandoval: Board Members, any other questions on this Agenda Item? Mr. Lieutenant Governor?

Hutchison: Nothing further. Thank you, Governor.

Sandoval: Thank you very much, Mr. Johnson. Did you—is there anything else you wanted to present?

Johnson: That's it. Thank you, guys, very much.

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Sandoval: Keep up the good work. Thank you. Let's move to Agenda Item No. 11, which is an Update on Major Projects Funding and Financing Alternatives.

Malfabon: Thank you, Governor, and Board Members. As I mentioned, we didn't have a lot of details. We had kind of general-process-related in the Board Memo, but I'm going to give you some food for thought and kind of do this with Robert Nellis to talk about the situation with major projects, where we're at with funding, and what the Board can basically give us some direction on that would be helpful as we establish our biennial budget request. So, we're in our current biennium, but next year, early in the year, we start the budget process to develop our biennial budget for the next biennium, which would start in July 1st of 2019, and it covers a two-year period. So, there's a lot of work to be done as we put together that plan, and there are several major projects to discuss.

So, last month, we talked about the fact that our Capital Improvement Program uses the lion's share of the State Highway Fund revenues. We put that money to work on projects that improve safety, provide mobility, and set us up for addressing economic development. But the—and this slide gives you various categories of funding, and as—just as staff talked to you about the Pedestrian Safety Program, there's just different categories of funding. We have drainage projects. We have traffic operations projects just like the ones that we won the ITS Project of the Year Award, bridge projects where we replace bridges, preservation projects where we repave a lot of the interstate and US routes and state highways and then miscellaneous projects, but we really want to talk about some of the major projects, what we call “capacity projects.” Capacity projects are new interchanges, additional lanes on our freeway system, and that's what we wanted to talk about, considering some additional phases. You approve the Statewide Transportation Improvement Program, the STIP, on a regular basis, and there's always give and take in the plan. We modify the plan as numbers—maybe we save some money on a bid and have some more money available. So, we always have some projects on the shelf that we can add in amendments to that STIP, and you get a quarterly update on the STIP. But I just wanted to clarify that we're talking about some additional phases of projects which I'll get into later that are major projects.

And as we talked about last month, we have our traditional sources there in the green bracket, federal funds, our state funds, our fuel revenue indexing in Clark

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County, our newer source of funds, some of the other State Highway Fund revenues that we talked about last month, but we also have options, as Member Skancke mentioned, about alternative financing, whether it's bonding against the fuel revenue indexing for projects in Clark County, public-private partnerships. The P3s were something that this Board considered for Project NEON initially before we decided to issue bonds to deliver what we could afford. We're able to incorporate a lot of those phases into one massive project, our largest infrastructure for our Department today, and there's also federal grants that are an opportunity. Although we've never won a TIGER grant, some of our entities in Washoe County RTC and RTC of Southern Nevada have been successful on substantial amounts of federal grants, such as TIGER. But the idea is that we can go pay as you go with our traditional sources or we can look at alternative funding scenarios.

A bit about the planning process, so as we talk about these projects, they're in various phases of project delivery and development. So, you have the planning phase where maybe there's planning studies. Just as I mentioned, the new road from Sparks to the Industrial Center, that could be in the planning phase and could advance further past the feasibility study into NEPA, the environmental clearance phase, and eventually, at some point and during the environmental clearance phase, you do some design work, and it gets into preliminary engineering and then eventually final design. And then you start looking at what Right-of-Way do we need. You have to have a design advanced to a certain point where you define how much property do we need; is it a partial take, a full take; is it temporary or permanent easements. You look at utilities that are in the way, whether they have rights or whether you have to pay them to move, if they have prior rights, and those are all things that we do during that Right-of-Way and utilities phase. And then eventually, the big bucks are in the construction phase of a project, as you know.

So, we have STIP that covers 2018 to 2021. So, definitely, part of that biennium that's going to be coming up that we're going to develop our budget for is covered in the STIP, and we're going to deliver those projects that we have in the STIP. Just to remind you of the process, we work with the metropolitan planning organizations, which are typically the RTCs in our state. They develop their local plans, their regional plans, and we get our projects added into their plans, and eventually, it all gets pieced together by this Board and approval of the statewide

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plan, which covers those urban areas and the rural areas that NDOT is responsible for. One of the things is in Washoe and RTC and Clark County, there's those urban areas where they have air quality issues, and I mentioned that congestion, mitigation, and air quality funding focused on those areas to improve air quality. It's a federal source of funds, but they have to do this modeling of major projects when they do their long-range plan update. It could be very difficult to know what we're actually building. As you saw in Nick's presentation, at this phase, there's three major alternatives that they're considering. He probably couldn't tell you which one we're going to end up with. We probably have a good idea, but not definitive yet. So, it's early in the process, and you can imagine now that the task given to these modelers of air quality, they have to figure out what's this project going to be, and they coordinate with the agency that's sponsoring a major project that's several years out. But it can be very much challenging to model the air quality. They look at the development that's proposed in the—say, the Las Vegas Valley or the—in Washoe County, and it's very—it changes from day-to-day, but definitely, we know that there can be more growth as our economy is improving and more people are moving here for these jobs that are created.

So, one of the things—this is a very public process that the RTCs use in developing the plan as well as our projects, very public process, as Nick mentioned, with the Spaghetti Bowl in Reno, you have to have many public meetings. So, just to consider, the fuel revenue indexing funding was passed in November of 2016 on the ballot question in Clark County. It failed in other parts of the state in the rural counties, but RTC was already in the process of updating its major—its plan of major projects, and then eventually, fuel revenue indexing was passed by—enacted by the Clark County Board of Commissioners. So, this timeframe is going on at the same time that the regional plan is being updated. So, you can imagine as they're updating their plans—these plans don't have to be updated but every four years, but there's constantly some addition or give and take on the development of these plans by the local RTCs. So, they definitely have their work cut out for you in this day and age with the dynamic situation with projects, with developments, but they do the best with what they have. And one of the things that we've told them is we looked at Centennial Bowl. It's in the northwest part of Las Vegas Valley, US 95, and Clark County 215 Beltway. We finished that last phase of 3B, and now we're going on to 3C, but we have to add it in, in the proper timeframe in the RTC of Southern Nevada's plan. So, that's a major change. It's fully funded. We have—we've identified which funding

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sources we're using. This is the first year of pay as you go with the fuel revenue indexing in Clark County, so we're using a little bit of that and some federal and state funds for that as well as some local funds.

The Reno Spaghetti Bowl—these are the lists of projects that we're going to talk about during this presentation. The Reno Spaghetti Bowl is currently in the environmental clearance phase. I talked about Phase 3C of the Centennial Bowl Interchange in northwest Vegas, but there's also a Phase 3D and 3E that is currently in the design phase. It's going to be ready in a couple of years for actual—just on the heels of completion of the Phase 3C that we're adding into the RTC's plan. Tropicana Interchange and the Hacienda and Harmon HOV ramps, the high-occupancy vehicle ramps for carpoolers, these are the infrastructure improvements that are planned near the stadium in Las Vegas, and we're in the environmental clearance phase for those projects. We also have I-15 North and the 215 Beltway in North Las Vegas. The final configuration of that interchange is currently under design. So, we'll finish the design, eventually move on to construction. One of the newer interchange—system interchanges is the 515 Expressway where I-11 connects to the Clark County 215 Beltway in Henderson. It's in its planning phases right now. The City of Henderson is looking to collect some information that's going to feed into the environmental clearance for that. We want to work with the City of Henderson in fast-tracking and moving on into environmental for that. So, we don't have a contract for the environmental clearance yet, but we're, anticipating issuing that and developing that with the City of Henderson.

So, I wanted to reinforce the fact that we have our slate of projects that are in the STIP. We're looking at these additional projects that are kind of advancing through the project development process and getting some direction from the Board. We talked about fuel revenue indexing, the fact that we have our first deposits of that revenue this current state fiscal year. So, we have a clear picture of what that revenue is going to achieve over time, and there could be the—we can have some bonds associated with that. Robert Nellis will help me tag team on this presentation and talk about bonding opportunities, but the—I wanted to make a point that fuel revenue indexing is focused solely on Clark County projects. It was passed in Clark County for projects in Clark County, and we receive the State portion of that fuel tax increment associated with indexing. We also have assumed some things with current federal funding. I talk sometimes about

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rescissions, but in the FAST Act, which was a five-year transportation bill, there was a significant rescission built into it. I was hoping that Congress would address that, because it's a presidential election year, and a lot of folks in Congress are running for reelection. Could you imagine the public sentiment to a big cut in funding because you're not going to fix that rescission in 2020? So, we're still hopeful. I'm getting more and more optimistic sometimes and sometimes less so, but I'm hoping that they fix this by 2020. But for the most part, we're assuming our current funding levels for federal as well. I just want to make that point.

Okay, so, I'm going to go through these major projects. As Nick said, they don't have hard estimates right now. So, we made some assumptions for Reno Spaghetti Bowl for construction just starting out if we start out—and great question from the Board about can we accelerate this, because yes, this is more of a traditional kind of design-bid-build approach. What we used in Project NEON was design-build, which you can compress the time, and as soon as you get environmental clearance and start that Right-of-Way acquisition, you can start a design-build project. Sometimes you can do some things at-risk with acquisition of Right-of-Way. For the most part, we know that even in all three scenarios of the Spaghetti Bowl, that we're going to have to acquire certain properties. So, we could use a process allowed by Federal Highway Administration at-risk to acquire property before the NEPA clearance is approved by the federal agencies that review it. There's some alternatives there that we can look at, but I just wanted to make the point that this \$100 million for Spaghetti Bowl construction in 2023, that can change depending on the NEPA clearance and design-build approach. And in 2024 and 2025, I kind of lopped off this slide at 2024 because it was starting to get out there a ways, but there's still another \$200 million that our project management team thinks can—it would still be under construction in 2025. So, there's significant amount of investment needed to deliver the Spaghetti Bowl project, but this—what we're doing today is just kind of giving the Board an overview and getting some sense of direction for—as we put together our budget request which goes to the Governor's Finance Office, we can have some assumptions built in. We don't have a plan in place right now. We're just kind of looking at considerations of these major projects and how we can advance them. I talked about the next project, Phase 3C of the Centennial Bowl. As I said, we already have the money for that. We're just adding it into the major update of the RTC's plan so that it can be in 2018 and as soon as possible. The next Phase 3D

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and E, it's under design already. We're looking at the construction phases. It's right on the heels of the construction of Phase 3C. That's really a good project that will complete that interchange and provide a lot of the local access at that interchange. For those that are aware of it, it's right by the beltway. There's some good business centers in the southwest quadrant and the northeast quadrant and will connect the neighbors around that area to those business centers as well as addressing some of the movements and improving traffic operations at that interchange with this final Phase 3D and E. I talked about Tropicana. So, it gives you a sense—we're already underway on the environmental clearance, and I indicated in bold type when we're currently underway in a phase, we're really talking about the Right-of-Way phase when we talk about needing additional funds or the construction phase. Even with preliminary engineering on Tropicana, there's some preliminary engineering. Some design work has to be done to advance the NEPA. So, we don't need all of that \$10 million for PE and Right-of-Way. It's just the rough numbers right now that we're considering, and we still have to get more specific numbers as we advance the development of the Tropicana Interchange Project, and I had subtitles on that page. I do have that disclaimer. It's not written by a lawyer, but, you know, things are subject to change. There's always give and take in these plans. Estimates can change. Scope can change. Dates can change. So, we'll definitely keep the Board informed, but this is kind of a first take, and it's really high level, because we want to get just general direction from the Board as we develop our next biennial budget request.

So, here's the rest of the projects. Hacienda and Harmon is associated with the Trop NEPA. So, the NEPA phase is currently underway, but we're hopeful that it doesn't require a lot of Right-of-Way. So, that's why there's lower numbers for just the engineering of that, and construction is reasonable for that. So, we were always thinking that we would find a way to see—if we can stay within Right-of-Way, these projects are not as costly as, say, a huge interchange, a system-to-system interchange improvement, but they can support special events on the weekends at the stadium, whether it's a UNLV football game or an NFL game on a Sunday. Those are typically non-peak hours during the weekend, so we could possibly work with the Federal Highway Administration on using these for general purpose as we develop our HOV update. So, these HOV ramps could support—especially the one at Hacienda is right in the vicinity of the stadium. Next project is the North Las Vegas system-to-system interchange with I-15 north

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and the beltway. You approved the engineering contract for that, so we're talking really about the construction phases that would be underway in 2019, 2020. In some cases, we have some money available for these projects, but when we talk about all these in aggregate, there's not enough money for everything all at once. So, that's why we're updating the Board and covering these rough numbers on this. And as I mentioned, the Henderson system-to-system interchange with 515 Expressway and Clark County 215 Beltway is just barely starting out. We'll eventually start the NEPA process. Perhaps we could start earlier in 2018, but it's definitely something that the City of Henderson had some discussions with us about their interest in expediting this project. Construction phase is out towards 2022 and 2023. So, you see the totals for this can get substantial, and some of these projects, there's some funding in the out years of the STIP. The STIP is the four-year Statewide Transportation Improvement Program. There might be some funding available. There's some questions about, you know, federal funding in 2020, but you can see that roughly the numbers are about the same each year that we could use to advance these projects to construction and get them firmed up and added, whether it's in the STIP or the long-range plan, in the early years of that long-range plan, work with the RTC to add those.

Okay, now I'm going to hand it off to Robert Nellis to talk about bonding.

Nellis: Thank you, Director Malfabon, Members of the Board. The first part of the slide I'd like to direct your attention to is the top left where it says Project NEON, \$179 million. That's the final bond sale that we intend to come to the Board to ask for your approval to sell that bond. Probably this spring is what we're looking at. So, that money is set aside for NEON, and then we worked with the Treasurer's Office on what would be kind of a comfortable bond sale scenario, and obviously, a lot can change, but we came up with 2020 through 2022 of \$100 million bond sale in each of those years would be—keep us at a comfortable level, and what I mean by comfortable is you may recall from several presentations in the past where there's, on the right, proposed debt service structure. Where you see that upper line just below \$100 million, that's \$95 million. What that represents is the maximum annual bond payment that we'd want to make to still maintain our current bond rating with the rating agency. So, we wouldn't want to exceed that level. Under this scenario, this keeps us at about an \$82 million level, as you can see, from about—I'm sorry, 2020 through 2029, still leaves a little room for the

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unforeseen that could pop up, and, you know, so we're not just maxing out all of our debt right away.

And also, as Director Malfabon mentioned, we have the fuel revenue indexing that started this year. Estimated revenue is just below \$5 million for 2018, and that's a growing revenue stream that's coming in over the next ten years. As you can see, that goes up significantly in 2019 to almost \$10 million and then up to 2027, \$63.6 million. So, as that revenue comes in, we can consider whether we want to bond against it, and that's been the plan that we've talked about with RTC South, is to be taking that revenue that comes in bond for larger projects down to Southern Nevada. And again, as Director Malfabon mentioned, this revenue stream and any bonds against it would only be used for projects in Southern Nevada. No intent to use it anywhere else in the state.

So, talking to the Treasurer's Office, there's some efficiencies that would be gained by bonding FRI2 revenue bonds with our regular program, and as you can see on this particular graph, the blue line—or the blue bar represents potential bonding for FRI2 around the \$50 to \$60 million range. So, rather than bonding that alone, we would combine it—or propose to combine it with \$100 million in bond sales from our regular gas tax revenue for a total combined bond over that three-year period of \$155 million to \$160 million each of those years, and there's, again, efficiencies gained from the fact that we already have established credit rating. This would be—FRI2 would be a new revenue source. So, the bond rating agencies would view that as good, because we already have stable credit. Now this is a new revenue source coming in, so we're not trying to just go to—sell them on the idea of, hey, we got this new revenue stream that hasn't been proven yet under FRI2, rather, combine them and maintain our good credit rating that saves us money on selling the bond, plus interest savings from doing that. So, that would be our proposal coming up over that three-year period.

And if we needed additional funding for the projects that we're looking at that's in excess of that bonding capacity, there's always the P3 considerations, but as we all talked about many times, you know, there's pros and cons. You know, there's innovation that can potentially be offered to us for the design phase, many states that could save money on operations and such. We haven't necessarily found that to be the case here. We still believe that we can give the best value for maintenance and operations, and that's actually less expensive than what a P3

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partner is likely to provide. And also, interest rates on the private sector, they're going to be higher than what we can typically bond for. So, that's usually a negative, but if we're looking for how do we, you know, bridge any gaps, that might be an option we need to take a look at in the future.

Malfabon: So, I'll take it back over. So, this Board receives quarterly updates on the STIP. So, any major changes to that, you have the opportunity to approve. If there's any major changes associated with these projects that we talked about, eventually, it will be up for the Board's approval. In the case of bonding, the Board, eventually, will come to you first and then the Board of Finance and work with the Treasurer's Office and our Bond Counsel along the way. We will give you the confidential report from the Bond Counsel so that you can look at the details about these ideas. This is just a rough overview to initialize the conversation. And as I mentioned, these projects are great projects. They improve safety, mobility, and support economic development. We just want to really get the go-ahead from the Board to start advancing these, put together our plans, and eventually, submit a very well thought out biennial budget request to the Governor's Finance Office for consideration. And as I said, there is some concerns about congressional actions. It changes day-to-day when they talk about infrastructure funding. We'll stay on top of that. My biggest concern is what happens in fiscal year—federal fiscal year 2020 with the FAST Act and the—in its final year having that rescission built into it. Will Congress take action and fix that? As I said earlier, AASHTO really feels that they could have addressed that during this tax bill with repatriation of—and offshore profits was used as an offset for the tax bill instead of funding infrastructure.

So, bottom line, the recommendation is that we would just allow—I mean, want the Board to allow us to develop a plan. We don't have anything to present to you on specifics. Those numbers were very rough. The years are very rough, but as Robert Nellis had indicated, we have about \$100 million additional capacity from our regular state revenues on fuel taxes, and we have an additional \$60 million roughly in revenues that could be used in Clark County for fuel revenue indexing. We would most likely issue bonds combined, but track those so that we can show folks in Southern Nevada that we are spending the fuel revenue only in Southern Nevada and not using it as an offset to play around with funding. But you can see the majority of the projects were in Southern Nevada. Spaghetti Bowl is the huge one up here in Northern Nevada, and just in general, we just wanted to get the

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Board's approval of this direction to develop a plan, and eventually, the details will come later as we develop our biennial budget request. Any questions?

Sandoval: Thank you, Director Malfabon, and try to summarize, but is it fair to say that we're in good shape?

Malfabon: Definitely, Governor. With that additional revenue that we talked about last month, we're in good shape. It's just that we feel that bonding will actually get us over the hump on a lot of these major projects.

Sandoval: And then on this conclusions page, I think it's important to say this, is that every single project on the STIP is funded and will be built. So, I think that's important for everyone to know, and your mic was off, but that was a yes just for whoever is doing the minutes. [laughter] And then we still have a cushion or have the ability to add more projects statewide. Is that a fair statement?

Malfabon: Yes, Governor. Typically, when we put together the STIP, in the fourth year, we still have some projects that we know might not have all the costs identified as far as the engineering to give a really thoughtful and accurate price for the estimate. So, that's why there's always some money available maybe in the outer years of the STIP that we can apply, and those projects would be built with accommodation of the money that we have available as well as bonding. So, we just have to put together a more thoughtful plan with details.

Sandoval: But as I said—I'm being a little redundant, but there were no ifs, maybes, or buts in there. This is going to get done, and I think that's important for people to know that, that those projects, there's an expectation by this Department as well as this Board that these projects are going to get built.

Malfabon: Definitely, Governor.

Sandoval: Okay. And questions from other Board Members? Member Savage.

Savage: Thank you, Governor, and thank you, Rudy, and thank you, Robert, very high-level discussion, very conceptual plan. It's about the capacity, and we're very thankful for the leadership on the economic drive of Nevada, but we have to remember to preserve what we have. And looking at the facts and figures, you know, we have 13,000 miles of—13,000 lane miles and over 71,000 local roads that we have to maintain as well. So, I'm very comfortable with this Board and

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the Department's being hands-on-the-wheel. I mean, they're engaged. They're being very proactive of looking what's coming up, but we always have to look at the bridges. This Page 2 is very important, too. If you can go back to Page 2, DJ, because this is really everything that we're talking about, not only the major capacity projects, but we have to remember what we have completed to this point and what our obligations are for everyone here in the state of Nevada. So, I'm confident that everybody is engaged on a monthly basis, and I feel that we're heading in the right direction. Thank you, Rudy. Thank you, Governor.

Sandoval: Other questions or comments? Member Almborg.

Almborg: Thank you, Governor. Rudy, I just have a quick comment. I notice there's no projects in District 3, and I say that I realize these are major projects, whatever. I just wanted to take the opportunity, you know, kind of almost going off of what Len had said in here. There's some projects could be taken care of in District 3 that were both brought up during the freight plan, during the I-15 alternate plan, and, you know, that's some passing lanes, intersections, you know, various things that were expressed in there. I just don't want us to lose sight of those projects are also needed in there, and so that's all I wanted to say, so thank you.

Malfabon: And if I may add, so, as you saw on that list, there was the freight program, and there is actually a federal account—or federal funds for freight. So, definitely, we will look at that. We're doing the—as Member Savage had said, we're still doing all those other projects, and one of them is that project in downtown Ely, but there's lots of other projects. Preservation, we spend roughly, between the 3R and the District program, about \$100 million a year. So, it's definitely on our radar that we need to preserve and take care of our system, what we have, but also do these wide range of projects all across the state.

Sandoval: Member Skancke.

Skancke: Thank you, Governor. I just wanted to comment real quickly and briefly. This report really, I think, sends a message to the public and the taxpayers that the Department of Transportation is being very fiscally responsible and are good stewards of the taxpayers' dollars and the fuel taxes that our state receives. And Rudy, I think you and your team, and Robert and your team have done a great job of making sure that we have projects that can be funded and the revenue is there. I commend you for looking at alternative ways of financing. I'm not suggesting—

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please don't take these remarks as I'm suggesting that this is something we should do, because it's somewhat controversial, but under the nomenclature of disruptive and game changer, I just want to share with you a statistic of what's happening in Southern California to a region that I'm soon moving to, which is the 91 express lanes in Southern California are 150% ahead of their projections. When they ran their—when they did the projections and they did all of the engineering, they had no idea that those lanes were going to be handling the capacity that they're handling today. They're five times ahead of their financial projections, which tells you that people will invest in transportation if you give them the opportunity to do it. People will invest in transportation if you are fiscally responsible and they see results. We see it all across the country, and I believe that the reason why people supported the fuel revenue indexing was because of the leadership here and the leadership throughout the state and this Department and the Governor and this Board by being fiscally responsible. So, as you look at—you know, this is a long-range plan, but what are all of the funding mechanisms available to us? I doubt this Board and these legislatures will be having those discussions, because it's way out there, but I think it's important for the Board and for the community to understand that there are lots of alternatives and options out there. Some of them are not popular, but people will pay for transportation infrastructure. We've been doing it for 60 years. It is the only proven job creator in the country of putting people back to work as transportation infrastructure. It cuts across every economy, and so I commend you and your team for bringing this information forward and make sure that the State Department of Transportation is—has the available cash and the available resources for us to deliver these projects, and I hope the public understands that because of what you all do, that money is available to them. So, thank you again for the hard work that you and your team have done.

Sandoval: Other questions or comments with regard to Agenda Item No. 12? Just so I'm clear, Rudy, the form of the motion that you are seeking is what's specifically stated on the recommendation page?

Malfabon: Yes, Governor. I thought it would be helpful for the Board just to kind of condense it into a statement, but it's really to—as I said, we have to develop details, but it gives us the authority to start developing a plan that's going to be including bonding in our—for these other projects in our biennial budget request to the Governor's Finance Office.

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Sandoval: Thank you. So, the Chair will accept a motion for approval that the Transportation Board allow the Department to develop a plan for the advancing projects in the FY '19 through '21 biennium that relies on bonding up to \$160 million per year in 2020 and 2021.

Skancke: So moved.

Sandoval: Member Skancke has moved for approval. Is there a second?

Almberg: Second.

Sandoval: Second by Member Almberg. Any questions or discussion on the motion? I hear none. All those in favor say aye. [ayes around] Those opposed say no. That motion passes unanimously. We'll move on to Agenda Item 12, which is a Briefing on the 2017 NDOT Performance Management Report and 2017 Facts and Figures Book.

Malfabon: Thank you, Governor. We don't have a formal presentation for this. These are documents that are prepared on a regular basis. First to look at the Performance Management Report, there's 15 performance measures that NDOT tracks, and I like the summary that our performance management team has put together on Page 8 and 9. As you can see, there are still some challenging performance measures we need to improve on. You can see the green thumbs up or the white in the red circle thumbs down, where we need to do better. Some highlights, we can do better on fatalities, but I was actually seeing that, Governor, you are correct, that our fatalities are down. I was looking at the color on the report from OTS, and it's actually trending better than it has in years past. But in general, the multiple years previously that we've seen a trend upwards, we still need to do better on traffic safety and pedestrian safety. We track a lot of stuff associated with project delivery. For the most part, we're doing well, but as you've seen in some of the specific contracts you approve, comparisons with engineers' estimates, it's very—kind of a volatile situation now with more public agencies and the private sector putting out more work. It's going to be a supply and demand issue with labor and materials. So, we expect that we need to continue to try to be predictive and try to look at trends on pricing, these bid items on our projects, but we can always improve, and that's going to be a challenging situation as the economy is improving. It's a good challenge to have, that there's a lot of work out there, so we have to do better at predicting the trends in pricing. As

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Member Savage and Member AlMBERG said, you know, we're trying to take care of our assets. We have a fast-growing state, but we also have a large network of the interstate system, I-80, over 400 miles in the north, a lot of US routes, I-15, over 120 miles in the south. We try to take care of those in a hierarchy, as has been presented in the payment presentation report and the bridge report. We're very good on bridge condition. We're number one in the nation. We can always keep delivering those types of projects, and in general, we're doing well. We know where we need to improve, and this is just—wanted to also apologize, that the initial hardcopy you received had a graphic that was duplicated on several pages. We corrected that in this latest draft version that's before you. With the facts and figures book, it's always a wealth of information, a lot of good information on our revenues, how the Department uses those revenues to deliver important programs and projects, how much we get from the feds and state revenue sources and where it's going to. We have—on Page 57, it shows you where the money goes to geographically. So, you can see that Clark County gets a lot of the capacity, improvements like—just like the major projects were a snapshot of several—or in Clark County where the population is on those freeway systems in Clark County. And we have grass for preservation projects. Really, the rural parts of the state receive over 52% of that funding for preservation, which is the repaving projects, and then other project obligations, various safety or stormwater or different types of projects, landscape and aesthetics, and what have you. But you can see that a lot of good, useful information in here about various programs, about trends in Nevada, and a good executive summary on Page—Roman Numeral VI and VII that gives you good graphics. I think that the team that does performance management and the fact book does a great job year-after-year of presenting the information graphically and making it understandable to the public and to—we provide this information to our elected officials, to this Board, and others that are more interested in the details of our program and funding and where the money goes and a lot of background information on the Department. So, with that, we have staff available to answer any specific questions about these two draft documents, just an annual report that usually at this time of the year we bring before the Board for your information.

Sandoval: And thank you, Rudy. Questions or comments from Board Members? Very professionally done and easy to read. That's what I like, is regardless of anyone's sophistication in transportation issues, that you can pick this up and really

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understand what's happening in the state. Anyone else have any questions? All right.

Malfabon: Moving on to Old Business...

Sandoval: Agenda Item 13.

Malfabon: ...Old Business, we have very brief reports for you, but A through D are really related to projects and programs. So, Project NEON quarterly update, as I mentioned, we're going to have a public meeting soon to talk about what we're doing on the construction phases in 2018. We're really on the home stretch of that project, and we're very pleased with the Kiewit team and our project management team overseeing that. They've done some great work with outreach, and it really hit the milestones early. They earned that bonus on the big squeeze, and well done on that project, and no significant safety issues by Kiewit. That was mentioned at a partnering meeting we had with the executives and the Kiewit Project NEON team. We have the Pedestrian Safety Quarterly Report, and there's—as Laurie was able to show you, there's a lot of work going on to develop the plans that eventually get into the design phase for actual projects, and they've been getting better and better at delivering significant projects all over, mainly in the urban areas of Washoe County and Clark County where the pedestrians are. We definitely have a challenge there. We've been working with other partners, though, with UNLV, with the RTCs in the cities across those urban areas to make sure that pedestrian safety is at the forefront, and not just infrastructure projects, but also safety programs that can change behavior and make sure the drivers are watching out for peds and bicyclists and the pedestrians are aware when they're crossing to watch out for those drivers as well, to stay safe.

Sandoval: Before you move on, Rudy, Member Savage has a question.

Savage: Thank you, Governor, and thank you, Mr. Director. Before we pass over this pedestrian safety improvement, I know it's probably been the most aggressive pedestrian safety improvement program we've had here at NDOT throughout our history, and it's been very proactive. The initiative has been a major priority, but I'm thankful to the Governor, because I know this was high on his list and his message to make ped crossings very safe, and this has been accomplished. I know it's work in progress, but I thank you, Governor. I thank the Department. It's very, very important. So, I want to thank the traffic safety engineers, the

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consultants, the RTCs, NDOT, and the construction department as well, but I didn't want that to go unsaid. It's very, very important.

Malfabon: Thank you, Member Savage.

Savage: Mission accomplished and in progress. Thank you, Governor.

Sandoval: Thank you very much, Len. Rudy, please continue.

Malfabon: We have a quarterly update on the Stormwater Program, and I know that Dave Gaskin, Alan Tinney, and other staff have been meeting with Nevada Division of Environmental Protection on the permit. There's an update there for you, but they've been working tirelessly on that. Dave has more information should you want to get more of a formal update, and we also have an update on the shared radio system. Right now, we're asking for some more information from the two teams that are submitting. As I said before, the information associated with the price is still under lock and key. It's confidential. We haven't opened up those prices yet. We're still acquiring the information for the technical scores for the Motorola and the—what was the other—Harris, excuse me. So, if you'd like, Dave can give you more information about the Stormwater Program that's the pleasure of the Board.

Sandoval: Please proceed.

Gaskin: Thank you. Good afternoon, Governor, and Members of the Board. Just have a brief presentation to let you know how things are going with the Stormwater Program. As Rudy mentioned, they recently have a lot of negotiations going on, continuing to go on. We went to San Francisco for a quarterly meeting, compliance meeting with EPA on November 16th. It was as positive and constructive as the previous couple that we've been to, and again, so the ECWAS [phonetic] Regional Council came down to the lobby to greet us and sort of constructive in what she had to say about the progress we've been making.

As you can see from this pie chart, we just have one major program element to submit, should be submitted by the end of this month to the EPA to satisfy the major consent decree requirements. It's a Stormwater Management Plan, and that being said, it's hard enough to put these program elements on paper and into place, but really, the harder part is still ongoing. We have to go out and make this happen within the Department, and it's a challenging thing. The stormwater folks

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have to work very hard to not just inform the folks in the field what needs to be done, but really inspire and motivate them to do a good job and show them why it's the right thing to do. So, our approach has been to make these program elements both workable and have value added for the folks in the field. So, it's a win-win situation where they're getting efficiencies and how they're doing the work out there. So, it's a positive thing, because everybody is busy and short on resources.

And then we're working on the next stage, which is, as Rudy mentioned, to come under a normal permitting program within the EP to get out of the consent decree and move to the stormwater permit. And so, we've been in negotiations with NDEP. We should, hopefully, within a week or two have a final draft permit that will then be shared with EPA for their review, and then we'll have to go through a public comment period. So, hopefully, February, March, we'll have a final stormwater permit from NDEP. We talked with EPA when we were down there about wrapping up the consent decree. Originally, it was contemplated that the end of calendar year 2018 would be the final timeframe to resolve everything in the consent decree and get that closed out. We have been able to have EPA work with us a bit on a couple of the reporting elements that are due next year and maybe move them up a bit since we have made such good progress. So, we'll see if we can wrap things up a little earlier than we anticipated.

Some of the current activities, a lot of planning and design work going on. Some of those reports I mentioned for EPA next year involve continuous real-time monitoring, a supplemental environmental project that we are doing to actually monitor in real time water quality from water bodies around the state, have it available online for anyone who wants to see it, different agencies, different members of the public. There's a website they can look to, to see stormwater water quality data. Again, a lot of our plans and guidance that we put into place aren't just static. We put them out to the field to implement, see what works, what doesn't work, refine them, improve them. It's a continual process, we're continually doing that with valuable feedback from the people in the field. And also, our work with the drones, the UAVs, has been very educational. We found a lot of challenges, but a lot of beneficial things, so that continues as part of our work.

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And just to give you an idea of the amount of ongoing work that is required, on the left, you can see that as of August 10th of this year, we had so many stormwater components mapped and put on our electronic database, and then on the right, November 22nd, just a month and a week or two later, we've added a whole lot of components. Every time we build a new project or people discover new things, there's a lot of updating that goes on. It's not just a static assessment of all of our components.

And this is facilitated by our technology that we've been developing. On the left, you can see not only do we map components, the hydraulic stormwater components out in the field for the folks to use, but we have information on the status and the priority, how long ago were they inspected and how—what kind of condition they're in. In the middle, you can see we can break it down by crew so each crew knows the components within their areas, and then the priority zones and the individual component priorities allow those maintenance and construction folks to be more efficient, and they work. They understand they can't do all the components all at once. They have to prioritize, and this gives them tools in order to help prioritize their work.

We've made a lot of progress in terms of training. I hate to say it, but a lot of the older training in the Department and in the state is kind of old school and old-fashioned, and we've been able to make it a lot more specific, more efficient, so people don't waste time just sitting in a classroom for eight hours with information they may or may not use. We want to tailor it to the specific tasks that they have to perform and give them the information they need in an interesting and effective way. So, that's been very pleasing. I'm very happy with the progress we're making there, and that ties in also to our work with the Nevada Water Innovation Campus where we're really focusing on joint training and working together with the other local jurisdictions and really maximizing the efficiencies that we can in terms of stormwater.

And the last time, people seemed to like my picture of Angel Lake, so I wanted to show it again. [laughter] But this time—before, I was going from a consent decree up to the permit. Now it's going from a different regulatory regime. We want to get back to the Nevada model, as we called it before, where Nevada takes care of business at a state level, so relying a lot less on EPA regulatory oversight and going to NDEP to keep it within the state as much as possible, which is a lot

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more efficient and a lot more effective, because it's certainly tailored to our state and our requirements and our conditions, and just a picture of happy kids at the end, always our consideration for the future. So, that was just a brief overview. If anybody has any questions, I'd be glad to answer them.

Sandoval: No questions, Mr. Gaskin, but full of accolades today, but thank you for all your hard work, and compared to where we were and where we are now, it's just a tremendous amount of progress, and I, just as much as you, would love to see that EPA piece completed and get us back into a state-compliant situation. So, thank you for all your hard work, and thank you to your team, and I still haven't made it to Angel Lake. It's a little cold to go out there now, but I'll—next spring, that's one of my first things to do on my little Nevada bucket list, the few things that are left. So, thank you, Mr. Gaskin.

Gaskin: Thank you.

Sandoval: Other questions or comments from Board Members on this portion of the Agenda?

Almberg: It's not on this portion.

Sandoval: Oh, okay. Any questions for Mr. Gaskin? Let's proceed, then.

Malfabon: Governor, we have the Report of Outside Counsel Costs on Open Matters under Item E, and under Item F of this is the Monthly Litigation Report, and Dennis Gallagher, our Chief Deputy Attorney General, is able to answer any questions.

Sandoval: Mr. Lieutenant Governor, this is usually your sphere.

Hutchison: Thank you, Governor. If you don't mind, Governor, I'd like to just ask a quick comment on—or make a quick comment and just ask a question on Attachment A, the NEON Quarterly Update. It looks like the second page of Attachment A, there's just a note here that says, "Preparing for 2018 major impact to I-15 beginning March of 2018." I wondered if you could—if somebody could just give us a preview of what those major impacts are anticipated will be.

Malfabon: I'll do my best, and then if there's any specifics, but in—oh, they are, project manager is there, but basically, what we're looking at is what I call the big squeeze 2.0. It's limiting the number of lanes on I-15 to three lanes each direction primarily, but there will be additional information from our project manager.

Transcript of Nevada Department of Transportation
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Keller: Good afternoon, Governor, Transportation Board, Dale Keller, NDOT Project Manager for the record. Lieutenant Governor, big picture preview is that for 252 days, starting after NASCAR weekend of March of 2018 all the way through that November Thanksgiving, Black Friday holiday will be impacting I-15. Right now, it's typically about four lanes in each direction.

Hutchison: Right.

Keller: What we're doing is reducing it to three lanes each direction. So, it's going to be tight. It's going to be work around the clock, six days a week. It's going to be very exciting for us on the project side, and we're trying to really minimize that impact from those 252 days.

Hutchison: So, what do you—and thank you, Mr. Keller. What do you anticipate doing to mitigate that huge impact, because I mean, so far, it's been just absolutely terrific in terms of how we've really mitigated the adverse impact of Project NEON in Southern Nevada, and so many of us use that every single day. What do we—because that sounds to me like that could be a very congested prospect for us over the course of—better part of the year.

Keller: Sure. As Director Malfabon said, it's going to be the Big Squeeze 2.0, right? So, it's going to be a lot larger impact, but for that shorter duration. We're going to see very similar outreach as we've done before with the braiding campaign and making sure that we get the message out there so we understand—the public understands what to expect when March 6th of 2018 occurs and how to get around the construction zone for those ten months.

Hutchison: Okay, great. Mr. Keller, thank you very much.

Keller: Thank you.

Hutchison: Governor, that was my question on Exhibit—or excuse me, Attachment A about NEON. I just had a quick question on the shared radio update, Attachment D, if I could move to that, Governor.

Sandoval: Of course, please proceed.

Hutchison: Thank you. Just one of the last bullet points on this attachment, looking at Item 13, Attachment D, one of the last bullet points says that after the notice of intent to award goes out, the negotiations will begin. And then it says, "Once

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negotiations are complete, an agreement for the State portion of the system will be brought to the Board for approval." My question is how does that timing interact with or coordinate with the negotiations and the completion of the agreement with Washoe County as well as NV Energy? Will they—in other words, will those—will their portions of the contract already be approved and we'll sort of be the last approval agency or will this be going on simultaneously or will we be first and then Washoe and NV Energy will follow us after the Board decides what to do?

Malfabon: Mr. Lieutenant Governor, great question. My assumption, and maybe staff can correct me if I'm wrong, but that there would be, at the same timeframe, that each entity has a portion of that radio system, Washoe County, NV Energy, and NDOT, and we'd negotiate our own separate contracts with the selected vendor. So, unless staff has any other information, they're not in agreement, will each have their own. I think that whoever completes their negotiations first takes it to their approval process. We also anticipate a two-step process because of the Interim Finance Committee. They want to get some more information about specifics before they add it to our budget for this current biennium, but we're preparing that. They're just looking at the distribution of general fund versus State Highway Fund costs for the Nevada shared radio system for NDOT's portion.

Hutchison: Okay, thank you.

Malfabon: But we anticipate probably March bringing it to our Board. It's probably March or April by the time we finish negotiations and bring it to the Board and post it.

Hutchison: Okay. You clarified that there's just no sequencing of that approval, though, among those participating agencies, right?

Malfabon: Correct.

Hutchison: Okay, thank you. And then, Governor, if I could turn to the outside—actually, really, looking at the litigation—Monthly Litigation Report, this one, and just curious, as Mr. Gallagher notes in his report here, the new cases that have recently been filed appear in red. And when I turn to our monthly litigation report, I see that there are multiple new cases that have been filed. I was just trying to think if there's anywhere other than government where you would have a Board meeting where you just approved a \$3.5 million contract, and in the same meeting, you get a report on the same party suing us. So, we've got a Road and Highway Builders

Transcript of Nevada Department of Transportation
Board of Directors Meeting
December 11, 2017

lawsuit that's a new one, apparently, against NDOT, and I just wanted—if somebody could put a little meat on the bones in terms of what they're alleging against NDOT in this new litigation.

Gallagher: For the record, Dennis Gallagher, Counsel for the Board. The one item that you see under contract disputes, Road and Highways filed a bid protest on Contract 3699 and filed—the Director dismissed the protest, and so they filed for a petition for judicial review. The Director denied the request, finding that the successful bidder had a technical error in the bid. It listed two subcontractors when they intended only to list one. It didn't change the amount of the bid, and the bidder actually discovered it and immediately notified the Department that there was a technical error of the two electrical contractors being reported when they intended only to list one. The other three matters are petitions for judicial review that Road and Highway Builders have filed for prevailing wage determinations that were made by the Labor Commissioner, and since the Department was the issuing public agency, the Department has the pleasure of defending the Labor Commissioner's findings.

Hutchison: Okay. And just back up to the Contract 3699 award, what's the value of that contract?

Gallagher: That was a—it's in your packet. Item 6, Contract No. 1.

Hutchison: Okay.

Malfabon: [crosstalk] \$8,840,000.

Hutchison: Okay, I see. So, that was one—I see. Okay, that was the one that was awarded to Q&D Construction, and Road and Highway Builders have sued NDOT, challenging the award of that contract to Q&D construction.

Gallagher: That is correct.

Hutchison: All right. I'd like to just note the irony of the entire situation. It's hard—it's just hard to imagine any other environment within which this occurs at the same Board Meeting, but the government operates in different ways sometimes, and so I'll just note that, and I'll move on, Governor. Thank you very much.

Sandoval: Thank you, Mr. Lieutenant Governor. Other questions or—or is there further presentation, Rudy, that you had on Agenda Item 13?

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Board of Directors Meeting
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Malfabon: I just wanted to mention, Governor, that although that—as the—pardon me. On G, or the Fatality Report, I wanted to mention that fatalities are down. In Clark County, pedestrian fatalities are up, so it's still a challenge, but I also wanted to point out that alcohol-related fatalities, impaired driving, is way down, and it's year-after-year. I think that it's a testament to not only our programs and our campaign for zero fatalities, but also the work that the Department of Public Safety and Nevada Highway Patrol do in enforcing that on our state highway system as well as our local law enforcement, and especially around the holidays we try to touch on that and impress on people, don't drive impaired. Also, at the bottom of that report, we had been putting in the amount of unrestrained—or people that aren't buckled up, they get ejected from vehicles when they have these run-off-the-road crashes, and that's significant. Twenty-eight percent of our fatalities are related to this type of situation. So, as Member Skancke said, please buckle up when you're driving. All passengers in the vehicle should be buckled in.

Sandoval: Thank you, Rudy. Any other questions or comments from Board Members with regard to Agenda Item 13? Member Almberg.

Almberg: Thank you, Governor. Just one quick question, on Attachment A, Project NEON, in here, the received a substantial, you know, incentive bonus for completing early, which I have no issues with. My only observation in here is they received a bonus, but they are actually behind progress schedule based on the days expended and the overall completion of the project. I don't believe it's a concern, because it's a very minor difference at this point in time, but I just want to just raise the point that we need to be careful that we watch that they don't—as a contractor, he doesn't focus all of his time in to get a bonus to put the rest of the project—basically, burn up all the critical path and any other leeway we have in the project. So, it's a very minor difference here. I don't think it's an issue, but it's something that could possibly, down the road, cause problems.

Malfabon: And good point, Member Almberg, and what happens there with the Design-Build Project is there's a—you start counting time, but a lot of it initially is for the design to get—and those packages to be designed and approved by the Department. So, that probably is the bulk of what you see in that discrepancy, but definitely, the—and during the big squeeze on US 95 and that work for that flyover bridge there on 95, Kiewit did a great job and spent a lot of money on

Transcript of Nevada Department of Transportation
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December 11, 2017

overtime. As Project Manager Dale Keller mentioned, they anticipate working days and nights and nonstop to get this work done, and they spent money to earn that bonus, and we're glad that they were able to do so, and hopefully, they'll do that in the next milestone.

Almberg: And I'm supportive of it, and I don't think that they did anything wrong. I'm just saying we want to just make sure that we don't get ourselves in a situation where they're chasing a bonus and putting the rest of the project aside. So, thanks, Governor.

Sandoval: Thank you. And we'll move to Agenda Item 14, Public Comment. Is there any member of the public in Las Vegas that would like to provide public comment to the Board?

Hutchison: None here, Governor.

Sandoval: Thank you, Mr. Lieutenant Governor. Anyone present in Carson City that would like to provide public comment to the Board?

Lake: Thank you, Governor. For the record, Ray Lake, North Valley Citizens Advisory Board. I just wanted to say that I'm encouraged to see that there is some money out there sooner than seven years, and I'm still a little discouraged that it's going to take that long. I don't think there's really much can be done about it, because that's the way the federal government moves, but anyway, I want to thank Nick Johnson, because he and his folks have done an excellent job of engaging with me and probably given me more attention than I deserve. So, anyway, thank you very much, and have a good day.

Sandoval: Thank you, Mr. Lake. Any other public comment? Just before I adjourn the meeting or take a motion to adjourn the meeting, I just want to wish everyone a Merry Christmas, Happy Holidays, and a Happy New Year, and looking forward to a very productive and fabulous 2018. Is there a motion to adjourn?

Skamcke: So moved.

Sandoval: All right. [laughter]

Knecht: Second.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
December 11, 2017

Sandoval: Member Skancke has moved to adjourn. The Controller has seconded the motion. All in favor please say aye. [ayes around] That motion passes unanimously. Thank you very much. This meeting is adjourned.

Secretary to Board

Preparer of Minutes

DRAFT



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

MEMORANDUM

December 29, 2017

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: January 08, 2018, Transportation Board of Directors Meeting
Item #5: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from November 15, 2017, through December 12, 2017.

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 new agreements and amendments which take the total agreement above \$300,000 during the period from November 15, 2017, through December 12, 2017.

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, November 15, 2017, through December 12, 2017.

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
 November 15, 2017 through December 12, 2017

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	Dept. Division	Dir. Office	Notes
1	07117	00	DIVERSIFIED CONSULTING SERVICES	AUGMENTATION OF CREW 903 - GARNET INTERCHANGE DESIGN-BUILD	Y	3,699,575.90	-	3,699,575.90	-	8-Jan-2018	31-Dec-2019	-	Service Provider	Construction	Reid	01-08-18: CONSTRUCTION ENGINEERING SERVICES FOR AUGMENTATION OF CREW 903 TO ENSURE THAT THE CONSTRUCTION OF PROJECT SPI-015-1(074), GARNET INTERCHANGE, LOCATED AT THE JUNCTION OF I-15 AND US 93, AND THE WIDENING OF US 93 FROM MP CL 52.00 TO CL 57.00, IS ACCOMPLISHED IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS, CLARK COUNTY. NV B/L#: NVD19901019853-R PROPOSERS: AECOM, CA GROUP, DCS, AND HDR.
2	55017	00	DIVERSIFIED CONSULTING SERVICES	AUGMENTATION OF CREW 920 - MULTIPLE PROJECTS	Y	712,381.00	-	712,381.00	-	8-Jan-2018	31-Dec-2018	-	Service Provider	Construction	Reid	01-08-18: CONSTRUCTION ENGINEERING SERVICES FOR AUGMENTATION OF CREW 920 TO ENSURE THAT THE FOLLOWING PROJECTS ARE ACCOMPLISHED IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS: PROJECT ID 73701 BR-0013(023) BRIDGE REPLACEMENT, EDEN VALLEY RD AT HUMBOLDT RIVER; PROJECT ID 73789 NHP-080-3(065) MILL AND FILL, I-80 WINNEMUCCA INTERCHANGE MP HU 12.023 TO 17.354; PROJECT ID 60781 STBG-NHPP-080-3(066) RUBBLIZE AND OVERLAY, I-80 NEAR MOTE INTERCHANGE, MP HU 54.95 TO 60.33; AND PROJECT ID 60778 SPSR-0305(008) CHIP SEAL, SR 305 MP LA 69.35 TO 97.00, HUMBOLDT AND LANDER COUNTIES. NV. B/L#: NVD19901019853-R PROPOSERS: CME, INC., AND DCS.
3	51116	00	KLEINFELDER	GEOTECHNICAL FORENSIC STUDY	N	495,692.00	-	495,692.00	-	8-Jan-2018	30-Dec-2019	-	Service Provider	District 1	Tracy	01-08-17: IDENTIFY ISSUES AND PROVIDE INNOVATIVE SOLUTIONS OF THE PAVEMENT DISTRESS ON CHEYENNE AVENUE, SR 574, BETWEEN TRADE DRIVE AND ENGLESTEAD STREET, AND BETWEEN SCOTT ROBINSON BOULEVARD AND MARTIN LUTHER KING BOULEVARD, CLARK COUNTY. NV. B/L#: NVF19801004246-R PROPOSERS: ASGARIAN NATHAN GEOTECHNICAL AND LAND ENGINEERING, GEOTECHNICAL & ENVIRONMENTAL SERVICES, NOVA GEOTECHNICAL & INSPECTIONS, AND TERRACON CONSULTANTS.
4	64815	01	WOOD RODGERS	STATEWIDE LONG-RANGE TRANSPORTATION PLAN	Y	1,898,787.00	492,210.00	2,390,997.00	-	12-Jul-2016	30-Jun-2019	8-Jan-2018	Service Provider	Planning	Sondra	AMD 1 01-08-18: INCREASE AUTHORITY BY \$492,210.00 FROM \$1,898,787.00 TO \$2,390,997.00 AND EXTEND TERMINATION DATE FROM 12-31-17 TO 06-30-19 TO COVER ADDITIONAL SCOPE OF SERVICES THAT REQUIRES EXTENSIVE PUBLIC OUTREACH. 7-12-2016: DEVELOPMENT OF NEVADA'S LONG-RANGE TRANSPORTATION PLAN (LRTP) IS NECESSARY FOR NEVADA TO BE "FAST ACT" COMPLIANT WITH THE FEDERAL TRANSPORTATION REQUIREMENTS, STATEWIDE. NV. B/L#: NV20031304987-R

Line Item 1

PR071-17-040R

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request Request for Amendment #: Agreement #:

If Amendment, name of Company:

Project ID #(s): 74067

Type of Services: Engineering Services - Construction Management

Originated by: Lisa Schettler Division: Construction Date Originated: 1/19/2017

 Division Head/District Engineer: Sharon Foerschler

Budget Category #: 06 Object #: 814B Organization #: C040

Estimated Cost: \$4,830,597.21 Type of Funding: Federal % of Fund: 95

Funding Notes: State Fiscal Year(s): FY17-FY20

\$46,460.98 in FY17; \$1,901,961.23 in FY18; \$2,187,778.76 in FY19; \$694,396.24 in FY20

Financial Management:

DocuSigned by:
Donna Spelts 1/23/2017
8A78D93AD71E514 Signature Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:
Hua C. Riley 1/24/2017
37C47D075A45826 Signature Date

Director:

Requires Transportation Board Presentation

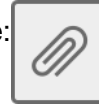
Does not require Transportation Board presentation

DocuSigned by:
Rudy May 1/24/2017
C4C7CE5CD588114 Signature Date

PR071-17-040

Attachments:

Budget by Organization Report (Report No. NBDM30) attached here:



If Amendment, attach original Agreement here:

Any additional information to attach: Yes



Purpose of, and Justification for, Budget Request:

As a result of the size and scope of the projects and the crew workload, the Construction Division is requesting approval to proceed with a solicitation to provide construction crew augmentation services.

Note: The Project ID# of 74067 is currently in use for consultant support for project management in overseeing the design-build. Project ID # I15CARNC is being utilized for the construction portion of this design-build project in PSAMS, however, we anticipate a new number will be programmed/assigned prior to the beginning of the construction phase of the project. The construction engineering costs incurred and invoiced as a result of this augmentation will be charged to that new number.

Scope of Services:

The scope of services include providing Construction Engineering Services for augmentation of Crew 903 to ensure that the construction of Project No SPI-015-1(074), Garnet Interchange, located at the junction of I-15 and US 93 and the Widening of US 93 from MP CL 52.00 to CL 57.00 is accomplished in conformance with the plans, specifications, and all other contract documents. The estimated duration of construction of this project is two calendar years.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

December 19, 2017

TO: Reid Kaiser, Assistant Director
FROM: Judy Tortelli, Project Manager
SUBJECT: Negotiation Summary for RFP 071-17-040R
Crew 903 Augmentation, Garnet Design-Build

A negotiation meeting was held at NDOT District I office in Las Vegas, Nevada on December 5, 2017, with Michael Johnson and Mike Glock from Diversified Consulting Services and Judy Tortelli, Stephen Lani, Steven Conner, and Mario Gomez from the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at three percent (3.0%).

The following scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The SERVICE PROVIDER agrees to perform professional and technical engineering services to ensure that Project No SPI-015-1(074) the construction of Garnet Interchange located at the junction of I-15 and US 93 and the Widening of US 93 from MP CL 52.00 to CL 57.00 is accomplished in conformance with all contract documents. The SERVICE PROVIDER shall provide up to two (2) Office Managers, three (3) Inspectors level IV, two (2) Testers, and two (2) nuclear gauges. The SERVICE PROVIDER also agrees to provide incidental equipment as may be required by the DEPARTMENT

The SERVICE PROVIDER shall provide a principal engineer to act as Project Manager. The Principal Engineer shall be limited to billing no more than eight (8) hours per month, unless prior approval is obtained from the DEPARTMENT. The Principal Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer.

The SERVICE PROVIDER shall provide one (1) field laboratory at the project site of the minimum size with sufficient capacity to perform the scope of services as required by the DEPARTMENT, and including any cabinets, shelves, sinks, counter space and filing cabinets needed.

The following 4 firms submitted proposals in response to RFP 071-17-040R:

- AECOM
- CA Group
- Diversified Consulting Services (DCS)
- HDR

DCS is the prime consultant and has teamed up with subconsultants 4Leaf and Creative Engineering and Environmental Consulting for inspection services.

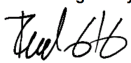
The DEPARTMENT's original estimate was \$4,830,597.21 based on specific rates of compensation method, whereas the Consultant is paid at an agreed and supported fixed rate for each class of employee engaged directly in the work. Specific rates of compensation include direct salary costs, indirect costs and the fixed fee.

The SERVICE PROVIDER's original estimate was \$3,629,986.50.

The negotiations yielded the following:

1. Adjusted the augmentation staffing durations and levels based upon current estimated project construction and close out schedule. More specifically, the clean-up and close-out of the project was extended from April to May, 2019 and the mobile lab direct monthly cost was increased by 2 ½ months.
2. Agreed estimated overtime for Construction Technical Staff (CTS) "Office Personnel" should be decreased from 25% to 15% for the duration of the project. Field staff overtime for inspectors and materials testers was increased from 25% to 35% for 8 months (March – October) based on anticipated construction workload and typical paving season.
3. Clarified that loaded rates include vehicles, phones, and computers and mobile lab rate includes 2 nuclear gauges with storage. Agreed that a higher rate for CTS was justified based on expectation and requirements (closer to Assistant RE position than basic office person). Agreed two Level IV Inspector rates were justified because bridge experience is required.
4. Agreed the loaded rates were high based on historical data from 2015 – 2017 Contracts. Hourly loaded rates per position were revised.
5. Agreed the calculation used for the overtime rate should not include direct expenses. Hourly overtime rates per position were reduced accordingly.
6. Agreed the mobile lab monthly cost and mobilization/demobilization cost were justified because 2 nuclear gauges with storage were included and transportation/setup costs are high.
7. The final total negotiated cost for this agreement, including direct salary costs, indirect costs and fixed fee is \$3,699.575.90

Reviewed and Approved:

DocuSigned by:

22B87BD707CB4CD...

Reid Kaiser , Assistant Director

071-17-040R - SCOPE OF SERVICES

The SERVICE PROVIDER agrees to perform professional and technical engineering services to ensure that Project No SPI-015-1(074) the construction of Garnet Interchange located at the junction of I-15 and US 93 and the Widening of US 93 from MP CL 52.00 to CL 57.00 is accomplished in conformance with the plans, specifications, and all other contract documents.

The SERVICE PROVIDER shall provide personnel who possess the experience, knowledge and character to adequately perform the requirements of this Agreement, so as not to delay the progress of construction. The SERVICE PROVIDER shall be familiar with the standard practices of the DEPARTMENT and shall ensure all personnel provided to work on the project are familiar with the DEPARTMENT's contract documents, including the plans, specifications, technical provisions, and any change orders thereto. The SERVICE PROVIDER shall perform the procedures for field inspection, office management and field testing in accordance with the DEPARTMENT's specifications, Construction Manual, Testing Manual and Documentation Manual.

The SERVICE PROVIDER shall provide a principal engineer to act as Project Manager. The Principal Engineer shall be limited to billing no more than eight (8) hours per month, unless prior approval is obtained from the DEPARTMENT. The Principal Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer.

The SERVICE PROVIDER shall provide up to two (2) construction technical staff, three (3) Inspectors level IV, two (2) Testers, two (2) nuclear gauges, and one (1) fully equipped mobile laboratory as necessary to complete the scope of services according to the project schedule. The SERVICE PROVIDER also agrees to provide incidental equipment as may be required by the DEPARTMENT.

The SERVICE PROVIDER shall provide two (2) Construction Technical Staff each with a minimum of three (3) years of experience utilizing NDOT construction manual procedures, office procedure and documentation manual, and testing manual procedures or three (3) years of equivalent experience on Federal Highway Administration (FHWA) projects. The SERVICE PROVIDER shall provide two (2) Construction Technical Staff with a total combined minimum of two (2) years' design build construction management and document control experience between them. Assign staff to the project to efficiently complete the scope of services (not all personnel may be required full time).

The two (2) Construction Technical Staff will assist the Resident Engineer (RE) in maintaining and managing a construction field office, including records files for documentation of contract progress, specification compliance, correspondence, and all other source documents related to a design build contract. They will assist the Resident Engineer (RE) in maintaining and managing a construction field laboratory, including facilities for testing. The Technical Staff will ensure adherence to contract plans and specifications by: direct and delegated supervision of inspectors overseeing the contractor's activities; supervision of materials testing procedures; interpretation of plans and specifications to resolve conflicts and ambiguities. They will oversee the preparation of progress pay estimates, authorizing payment to the contractor for work, which has been completed in conformance with plans and specifications.

The SERVICE PROVIDER shall provide three (3) Inspectors Level IV each with a minimum of five (5) years of higher level highway construction inspection experience. The SERVICE PROVIDER shall provide at least one (1) inspector with a minimum of 5 years of bridge inspection experience and at least one (1) inspector must be an NDOT certified Water Pollution Control

Manager (WPCM). Assign staff to the project to efficiently complete the scope of services (not all personnel may be required full time).

The SERVICE PROVIDER shall provide two (2) Testers each with a minimum of three (3) years of highway construction material testing experience. All testing personnel shall meet and be certified under American Concrete Institute (ACI) as Concrete Field Testing Technician - Grade I. All testing personnel shall meet and be certified under Nevada Alliance for Quality Transportation Construction (NAQTC) guidelines for Sampling and Density (SD), Aggregate (AG), and either Asphalt (AS) or Asphalt Extended (AE); in lieu of NAQTC certification, testers may be certified under Western Alliance for Quality Transportation Construction (WAQTC) guidelines for Aggregate, Asphalt, Embankment and Base, and In-Place Density will be accepted. Assign staff to the project to efficiently complete the scope of services (not all personnel may be required full time).

The SERVICE PROVIDER shall provide all personnel assigned to this project the proper safety equipment, including but not limited to, soft caps, hard hats and vests meeting the current DEPARTMENT standards for Work Zone Apparel.

The SERVICE PROVIDER shall provide all personnel assigned to this project any specialized training, including safety training, or equipment necessary to perform the assigned duties, including but not limited to, Preventing Storm Water Pollution from Construction Activities, testing, inspection, and use of hazardous materials. Personnel provided for testing and inspection shall be approved by the DEPARTMENT prior to performance of work on this project.

The SERVICE PROVIDER shall provide its own or lease trucks and cell phones for all personnel who need to perform work outside of the office. Vehicles shall be equipped with high intensity flashing yellow strobe lights.

Each Construction Technical staff member shall be equipped with a Windows-based computer capable of supporting the AASHTOWare Field Manager™ program.

Each Inspector shall be equipped with an iPad capable of supporting the Mobile Inspector™ software utilized by the DEPARTMENT for documenting field inspection activities.

When nuclear gauges are required, the Service Provider shall have current licenses as required by the appropriate regulatory agencies. Personnel who operate or transport any nuclear density gauge shall have in their possession evidence of current certification pertaining to the nuclear density gauges under their control. The Service Provider shall be responsible to provide their own storage facility and transportation for nuclear density gauges.

The SERVICE PROVIDER shall provide one (1) field laboratory at the project site of the minimum size with sufficient capacity to perform the scope of services as required by the DEPARTMENT, and including any cabinets, shelves, sinks, counter space and filing cabinets needed. The laboratory shall be wired for 220 volts and have the exhaust vent required for the testing equipment needed for the project. The laboratory shall contain equipment needed to perform the testing on the project including but not limited to sieves, sieve shakers, scales, balances, sample splitters, drying devices such as ovens and burners, sand equivalent test set, specific gravity testing equipment, proctor compaction set, sand volume apparatus, nuclear testing devices, concrete testing equipment, density testing equipment, dry film thickness testing equipment, asphalt content tester and other miscellaneous equipment needed such as sampling devices, pans and tools in. The SERVICE PROVIDER agrees that this is a minimum equipment list and additional equipment may be required. The SERVICE PROVIDER shall also provide incidental equipment as may be required by the DEPARTMENT.

Line Item 2

P550-17-040

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request Request for Amendment #: Agreement #:

If Amendment, name of Company:

Project ID #(s): 60778, 60781, 73701, 73789

Type of Services: Engineering Services

Originated by: Jessica Downing Division: Construction Date Originated: 9/20/2017

 Division Head/District Engineer: Sharon Foerschler

Budget Category #: 06 Object #: 814B Organization #: C040

Estimated Cost: \$713,546.80 Type of Funding: Fed/State % of Fund: see below

Funding Notes: State Fiscal Year(s): FY18-19

\$480,575.28 in FY18; \$232,971.52 in FY19

Project 60778=100% State; Project 60781=95% Federal 5% State; Project 73781=59.5%

Federal, 37.3% State & 3.1% Local; Project 73789=95% Federal 5% State

Financial Management:

DocuSigned by:
Donna Spelts 9/21/2017
8A78D93AD71E514 Signature Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:
Hua Riley 9/21/2017
22564E6A6F883F6 Signature Date

Director:

Requires Transportation Board Presentation

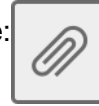
Does not require Transportation Board presentation

DocuSigned by:
Rudy May 9/22/2017
C4C7CE5CD585114 Signature Date

P550-17-040

Attachments:

Budget by Organization Report (Report No. NBDM30) attached here:



If Amendment, attach original Agreement here:

Any additional information to attach: Yes



Purpose of, and Justification for, Budget Request:

As a result of the size, scope and remote locations of the projects, as well as the crew workload, the Construction Division is requesting approval to proceed with a solicitation to provide crew augmentation services.

Scope of Services:

The scope of services include providing Construction Engineering Services for Augmentation of Crew 920 for the I80 East Winnemucca interchange, Project ID 73789, Project No. NHP-080-3(065); Eden Valley Bridge, Project ID 73701, Project No. BR-0013(023); I80 Humboldt County Mote Interchange, Project ID 60781, Project No. STBG-NHPP-080-3(066); SR305 Chip Seal, Project ID 60778, Project No. SPSR-0305(008). The overall estimated duration of these projects is 120 working days.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

December 18, 2017

TO: Reid Kaiser, Assistant Director
FROM: Tonia Andree, Project Manager
SUBJECT: Negotiation Summary for RFP 550-17-040 Crew 920 Augmentation

A negotiation meeting was held at NDOT Headquarters in Carson City on December 11, 2017, with Michael Murphy and Mike Glock from Diversified Consulting Service and Tonia Andree, Stephen Lani, David Schwartz and Jessica Downing 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 the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The SERVICE PROVIDER shall perform professional and technical engineering services to ensure that Project ID 73701 BR-0013(023) Off -System Bridge Replacement, B-1658, Eden Valley Rd at Humboldt River; Project ID 73789 NHP-080-3(065) Mill and Fill, I-80 Winnemucca Interchange MP HU 12.023 to 17.354; Project ID 60781 STBG-NHPP-080-3(066) Rubblize and Overlay I-80 near Mote Interchange, MP HU 54.95 to 60.33; and Project ID 60778 SPSR-0305(008) SR305 Chip Seal MP LA 69.35 to 97.00 are accomplished in conformance with the plans, specifications, and all other contract documents. The SERVICE PROVIDER shall provide up to one (1) Inspector level IV, three (3) Testers, and two (2) nuclear gauges as needed to accomplish the scope of services. The SERVICE PROVIDER also agrees to provide incidental equipment as may be required by the DEPARTMENT. The SERVICE PROVIDER shall provide a principal engineer to act as Project Manager. The Principal Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer.

All key personnel are employees of DCS. There are no subconsultants providing employees or services under this agreement.

The DEPARTMENT's original estimate was \$713,546.80 including direct labor and expenses.

The SERVICE PROVIDER's original estimate was \$861,074.00.

The negotiations yielded the following:

1. Adjusted the augmentation staffing durations and levels based on the current estimated project construction and close out schedule. Specifically, testers were removed for the months of April 2019 and October 2019.
2. It was agreed upon to reduce the number of assumed hours for each month.
3. The estimated overtime rate for field staff of 25% was agreed upon as reasonable and the hours were justified based on project location and services to be provided.
4. Agreed the calculation used for the overtime rate should not include direct expenses. The rates were reduced accordingly.

5. The per diem was adjusted to reflect a daily rate rather than a monthly rate.
6. The total negotiated cost for this agreement, including direct and expenses will be \$712,381.00.

Reviewed and Approved:

DocuSigned by:

22B87BD707CB4CD...
Reid Kaiser, Assistant Director

CONSTRUCTION ENGINEERING SERVICES
AUGMENTATION OF CREW 920 IN DISTRICT III
SCOPE OF SERVICES

The SERVICE PROVIDER shall perform professional and technical engineering services to ensure that Project ID 73701 BR-0013(023) Off -System Bridge Replacement, B-1658, Eden Valley Rd at Humboldt River; Project ID 73789 NHP-080-3(065) Mill and Fill, I-80 Winnemucca Interchange MP HU 12.023 to 17.354; Project ID 60781 STBG-NHPP-080-3(066) Rubblize and Overlay I-80 near Mote Interchange, MP HU 54.95 to 60.33; and Project ID 60778 SPSR-0305(008) SR305 Chip Seal MP LA 69.35 to 97.00 are accomplished in conformance with the plans, specifications, and all other contract documents.

The SERVICE PROVIDER shall provide up to one (1) Inspector level IV, three (3) Testers, and two (2) nuclear gauges as needed to accomplish the scope of services. The SERVICE PROVIDER also agrees to provide incidental equipment as may be required by the DEPARTMENT.

The SERVICE PROVIDER shall provide all personnel assigned to this project the proper safety equipment, including but not limited to, soft caps, hard hats and vests meeting the current DEPARTMENT standards for Work Zone Apparel.

The SERVICE PROVIDER shall provide its own or lease trucks and cell phones for all personnel who need to perform work outside of the office. Vehicles shall be equipped with high intensity flashing yellow strobe lights.

Inspectors shall be equipped with an iPad capable of supporting the Mobile Inspector™ software utilized by the DEPARTMENT for documenting field inspection activities.

The SERVICE PROVIDER shall provide a principal engineer to act as Project Manager. The Principal Engineer shall be limited to billing no more than eight (8) hours per month, unless prior approval is obtained from the DEPARTMENT. The Principal Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer.

The SERVICE PROVIDER shall provide personnel who possess the experience, knowledge and character to adequately perform these requirements, so as not to delay the progress of construction. The SERVICE PROVIDER shall be familiar with the standard practices of the DEPARTMENT and shall ensure all personnel provided to work on the project are familiar with the DEPARTMENT's contract documents, including the plans, specifications, special provisions, and any change orders thereto. The SERVICE PROVIDER shall perform the procedures for field inspection and field testing in accordance with the DEPARTMENT's specifications, Construction Manual, Testing Manual and Documentation Manual.

The SERVICE PROVIDER shall provide all personnel assigned to this project any specialized training, including safety training, or equipment necessary to perform the assigned duties, including but not limited to, Preventing Storm Water Pollution from Construction Activities, use of hazardous materials, testing and inspection. Personnel provided for testing and inspection shall be approved by the DEPARTMENT prior to performance of work on this project.

All testing personnel shall meet and be certified under American Concrete Institute (ACI) as Concrete Field Testing Technician - Grade I; Nevada Alliance for Quality Transportation Construction (NAQTC) guidelines; certification under Western Alliance for Quality Transportation Construction (WAQTC) guidelines will be accepted in lieu of NAQTC.

If nuclear gauges are required, the SERVICE PROVIDER shall have current licenses as required by the appropriate regulatory agencies. Personnel who operate or transport any nuclear density gauge shall have in their possession evidence of current certification pertaining to the nuclear density gauges under their control. The SERVICE PROVIDER shall be responsible to provide their own storage facility and transportation for nuclear density gauges.

Line Item 3

511-16-101

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a


Initial Budget Request Request for Amendment #: Agreement #:

If Amendment, name of Company:

Project ID #(s): 73916

Type of Services: Geotechnical Consultant Services

Originated by: Erlinda Guiller Division: District 1 Date Originated: 11/2/2017

 Division Head/District Engineer: Mary A. Martini, P.E., District Engineer

Budget Category #: 06 Object #: 813W Organization #: B101

Estimated Cost: 500,000 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 2018

RFP511-16-101: The A04 Financial Data Warehouse Budget by Organization Report No. NBDM30, District I FY2018 Approved Betterment List Approval Memo, and Form 2A approved on 8/29/2016 are attached.

Financial Management:

DocuSigned by:
Donna Spelts 11/8/2017
8A78D93AD71E5114 Signature Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:
Hua Riley 11/13/2017
22564E6A6F883FE6 Signature Date

Director:

Requires Transportation Board Presentation

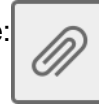
Does not require Transportation Board presentation

DocuSigned by:
Rudy May 11/15/2017
C4C7CE5CD5883114 Signature Date

604-

Attachments:

Budget by Organization Report (Report No. NBDM30) attached here:



If Amendment, attach original Agreement here:

Any additional information to attach: Yes



Purpose of, and Justification for, Budget Request:

Cheyenne Avenue (SR 574) in North Las Vegas, Clark County Nevada has a history of pavement distress over the past 17 years in the form of depressions, bumps or undulations at several locations. NDOT performed several geotechnical investigations and repairs between 1999 to the present with unsuccessful results. HISTORY OF REPAIRS ON CHEYENNE AVENUE NEAR REVERE STREET, as attached, shows NDOT already expended more than \$12M. District I expects future repairs to identify the root causes of the issues and to provide solutions. Therefore, high-level of expertise, technology and specialized equipment are needed to research and resolve these issues.

Due to the issues as described above, a Geotechnical Forensic Study is needed to further identify issues and develop innovative solutions for Cheyenne Avenue (SR 574) between Trade Drive and Englestad St., and between Scott Robinson Blvd. and Martin Luther King Blvd. District I will be contracting a Consultant specialized in geotechnical engineering forensic investigation services and would like to request budget approval.


Scope of Services:

The consultant scope of services will be to perform data review and research, identify causes of distress, perform laboratory tests, geophysical surveying methods of subsurface exploration, survey monitoring of subsurface movement, exploration borings with multi-point borehole extensometers, mapping, responsible for coordination with appropriate agencies in obtaining permits, responsible for contacting Underground Service Alert (USA), evaluation, develop alternatives solutions to mitigate areas of distress, provide cost estimate for each alternative solution, submit interim reports and Final Geotechnical Report. The work will be completed within one year. MEMORANDUM of the Review Scope and Cost Consultant's proposal by NDOT Geotechnical Specialist to District I Engineer is also attached.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

November 15, 2017

TO: Tracy Larkin-Thomason, P.E., Deputy Director, Southern Nevada
FROM: Erlinda Guillen, P.E., Project Manager 
SUBJECT: Negotiation Summary for RFP 511-16-101 SR-574 Geotechnical Forensic Study

A negotiation meeting was held at 123 E. Washington Ave., Building Q3 in Las Vegas, Nevada 89101, on September 9, 2017. Jonathan Lehman-Svoboda (Project Manager) and Ann Backstrom (Principal Geological Engineer) with Kleinfelder (SERVICE PROVIDER), and Jesse Ruzicka (Geotechnical Specialist), Michael R. Griswold (Assistant Chief Material Geotechnical), Jennifer Manubay (Contract Project Manager), Erlinda Guillen (Project Manager) and Mario Gomez (Assistance District Engineer) with 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 the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The SCOPE OF SERVICES is attached as Attachment A.

Tasks will be completed within one year of the Notice to Proceed.

Key personnel dedicated to this project are as follows:

NAME	TITLE
Jonathan Lehman-Svoboda	Project Manager
Ann Backstrom	Principal Geological Engineer
Steve Wendland	Technical Reviewer
Marc Moncilovich	Project Geologist
Karin Hagan	GIS Specialist

The DEPARTMENT's original estimate was \$250,000 including direct labor (711 man-hours of work) by the SERVICE PROVIDER), overhead rate of 145%, a 10% fee, and direct expenses at \$86,600 (including sub-consultant expenses). The estimate was low due to several individual scope items provided by the SERVICE PROVIDER exceed the DEPARTMENT's original estimate adding value and reducing risks providing mitigation solutions to the project, as Survey Monitoring, Geophysical Surveying ground penetrating radar (GPR) and Seismic Reflector Tracing (SRT), Deeper Exploration borings with Multi-Point Borehole Extensometers (MPBE), Installation Data Loggers.

The SERVICE PROVIDER's original estimate was \$1,453,587 including direct labor (4,240 man-hours of work) by the SERVICE PROVIDER), overhead rate of 174.46%, a 12% fee, and direct expenses at \$880,824 (including sub-consultant expenses).

The overhead rate of 174.46% was provided by the Internal Audit Division.

The negotiations yielded the following:

1. There will be 1474 total man-hours allotted to TASK throughout the course of this agreement at a direct labor cost of \$70,016, including a prorated amount for anticipated raises, which will take effect over the term of the agreement.
2. Based upon the direct labor costs and an overhead rate of 174.46%, the overhead amount will be \$122,150.
3. A fee of 12% was agreed to by both parties, and will be \$23,060 for this agreement based upon direct labor costs and an overhead rate of 174.46%.
4. The direct expenses agreed to total \$230,466 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$445,692.

The DEPARTMENT has established to include contingency funds of \$50,000 to address unforeseen SERVICE PROVIDER services outside of the scope of services. Therefore, the total cost of services, including contingency, by the SERVICE PROVIDER is \$495,692.

Reviewed and Approved:

DocuSigned by:

832931E930B041F...
Deputy Director, Southern Nevada

EG:eg

Cc: Mary Martini, P.E., District I Engineer
Mike Yates, P.E., Asst. District Engineer
Jennifer Manubay, P.E., District Contract Project Manager
Mike Griswold, P.E., Asst. Chief Materials, Geotechnical
Jesse Ruzicka, P.E., Geotechnical Specialist
Doug Benamati, Agreement Services Manager

Attachments:

Estimate of Hours and Direct Expenses
Scope of Services - Attachment A
Memo Audit Division Overhead Rate Determination
Memo Review of Kleinfelder Proposal by NDOT Geotechnical Specialist

P511-16-101
Scope of Services
Geotechnical Forensic Study

The study area is located in two (2) general areas along Cheyenne Avenue (SR 574) in North Las Vegas in Clark County, Nevada. The first area is in the vicinity of the intersection of Cheyenne Avenue and Revere Street. Between Revere Street and Trade Drive, the distress is observed in the eastbound lanes of Cheyenne Avenue. East of Revere Street, the distress is observed in the westbound lanes of Cheyenne Avenue.

The second area is west of the intersection of Cheyenne Avenue and Martin Luther King Boulevard, primarily in the eastbound lanes.

These locations have exhibited signs of excessive subgrade movement. The approximate study areas are shown on the attached figures and are limited to DEPARTMENT right-of-way.

Cheyenne Avenue has a history of pavement distress over the past seventeen (17) years in the form of depressions, bumps or undulations at several locations. It is not known when pavement distress was first noticed, but a review of our files indicated internal correspondence dated no earlier than 1999. As shown on the attached figures, areas of concern include:

- Cheyenne Avenue, west of Martin Luther King Boulevard, primarily within the eastbound lanes. (Shown as Area 1 on Figure 6).
- Cheyenne Avenue, west of Revere Street, primarily within the eastbound lanes (Shown as Area 2 on Figure 1).
- Cheyenne Avenue, east of Revere Street, within the westbound lanes (Shown as Area 3 on Figure 1).

Areas of past concern that have been previously mitigated and repaired include:

- The eastbound lanes of Cheyenne Avenue (MP23.9 to 24.3), east of Decatur Boulevard (Shown as Area A on Figure 2).
- The eastbound lanes of Cheyenne Avenue (MP26.8), straddling and extending east and west of Revere Street (Shown as Area B on Figure 1).

It is expected that the Proposer will develop and conduct a cost-effective and innovative method of work, and an approach that will sufficiently identify the root causes of movement and distress as observed along Cheyenne Avenue. They will also provide mitigation and repair recommendations that will consider the impacts on existing utilities within the right-of-way. The investigation should consider the potential causes, including, but not limited to, hydroconsolidation (commonly referred to as hydrocollapse), soil expansion, salt heave, dissolvable soils, compaction faulting, tectonic faulting, ground subsidence due to groundwater withdrawal, sinkholes, settlement of uncontrolled fill, and subsurface erosion by leaking utilities. The approach should reasonably conclude the potential cause(s), as well as present repair recommendations for the long-term performance of the roadway.

In addition to conventional subsurface exploration techniques, and field and laboratory testing, the DEPARTMENT anticipates that:

- Review of pertinent background data and literature will be performed, including geotechnical reports and data from nearby improvements, where available. A review of DEPARTMENT files indicating that a considerable amount of data is available from previous investigations and reconstruction projects along Cheyenne Avenue. Copies of the available data can be provided upon request, however the Proposer is responsible for interpretation of the data.

- Investigation will include mapping the areal extent of surface movement and monitoring the movement for a period long enough to gain a comprehensive understanding of the direction and rate of movement. Such methods that would be deemed reasonable include Light Detection and Ranging (LiDAR) surveying capable of producing high resolution digital terrain/elevation models (DTM/DEM), or other surveying methods of comparative detail and accuracy. Since this project is time sensitive, mapping efforts should consider readily available information from the public and private domain which may be sufficient for use as a baseline survey, thereby expediting the mapping process. Determination and mapping of existing utilities within the areas of concern should be strongly considered. We anticipate that an experienced mapping consultant will be included as a sub-consultant if the SERVICE PROVIDER does not have the expertise in-house.
- Geophysical methods of subsurface exploration should be utilized in developing a comprehensive subsurface profile along the alignment. The geophysical methods should be capable of detecting anomalies such as fissures, voids, and faulting. Magnetics, ground penetrating radar (GPR), seismic reflection, refraction microtremor (ReMi), and resistivity surveys are several examples of successful techniques used in the industry and would be deemed appropriate methods. We anticipate that a geophysics consultant that has expertise in a broad range of methods will be included as a sub-consultant if the SERVICE PROVIDER does not have the expertise in-house.
- Monitoring of subsurface movement relative to time and depth should be included in the investigation. The depth of the active movement zone should be adequately identified and characterized. Geotechnical instrumentation such as magnet extensometers and settlement monitoring systems are just a couple examples of the various instrumentation techniques designed to identify the rates and depth of subsurface movement. We anticipate that a consultant that has expertise in a broad range of geotechnical instrumentation will be included as a sub-consultant if the SERVICE PROVIDER does not possess sufficient experience in-house.

The SERVICE PROVIDER will be responsible for obtaining encroachment permits from the DEPARTMENT's permit office to work within the right-of-way and for providing appropriate traffic control during all field work. Any additional permits required by the local entities will be the responsibility of the Proposer. The SERVICE PROVIDER is responsible for contacting Underground Service Alert (USA) as required by law, and developing and implementing a DEPARTMENT approved work and safety plan prior to beginning the investigation.

Consideration should be given to phasing the scope of work so that revisions to the scope can be made if the findings from the previous phases of investigation warrant. The Proposer should submit a preliminary schedule for each proposed phase of work with estimated dates for deliverables, however all tasks should be completed within a period of one (1) year or less from the date of the Notice to Proceed.

Interim reports documenting the scope of work, findings to date, and conclusions and recommendations for each phase should be prepared and submitted within thirty (30) calendar days of completion for each phase of investigation. Where the scope of work for a phase is on-going and not yet completed, a memorandum presenting the findings to-date should be prepared and submitted on a monthly basis. A comprehensive draft Geotechnical Report should be prepared and submitted to the DEPARTMENT for review and comments within thirty (30) calendar days of completion of all work. Within fourteen (14) calendar days of receipt of DEPARTMENT comments to the draft Geotechnical Report, the SERVICE PROVIDER will

update the draft Geotechnical Report incorporating all comments, and submit three (3) hard copies and an electronic copy of the Final Geotechnical Report to the DEPARTMENT's Materials Division.

Line Item 4

648-15-802AMD1

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request x Request for Amendment #: 1 Agreement #: 648-15-802

If Amendment, name of Company: Wood Rodgers Inc.

Project ID #(s): n/a

Type of Services: Creation of a PEL document for proposed I-11, part of One NV Trans. Plan

Originated by: Tim Mueller Division: Multimodal Date Originated: 12/11/2017

 Division Head/District Engineer: Mark Costa

Budget Category #: 466006 Object #: 814U Organization #: C802

Estimated Cost: 500,000 Type of Funding: Federal % of Fund: 80

Funding Notes: State Fiscal Year(s): 2018

These funds will be programmed in the State Planning and Research (SPR) Budget. This amount will increase the previous amount of \$1,900,000 to \$2,400,000.

Financial Management:

DocuSigned by:
Donna Spelts 12/12/2017
8A78D93AD71E514 Signature Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:
Hua Riley 12/12/2017
22564E6A6F883F6 Signature Date

Director:

Requires Transportation Board Presentation

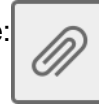
x Does not require Transportation Board presentation

DocuSigned by:
Rudy May 12/13/2017
C4C7CE5CD588314 Signature Date

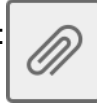
648-15-802AMD1

Attachments:

Budget by Organization Report (Report No. NBDM30) attached here:



If Amendment, attach original Agreement here:



Any additional information to attach: No

Purpose of, and Justification for, Budget Request:

Building on the Northern Nevada Feasibility Assessment completed previously as a component of the I-11 and Intermountain West Corridor Study, a more focused Planning and Environmental Linkages (PEL) document will be delivered in conjunction with the One Nevada Transportation Plan, concentrating on evaluating alternatives for I-11 between Las Vegas and I-80 in the Reno area.

Due to the complexities involved in creating the PEL document and the fact that it will need to stand up to both Federal and FHWA scrutiny, a significant amount of public outreach will need to be conducted. In addition, this document will help make the case for a the future I-11 corridor in Nevada.

Note: there is up to a \$50,000 contingency amount included in this budget. This amount will not be used unless there is reason to expend it.

Scope of Services:

- Methodology Memo – January 2018
- Alternatives Analysis Study Report – April 2018
- PEL Report – June 2018
- Executive Summary– June 2018
- Public/ Stakeholder Meetings
- Methodology Outreach with the Public and Stakeholders – January to February 2018
- Public Meeting 1 – February 2018
- Results Outreach with Stakeholders and Resource Agencies – March 2018
- Public Meeting 2 – April 2018

MEMORANDUM

December 14, 2017

TO: Sondra Rosenberg, Assistant Director

FROM: Tim Mueller, Project Manager

SUBJECT: Negotiation Summary for Task Order 3 for Master Agreement 648-15-802 Long-Range Transportation Plan (LRTP) now known as the One Nevada Transportation Plan

Summary

After extensive discussion both with the consultant Project Manager and NDOT staff, the consultant fee was reduced by a total of \$15,238 during negotiations by reducing the amount of consultant staff required for public and one-on-one meetings. NDOT staff will be used to fulfill these roles to the extent possible. Given the community interest across the state in I-11 and the uncertainty with the amount of direct engagement that will be necessary once the process is underway, the team included a contingency fee, which will be controlled by NDOT, that can be used to ensure NDOT is fully responsive and thorough in our outreach efforts.

Due to the need to plan now for the proposed I-11 Corridor due to many factors including; the proposed Nevada Test and Training Range Land Withdrawal for the Air Force and the Fallon Range Training Complex Modernization for the Navy, there is the need to conduct this more in-depth planning level analysis now. This analysis, including the preparation of the Planning and Environment Linkages (PEL) document, will be more detailed and complex and will have public/stakeholder outreach that was not originally envisioned in the original scope of work. The development of the PEL will help prepare the proposed I-11 for the National Environmental Policy Act (NEPA) process.

The tasks associated with Task Order 3 will cause a delay in the overall completion of the DRAFT One Nevada Transportation Plan it is now scheduled to be completed in June 2019.

Background

The original amount of the One Nevada Transportation Plan was \$1,898,787.

Due to changes noted above the original estimate, for this amendment was \$457,448 and was sent to the department via email October 20, 2017. Several internal emails were circulated asking questions to clarify the proposed fee. Through this email dialogue it was determined that due to the nature of the scope and the details that needed clarification it was determined that meetings would need to be held.

An initial negotiation meeting was held via phone on November 21, 2017, with Bryan Gant (Wood Rodgers) and Bill Story and Tim Mueller NDOT. At this meeting there was considerable discussion regarding the need to have a better balance in terms of budget between the analysis and outreach tasks of Task Order #3, this included more detail in terms of scope. Staff needed this information to be able to make a more informed decision regarding this amendment.

A second follow-up meeting was held on November 28, 2017 at NDOT Headquarters in Carson City with Bryan Gant (Wood Rodgers), Mark Costa, Bill Story, Kevin Verre, Jenica Keller, Coy Peacock and Tim Mueller attending. At this meeting there was further discussion regarding the scope, public meetings, possibly having NDOT staff provide a larger role in the meetings as well as having a portion of the fee set up as a contingency. As a contingency these funds would

not be expended without approval of NDOT and any unused funds would be available for other NDOT expenditures. At this time an estimate was received for \$442,210 a reduction of \$15,238.

A third meeting was held on December 1, 2017 again at NDOT in Carson City with the following NDOT staff attending: Mark Costa, Bill Story, Kevin Verre and Tim Mueller. There was agreement at this meeting that the fee was acceptable to staff. There also was concurrence that the \$50,000 contingency amount would be used only if needed and would provide the department the needed flexibility to ensure full public participation for the development of the PEL.

The scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset. The tasks within this task order are as follows:

- Alternatives Analysis Methodology
- Stakeholder Outreach/Public Input
- Alternatives Analysis
- I-11 Planning and Environmental Linkages (PEL) document
- Project Management


Consultant and Sub Listing (for this Task Order only)

NAME	ROLE
Wood Rodgers	Prime Consultant
CH2M	Sub

The negotiations yielded the following:

1. The first Fee Proposal came in at \$457,448 and was reduced to 442,210. The overall amount of the agreement is reduced by \$15,238.
2. The cost of this agreement will be further managed by having a contingency fee not to exceed \$50,000. This fee will not be spent unless there is a documented need.
3. The overall budget for this work is \$492,210 and includes the \$50,000 contingency amount.
4. The total negotiated costs for Amendment #1 including all costs and fixed fee is \$2,390,997.

Reviewed and Approved:

Randy Travis for Sandra Rosenberg

 Assistant Director

Attachment “A”

Scope of Services

Task Order #3

One Nevada Transportation Plan (LRTP)

12/20//17

Overview

The overall project scope of services encompasses a multi-phase process. Phase 1 focuses on identifying a Vision for the study as well as supporting NDOT in updating their Department Vision and Goals and comprises the scope of services for Task Order #1. Phase 2 analyzes and summarizes statewide trends and develops a range of forecasts to which plan recommendations will be responsive. Future Phase 3 builds on the work of the previous phases and incorporates performance-based planning principles to develop a living Long Range Transportation Plan, now known as the One Nevada Transportation Plan, and supporting tools that meet federal long-range transportation planning requirements. A key project to be advanced within the 20-year One NV Transportation Plan horizon is Interstate 11 (I-11). There is significant interest across the state to better identify potential corridors for the future I-11 to support local planning efforts, locate viable corridors through federally owned lands and advance I-11 planning activities prior to future National Environmental Policy Act (NEPA) activities.

Building on the Northern Nevada Feasibility Assessment completed previously as a component of the *I-11 and Intermountain West Corridor Study*, a more detailed Planning and Environmental Linkages (PEL) document will be delivered in conjunction with the One Nevada Transportation Plan, concentrating on evaluating alternatives for I-11 between Las Vegas and I-80 in Northern Nevada.

The need for a new north-south route for goods and services in the West is critical. Western states compete individually and collectively in national and global markets with Canada, Mexico, the I-5 Corridor, and the Gulf of Mexico states. The need to operate long-distance supply chains is one of the many implications of the globalization of markets. Developing a north-south multimodal corridor through Arizona and Nevada provides the foundation for a renewed, stronger, diversified economy in the Intermountain West.

While the combined population of Phoenix, Tucson, Las Vegas, and Reno was less than 700,000 when the Federal Aid Highway Act of 1956 was enacted, these communities have grown to a combined population of 8 million. Future projections indicate that the proposed I-11 will continue to see significant growth, prompting the need for better surface transportation connections to accommodate not only the travel demand between these metropolitan areas, but also improved mobility for freight shipments throughout the Intermountain West. This corridor could provide needed connectivity, offer alternative routes for freight and passenger traffic, and improve highway and rail system reliability for better trade and commerce opportunities. The corridor would allow the Western U.S. to realize economic benefits from more efficient freight movements, redundancy in north-south movements, and less congestion overall.

Initial studies have been performed to establish a corridor blueprint through Arizona and Nevada, but with detailed planning focused between Phoenix and Las Vegas, recognizing the potential to extend north and south to the Canadian and Mexican borders, connecting communities, existing and future major trade

hubs, existing and future domestic and international deepwater ports, as well as intersecting transcontinental Interstate highways and railroad corridors. The route could include highway, freight and passenger rail, and other major infrastructure components (e.g., water, energy, telecommunications).

This element will focus on I-11 between Las Vegas and I-80. The project termini are anticipated to be CC 215 in the south to I-80 in the north. This scope builds on a previous feasibility assessment, which established the preferred connection between Las Vegas and I-80 in northern Nevada. This planning effort will develop and analyze alternatives for this corridor connection, resulting in a reasonable range of routes that may be further advanced into the NEPA process.

Anticipated Schedule:

- Methodology Memo – February 2018
- Alternatives Analysis Study Report – March 2018
- PEL Report – June 2018
- Executive Summary– June 2018
- Public/ Stakeholder Meetings
 - Methodology Outreach with the Public and Stakeholders – January/February 2018
 - Public Meeting 1 – March 2018
 - Results Outreach with Stakeholders and Resource Agencies – April 2018
 - Public Meeting 2 – May 2018

Task 1: Alternatives Analysis Methodology

Purpose: Review information that has been completed to date and develop a methodology for the Alternatives Analysis Study Report and PEL framework.

- 1.1 Using the information from the *Northern Nevada Feasibility Study* and the *I-11 Corridor Concept Report*, refine the purpose and need of the corridor to fit the project limits.
- 1.2 Revisit the existing conditions data to determine gaps. Establish study area sections, and describe rationale for sections.
- 1.3 Develop a framework for the high-level evaluation of alternative corridors, including relevant criteria and a rating and scoring scheme, building off the previous Level 2 evaluation criteria utilized in the *I-11 and Intermountain West Corridor Study* (Table 1). Develop a fatal flaw analysis (i.e. mileage based screening, major environmental impacts) to narrow down the current list of alternatives. With assistance from the Stakeholder Groups, determine the weighting, if any, of criteria.

Table 1. Previous Level 2 Evaluation Criteria

Each criterion was rated on a qualitative scale of “least favorable” to “most favorable.”

Evaluation Category	Criteria	Approach
Modal Interrelationships	1A How well does this corridor provide sufficient opportunity for a multi-use corridor?	<ol style="list-style-type: none"> 1. Identify if multiple modes can be accommodated within the current corridor 2. If not, identify alternate rail and/or hyperloop corridors that will meet the same need for future modal implementation 3. Identify implications of each multimodal corridor option
Capacity/Congestion	2A What are the estimated travel time savings over No-Build (2040)?	Quantitative analysis: based on travel times for each corridor using statewide model compared to No-Build
	2B What are the total long distance vehicles miles traveled (VMT)?	Quantitative analysis: based on corridor VMT using statewide model for long distance trips (>50 miles)
	2C What are the total vehicle hours of delay (VHD)?	Quantitative analysis based on a comparison of corridor VHD between alternatives
	2D What is the average travel speed on the corridor?	Quantitative analysis: based on estimated 2040 corridor average PM peak period peak direction travel speeds
Economic Vitality	3A What are the expected short-term impacts to the regional economy, as measured by the number of jobs (direct, indirect and induced) and economic output from construction related activities?	Quantitative analysis: based on input from IMPLAN model, REMI, Coordination with GOED
	3B What is the cost of delay?	Quantitative analysis: based on delay from the statewide model multiplied by nationally accepted factor for cost of delay
Transportation Plans and Policies	4A How well is this alternative consistent with funded transportation projects?	Qualitative analysis: based on how much of the alternative is documented in transportation plans
	4B How well is this alternative consistent with long-term transportation visions and plans?	
Environmental Sustainability	5A What is the impact to wildlife corridors and/or habitat blocks?	Quantitative analysis: based on GIS data layers and environmental data availability
	5B What is the impact to land managed for conservation or wildlife purposes?	
	5C How many linear miles of undisturbed waterways/ floodplains are impacted?	
	5D What is the general impact to air quality conditions with this alternative?	Qualitative analysis: high-level, based on quantitative factors such as vehicle miles traveled, PM 10 and congestion

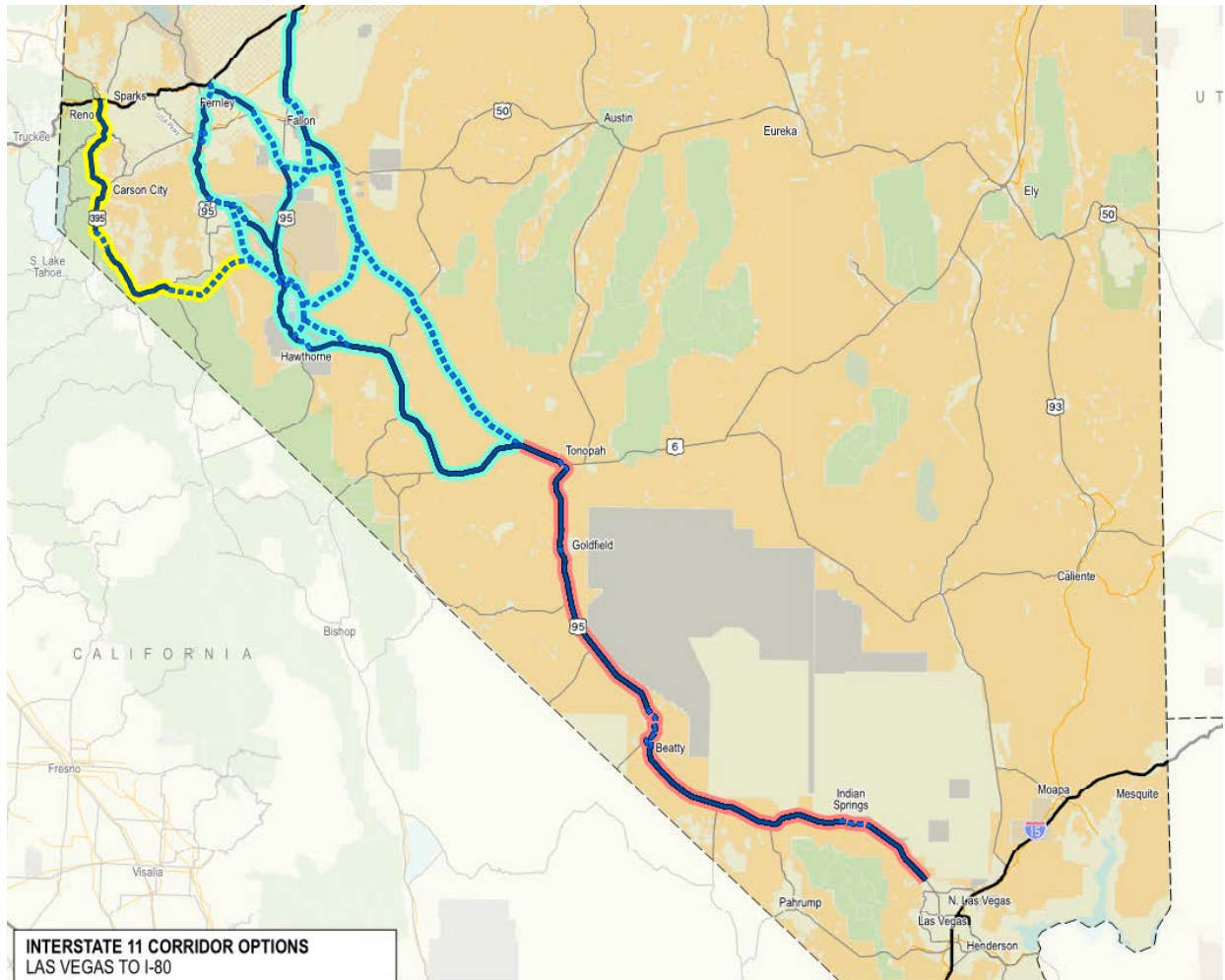
Each criterion was rated on a qualitative scale of “least favorable” to “most favorable.”

Evaluation Category	Criteria	Approach
	5E What additional environmental concerns were identified by stakeholders? (Assume coordination with cultural resource agencies only, no field work)	Qualitative analysis: based on data or input received from resource agencies.
Land Use and Ownership	6A How consistent is this alternative with regional and local land use plans (including tribal plans, BLM RMP, County Plans, and DOD BRAC plans if available)?	Qualitative analysis: based on consistency with land use and resource plans
	6B How compatible is this alternative with major land ownership patterns and resource plans?	Qualitative analysis: based on compatibility with land ownership patterns using GIS data layers
Community Acceptance	7A How well is this alternative accepted by the Core Agency Partners?	Qualitative analysis: based on review of comments received on the alternative corridors.
	7B How well is this alternative accepted by the Stakeholder Partners?	
	7C How well is this alternative accepted by the general public?	
Cost	8A What is the order of magnitude cost for this alternative, including construction, maintenance/operations, and right-of-way?	Quantitative analysis: based on NDOT cost estimating tools plus an order of magnitude cost for right-of-way and a factor for operations and maintenance

1.4 Review alternatives that have been identified thus far, and develop a defined list of initial alternatives for screening. The alternatives that are assumed to be on the initial list are shown in the figure below.

1.5 Prepare a Methodology Memo including data needs and a proposed strategy for the PEL Process that can be shared with the public.

» **Prepare and submit I-11 Northern Nevada Draft and Final Methodology Memos**



Task 2: Stakeholder Outreach/ Public Input

Purpose: A robust stakeholder involvement and public information process that can be implemented, measured, and adapted as the project unfolds will help foster public engagement and serve as the basis for a continuous, collaborative, partnership between all study stakeholders and will support a future NEPA process. The process will coordinate I-11 specific outreach, in conjunction with the One Nevada Plan outreach. This work will cover the approximately 440 mile long study area between the project termini (CC-215 to I-80). Anticipated stakeholders include study area community leaders, Native American Tribes, NV Trucking Association, farming, ranching and mining interests, the Bureau of Land Management (State and Field Offices), the Department of Defense (Air Force and Navy), the US Forest Service, Federal and State wildlife agencies and other key stakeholders.

2.1 Develop Materials

- 2.1.1 Create a project fact sheet, poster, and collateral materials that can be easily transported to “piggy-back” public meetings and other events. These will be updated at major milestones.

2.2 Conduct Public and Stakeholder Meetings

- 2.2.1 Two public meetings will be held in Las Vegas, Tonopah, Hawthorne, Fallon and Reno to provide opportunities for the general public to (1) understand and comment on the methodology for the PEL process, including viewing and providing data insight on the initial range of alternatives; and (2) understand and comment on project findings. These meetings will be streamed via Facebook Live from NDOT’s Facebook account. A virtual public meeting will also be developed and posted online.
- 2.2.2 Public meetings will follow traditional NDOT format with prior noticing to communities, newspaper ads two weeks prior, day prior and day of, and a formal presentation followed by Q&A. Direct notices to parcel owners along the alignment is not included.
- 2.2.3 Conduct stakeholder meetings with federal, state, and regional resource agencies to receive data inputs and keep agencies apprised of this study’s progress. This will include approximately 3 meeting opportunities, to be conducted in person at NDOT Headquarters and videoconferenced from Las Vegas. The results / input from the meetings will be summarized and presented to the TPAC as part of One NV Plan regular updates. It is envisioned the TPAC will provide input and guidance on the I-11 PEL as it relates to the One NV Plan only and not play the role of I-11 Steering Committee.
- 2.2.4 Prepare Summary Results from Outreach Effort

» ***Prepare and submit “I-11 Northern Nevada Public Outreach Summary”***

Task 3: Alternatives Analysis

Purpose: Review, analyze, and summarize elements contributing to a thorough understanding of the corridor context, establishing the foundation for the alternatives analyses process.

3.1 Existing and Future Transport Characteristics

- 3.1.1 Document existing and future conditions for the No-Build scenario based on the data provided in the previous I-11 Study, as well as, One NV Plan data sets. Specific data sets include future population and employment from the statewide model and land uses, including future military lands.
- 3.1.2 Prepare traffic forecasts for the existing and future No-Build scenario making modifications as necessary to document any changes since the previous study using the state travel demand model. The approved statewide travel demand models, including model horizon, land use projections, and forecasts will be used. The proposed project alternatives will be coded and calibrated and a project calibration and validation memo prepared for NDOT approval.

3.2 Alternative Scenarios

- 3.2.1 Formulate a universe of alternatives developed for the One Nevada Plan, with input from the stakeholders. Identify an initial set of feasible alignments (existing routes) and corridors (for possible new routes) to evaluate. Map and provide a short narrative description of

each corridor. Additionally, recommendations of alternate modes (e.g., rail, hyperloop, telecommunications, energy, etc.) may be made within or outside the recommended roadway right-of-way. This information will be used to help inform Evaluation Criteria 1A such that those corridors that support multiple modes will tend to rise to the top as part of the alternative screening process.

- 3.2.2 Conduct Fatal Flaw Analysis. Identify issues or concerns that may preclude a specific alignment or corridor.
- 3.2.3 Define alternatives sections breakdown.
 - Las Vegas to Tonopah
 - Tonopah to I-80
 - Additional segments that are designated as to having independent utility
- 3.2.4 Conduct the evaluation of alternatives. All evaluation results will be shown in a matrix, weighted as appropriate, and rated/scored.
- 3.2.5 Prepare Alternative Analysis Results in a detailed report.
- 3.2.6 Define potential early action items that can be coordinated with the One Nevada Plan, as well as, an I-11 Development Plan that outlines the steps in advancing and developing the corridor.

» ***Prepare and submit 1) I-11 Northern Nevada Alternatives Analysis Study Report (Draft and Final), 2) I-11 Project Model Calibration and Validation Memo and 3) I-11 Development Plan***

3.3 PEL Report

- 3.3.1 Formulate Northern Nevada PEL Report, which summarizes the PEL process results, outreach conducted, alternatives and evaluation process, recommended corridor alternatives, and Purpose and Need.
- 3.3.2 Circulate report to stakeholder group for review and refinement and then make it available to the public online.

» ***Prepare and submit Northern Nevada PEL Report (Draft and Final)***

3.4 Executive Summary

- 3.4.1 Prepare a public-friendly Executive Summary to be distributed to stakeholders and posted on the website

» ***Prepare an Executive Summary summarizing the process and results for this corridor plan (Draft and Final). The audience of this survey will be the public and high level stakeholders.***

Task 4: Project Management

Purpose: This study component will involve multiple and concurrent activities performed by study participants and the consultant team that will require continual management and coordination – all in conjunction with the One Nevada Plan.

4.1 Project Management

- 4.1.1 Project Management will be done in coordination with the One Nevada Plan Effort.

4.2 Schedule and Reporting

4.2.1 A schedule will be produced at the study onset depicting tasks, meetings, milestones, and deliverables for the I-11 specific portion of the project. The Consultant will be responsible for updating and maintaining the schedule as an exhibit for each monthly progress meeting. Should study milestone completion dates not be met, the Consultant Project Manager shall immediately submit a revised project schedule detailing:

- How the study will be brought back on schedule, if feasible.
- Proposed changes in milestones and completion deadlines, if approved target dates are no longer feasible.

All other project management activities will be in accordance with the One Nevada Transportation Plan Project Management Plan (PMP).



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MEMORANDUM

December 29, 2017

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: January 08, 2018, Transportation Board of Directors Meeting
ITEM #6: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

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

- Construction contracts under \$5,000,000 awarded November 15, 2017, through December 12, 2017.
- Agreements under \$300,000 executed November 15, 2017, through December 12, 2017.
- Settlements entered into by the Department which were presented for approval to the Board of Examiners November 15, 2017, through December 12, 2017.

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 November 15, 2017, through December 12, 2017, and agreements executed by the Department from November 15, 2017, through December 12, 2017. There were no settlements during the reporting period.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded – Under \$5,000,000, November 15, 2017, through December 12, 2017.
- B) State of Nevada Department of Transportation Executed Agreements – Informational, November 15, 2017, through December 12, 2017.

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
 CONTRACTS AWARDED - INFORMATIONAL
 November 15, 2017, through December 12, 2017**

1. June 22, 2017 at 2:30 PM the following bids were opened for Contract 835-17, Project No. SP-000M(039), at the Department of Transportation Headquarters Administration Building, in Carson County, for elevator improvements.

Thyssenkrupp Elevator Corporation.....\$585,226.93

Engineer's Estimate.....\$460,776.40

The Director awarded the contract December 12, 2017, to Thyssenkrupp Elevator Corporation for \$585,226.93.

2. October 26, 2017 at 1:30 PM the following bids were opened for Contract 3703, Project No. SPI-015-1(071), on I-15 from north of Apex Interchange to north of the Logandale-Overton Interchange, in Clark County, to install ITS infrastructure.

Andersen Hoeram & Excavation.....\$2,340,107.10

Las Vegas Electric, Inc.\$2,347,261.60

Wheeler's Electric, Inc.\$2,661,300.90

Fast-Trac Electric (Nev-Cal Investors, Inc.)\$2,724,575.98

Acme Electric\$2,990,406.00

Engineer's Estimate.....\$3,158,908.12

The Director awarded the contract November 17, 2017, to Andersen Hoeram & Excavation for \$2,340,107.10.

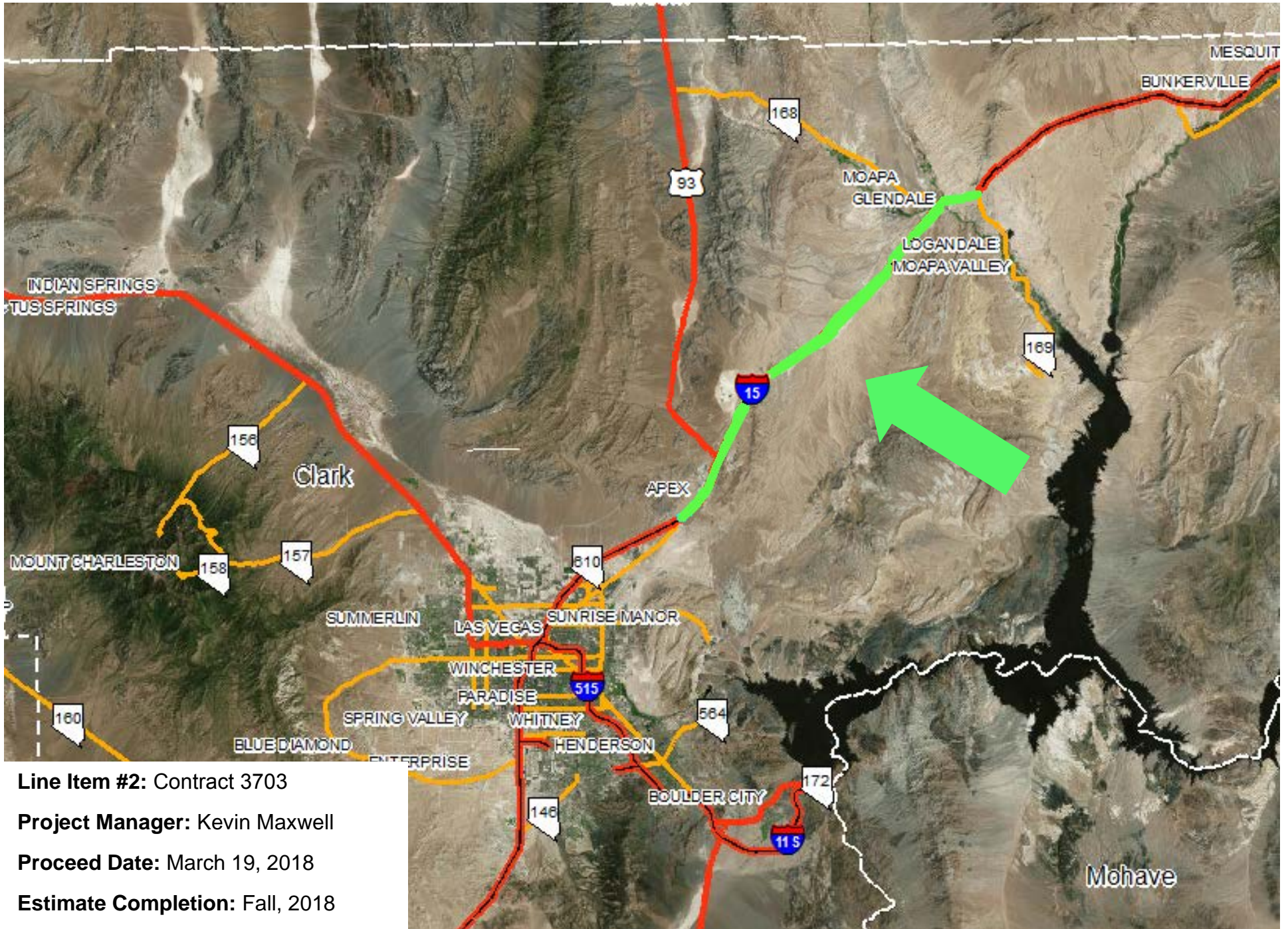


Line Item #1: Contract 835-17

Project Manager: Chris Dornberger

Proceed Date: January 15, 2018

Estimate Completion: Fall, 2018



Line Item #2: Contract 3703
Project Manager: Kevin Maxwell
Proceed Date: March 19, 2018
Estimate Completion: Fall, 2018

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
November 15, 2017 through December 12, 2017

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	Division	Dir. Office	Notes
1	75117	00	ARGENT INVESTMENTS	PARCEL ACQUISITION	N	2,000.00	-	2,000.00	-	5-Dec-2017	30-Sep-2019	-	Acquisition	Right-of-Way	John	12-05-17: ACQUISITION OF PARCEL S-395-CL-005.019 FOR .002 ACRES, LOCATED ON TROPICANA AVENUE FROM DEAN MARTIN DRIVE TO BOULDER HIGHWAY FOR UTILITY PURPOSES, CLARK COUNTY. NV B/L#: NVD20171642444
2	75017	00	CHURCH OF J CHRIST	PARCEL ACQUISITION	N	2,000.00	-	2,000.00	-	6-Dec-2017	30-Sep-2019	-	Acquisition	Right-of-Way	John	12-06-17: ACQUISITION OF PARCEL S-395-CL-003.2581 FOR .001 ACRES, LOCATED ON TROPICANA AVENUE FROM DEAN MARTIN DRIVE TO BOULDER HIGHWAY FOR CONSTRUCTION PURPOSES, CLARK COUNTY. NV B/L#: NVF19381000062
3	75317	00	LENCOO	PARCEL ACQUISITION	N	6,006.00	-	6,006.00	-	5-Dec-2017	30-Sep-2019	-	Acquisition	Right-of-Way	John	12-05-17: ACQUISITION OF PARCEL S-395-CL-005.896 FOR .005 ACRES, LOCATED ON TROPICANA AVENUE FROM DEAN MARTIN DRIVE TO BOULDER HIGHWAY FOR ADA IMPROVEMENTS, CLARK COUNTY. NV B/L#: EXEMPT
4	75217	00	LAS VEGAS-CLARK COUNTY LIBRARY DISTRICT	PERMANENT EASEMENT AND RIGHT-OF-WAY	N	4,140.00	-	4,140.00	-	6-Dec-2017	30-Sep-2019	-	Acquisition	Right-of-Way	John	12-06-17: PERMANENT EASEMENT AND RIGHT-OF-WAY OF PARCELS S-395-CL-006.755 AND S-395-CL-006.784 FOR CONSTRUCTION AND MAINTENANCE PURPOSES, CLARK COUNTY. NV B/L#: EXEMPT
5	74217	00	ROBERT P HAUSLER	PERMANENT EASEMENT AND RIGHT-OF-WAY	N	2,000.00	-	2,000.00	-	30-Nov-2017	30-Nov-2023	-	Acquisition	Right-of-Way	John	11-30-17: PERMANENT EASEMENT AND RIGHT-OF-WAY OF TWO PARCELS LOCATED ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF EDEN VALLEY ROAD FOR DRAINAGE FEATURES, HUMBOLDT COUNTY. NV B/L#: EXEMPT
6	75417	00	SAN REMO HOA	PERMANENT EASEMENT AND RIGHT-OF-WAY	N	2,000.00	-	2,000.00	-	5-Dec-2017	30-Sep-2019	-	Acquisition	Right-of-Way	John	12-05-17: PERMANENT EASEMENT AND RIGHT-OF-WAY OF PARCEL S-395-CL-005.896 LOCATED ON TROPICANA AVENUE FROM MARTIN DRIVE TO BOULDER HIGHWAY FOR ADA IMPROVEMENTS, AND GRANT A TEMPORARY EASEMENT FOR UTILITY PURPOSES, CLARK COUNTY. NV B/L#: EXEMPT
7	74317	00	SILVER SPRINGS AIRPORT LLC	PARCEL ACQUISITION	N	4,200.00	-	4,200.00	-	1-Dec-2017	30-Nov-2023	-	Acquisition	Right-of-Way	John	12-01-17: ACQUISITION OF PARCEL U-050-LY028.697 FOR .24 ACRES, LOCATED ON PORTION OF SECTION 24, T.18 N., R.24 E., M.D.M, AND GRANT A TEMPORARY EASEMENT FOR DRAINAGE IMPROVEMENTS, LYON COUNTY. NV B/L#: NVD19961026370
8	74717	00	JOHN S WRIGHT AND ASSOCIATES	APPRAISAL	N	7,000.00	-	7,000.00	-	1-Dec-2017	30-Nov-2018	-	Appraisal	Right-of-Way	John	12-01-17: APPRAISAL OF PARCEL U-050-LY-029-340 50 FROM CHAVES ROAD TO THE JUNCTION WITH US 95A, LYON COUNTY. NV B/L#: NVD20101169023
9	74617	00	MATHEWS APPRAISAL	APPRAISAL	N	20,000.00	-	20,000.00	-	1-Dec-2017	30-Nov-2018	-	Appraisal	Right-of-Way	John	12-01-17: APPRAISAL OF FIVE PARCELS IN PIOCHE FOR SUBSEQUENT DRAINAGE IMPROVEMENTS, LINCOLN COUNTY. NV B/L#: NVD20091178060
10	59617	00	USGS - WATER RESOURCES	COOPERATIVE MONITORING PROGRAM	Y	262,984.00	-	375,968.00	112,984.00	1-Oct-2017	30-Sep-2019	-	Coop	Hydraulics	John	10-01-17: COOPERATIVE MONITORING PROGRAM FOR OPERATION AND MAINTENANCE TO COLLECT AND PUBLISH PEAK FLOW DATA AND DISCHARGE MEASUREMENTS AT 25 CREST-STAGE GAGES, STATEWIDE. NV B/L#: EXEMPT
11	74117	00	AT&T	UTILITY ADJUSTMENT	N	147,700.69	-	147,700.69	-	30-Nov-2017	30-Nov-2023	-	Facility	Right-of-Way	John	11-30-17: UTILITY ADJUSTMENT FOR TRAFFIC SIGNAL AT USA PARKWAY AND ELECTRIC AVE FOR PUBLIC SAFETY, STOREY COUNTY. NV B/L#: NVD19131000017
12	73617	00	AT&T	UTILITY ADJUSTMENT	Y	34,376.59	-	34,376.59	-	29-Nov-2017	30-Nov-2023	-	Facility	Right-of-Way	John	11-29-17: ADJUSTMENT TO THE UTILITY FACILITIES ASSOCIATED WITH THE EDEN VALLEY BRIDGE, B-1658, LOCATED ON EDEN VALLEY ROAD AT THE HUMBOLDT RIVER, HUMBOLDT COUNTY. NV B/L#: NVD19711002665
13	73817	00	AT&T	MANHOLE AND VALVE COVERS	N	-	-	-	-	20-Nov-2017	30-Nov-2023	-	Facility	Right-of-Way	John	11-20-17: NO COST ADJUSTMENTS OF FOUR MANHOLE COVERS FOR PAVING OPERATIONS ON US 50A AND ON MAIN STREET FROM SILVER LAND BLVD TO 400 FEET WEST OF 7TH STREET IN FERNLEY, LYON COUNTY. NV B/L#:NVD19131000017
14	74817	00	FALCON CABLE SYSTEMS COMPANY	UTILITY ADJUSTMENT	N	75,327.75	-	75,327.75	-	1-Dec-2017	30-Nov-2023	-	Facility	Right-of-Way	John	12-01-17: ADJUSTMENT TO THE UTILITY FACILITIES ON USA PARKWAY AT ELECTRIC AVE FOR PUBLIC SAFETY, STOREY COUNTY. NV B/L#: NVF20041300276
15	74517	00	NV ENERGY	UTILITY ADJUSTMENT	N	333,693.20	-	333,693.20	-	4-Dec-2017	30-Nov-2023	-	Facility	Right-of-Way	John	12-04-17: ADJUSTMENT TO THE OVERHEAD ELECTRIC FACILITIES LOCATED ON USA PARKWAY FROM 70' LEFT OF HIGHWAY ENGINEER'S STATION THROUGH TO 161' LEFT OF HIGHWAY ENGINEER'S STATION AND 207' RIGHT OF HIGHWAY ENGINEER'S STATION, STOREY COUNTY. NV B/L#:NVD19831015840
16	75817	00	NV ENERGY	LINE EXTENSION	Y	855,990.00	-	855,990.00	-	7-Dec-2017	31-Dec-2025	-	Facility	Right-of-Way	John	12-07-17: LINE EXTENSION FOR THE INSTALLATION OF ELECTRICAL SERVICE FOR ELECTRICAL DISTRIBUTION ALONG THE US 93 PORTION OF THE GARNET INTERCHANGE PROJECT AT THE I-15/US 93 INTERCHANGE, CLARK COUNTY. NV B/L#: NVD19831015840
17	74017	00	OVERTON POWER DISTRICT #5	LINE EXTENSION	Y	7,828.31	-	7,828.31	-	30-Nov-2017	15-Nov-2023	-	Facility	Right-of-Way	John	11-30-17: LINE EXTENSION FOR THE UPGRADE OF ELECTRICAL CONNECTION SERVICE POINTS AT NDOT SITE #25 ALONG I-15, CLARK COUNTY. NV B/L#: EXEMPT
18	73917	00	OVERTON POWER DISTRICT #5	LINE EXTENSION	Y	23,839.71	-	23,839.71	-	28-Nov-2017	15-Nov-2023	-	Facility	Right-of-Way	John	11-28-17: LINE EXTENSION FOR THE INSTALLATION OF NEW ELECTRICAL SERVICE FOR INFORMATIONAL TRAFFIC SYSTEMS AT NDOT SITE #17 ALONG I-15, CLARK COUNTY. NV B/L#: EXEMPT
19	74917	00	TRI GENERAL IMPROVEMENT DISTRICT	UTILITY ADJUSTMENT	N	13,767.00	-	13,767.00	-	4-Dec-2017	30-Nov-2023	-	Facility	Right-of-Way	John	12-04-17: RELOCATION OF TWO FIRE HYDRANTS ALONG USA PARKWAY FROM 58.91' RIGHT OF HIGHWAY ENGINEER'S STATION TO 56.50' RIGHT OF HIGHWAY ENGINEER'S STATION, STOREY COUNTY. NV B/L#: EXEMPT
20	74417	00	TRI GENERAL IMPROVEMENT DISTRICT	MANHOLE AND VALVE COVERS	N	-	-	-	-	1-Dec-2017	30-Nov-2023	-	Facility	Right-of-Way	John	12-01-17: NO COST ADJUSTMENT OF SIX MANHOLE COVERS AND 10 VALVE COVERS FOR ROAD CONSTRUCTION ON USA PARKWAY AT MILE POST 9.67, STOREY COUNTY NV B/L#: EXEMPT
21	61017	00	CARSON CITY AIRPORT AUTHORITY	AVIATION GRANT	N	15,227.00	-	15,227.00	-	21-Nov-2017	30-Mar-2018	-	Grantee	Planning	Sondra	11-21-17: AVIATION REIMBURSEMENT FOR FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIG) GRANT UNDER NRS 494.048, TO REHABILITATE THE CARSON CITY AIRPORT PAVEMENT, CARSON CITY. NV B/L# EXEMPT
22	58617	00	LANDER COUNTY	AVIATION GRANT	N	5,468.00	-	5,468.00	-	27-Nov-2017	28-Feb-2018	-	Grantee	Planning	Sondra	11-27-17: AVIATION REIMBURSEMENT FOR FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIG) GRANT UNDER NRS 494.048, TO REHABILITATE THE BATTLE MOUNTAIN AIRPORT PAVEMENT, LANDER COUNTY. NV B/L#: EXEMPT
23	59717	00	DPS-NHP	CRASH DATA COLLECTION	Y	1,032,482.00	-	1,032,482.00	-	14-Nov-2017	30-Jun-2019	-	Interlocal	Safety	Sondra	11-14-17: PROVIDE DATA COLLECTION AND EQUIPMENT UPGRADING FOR IMPROVED DATA COLLECTION AND ANALYSIS THAT BEGAN UNDER AGREEMENT PR 597-13-816. PRIOR AGREEMENT WAS TERMINATED DUE TO PROJECT DURATION LIMIT OF FOUR YEARS, STATEWIDE. NV B/L#: EXEMPT

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	Division	Dir. Office	Notes
24	60717	00	UNIVERSITY OF NEVADA RENO	RESEARCH STUDY ANALYSIS	Y	272,986.00	-	272,986.00	-	4-Dec-2017	29-Feb-2020	-	Interlocal	Performance Analysis	Sondra	12-04-17: DEVELOPING PERFORMANCE MEASURES, INDEX SCORING SYSTEM, AND QUALITY OF SIGNAL TIMING FOR ARTERIAL ROAD NETWORKS TO MANAGE THE TRAFFIC SIGNALS, STATEWIDE. NV B/L#: EXEMPT
25	60817	00	UNIVERSITY OF NEVADA RENO	RESEARCH STUDY ANALYSIS	Y	295,891.00	-	295,891.00	-	7-Dec-2017	31-Aug-2021	-	Interlocal	Performance Analysis	Sondra	12-07-17: RESEARCH THE DEVELOPMENT OF LATERAL ANALYSIS GUIDELINES FOR DRILLED SHAFTS WITHIN THE LOAD AND RESISTANCE FACTOR DESIGN (LRFD) FRAMEWORK, STATEWIDE. NV B/L#: EXEMPT
26	61717	00	JUSTIN VANCE	EMPLOYEE HOUSE LEASE	N	6,100.00	-	-	6,100.00	29-Nov-2017	31-Dec-2027	-	Lease	District 2	Tracy	11-29-17: RECEIVABLE AGREEMENT FOR LEASE OF HOUSE #3 LOCATED AT COLD SPRINGS MAINTENANCE STATION, CHURCHILL COUNTY. NV B/L#: EXEMPT
27	62117	00	TOM URSO	EMPLOYEE HOUSE LEASE	N	2,900.00	-	-	2,900.00	7-Dec-2017	29-Nov-2021	-	Lease	District 1	Tracy	12-07-17: RECEIVABLE AGREEMENT FOR LEASE OF HOUSE #2 LOCATED AT BIG SMOKY MAINTENANCE STATION, NYE COUNTY. NV B/L#: EXEMPT
28	73517	00	KAYBERG LP	RIGHT-OF-WAY ACCESS	N	-	-	-	-	16-Nov-2017	15-Nov-2020	-	ROW Access	Right-of-Way	John	11-16-17: NO COST, CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY AT 5566 BOULDER HIGHWAY, LAS VEGAS, CLARK COUNTY. NV B/L#: NVF20011164199
29	75617	00	LAS VEGAS PINBALL COLLECTORS	RIGHT-OF-WAY ACCESS	N	-	-	-	-	7-Dec-2017	4-Dec-2023	-	ROW Access	Right-of-Way	John	12-07-17: NO COST, CONSTRUCTION OUTSIDE RIGHT-OF-WAY AT TROPICANA AVENUE FROM DEAN MARTIN DRIVE TO BOULDER HIGHWAY FOR THE RECONSTRUCTION OF THE HIGHWAY AND DRIVEWAY APPROACHES, CLARK COUNTY. NV B/L#: NVD20031567205
30	75517	00	NV ENERGY	LINE EXTENSION	N	43,290.00	-	43,290.00	-	7-Dec-2017	4-Dec-2025	-	ROW Access	Right-of-Way	John	12-07-17: LINE EXTENSION FOR THE INSTALLATION OF ITS INFRASTRUCTURE, INCLUDING DYNAMIC MESSAGE SIGNS AND SMART SITES, STOREY COUNTY. NV B/L#: NVD19831015840
31	26113	02	ACCESS DATA GROUP INC.	EDISCOVERY SYSTEM	N	52,465.00	-	315,665.00	-	19-Dec-2013	31-Dec-2019	29-Nov-2017	Service Provider	Information Technology	Robert	AMD 2 11-29-17: EXTEND TERMINATION DATE FROM 12-31-17 TO 12-31-19 FOR CONTINUATION OF SUPPORT SERVICES. AMD 1 05-26-15: INCREASE AUTHORITY BY \$263,200.00 FROM \$52,465.00 TO \$315,665.00 AND EXTEND TERMINATION DATE FROM 06-30-16 TO 12-31-17 TO ACCOMMODATE AN INCREASE IN THE SCOPE OF SERVICES. 12-19-13: TO CONFIGURE, INTEGRATE, TEST, AND IMPLEMENT THE NEW EDISCOVERY SYSTEM, CARSON CITY. NV B/L#: NV20131306302
32	51616	01	BENCHMARK, INC.	DESIGN SERVICES FOR ROOF REPLACEMENT	N	31,000.00	-	31,000.00	-	26-Jan-2017	31-Dec-2018	4-Dec-2017	Service Provider	Architecture	Reid	AMD 1 12-04-17: EXTEND TERMINATION DATE FROM 12-31-17 TO 12-31-18 FOR CONTINUATION OF SERVICES TO COMPLETE THE PROJECT. 01-26-17: DESIGN SERVICES FOR ROOF REPAIR AT HEADQUARTERS ADMINISTRATION BUILDING, CARSON CITY. NV B/L#: NVF20061414149-S
33	52817	00	CARRIER CORPORATION	LAS VEGAS CHILLER REPLACEMENT	N	120,495.00	-	120,495.00	-	27-Nov-2017	31-Jul-2018	-	Service Provider	Buildings and Grounds	Robert	11-27-17: REPLACE CHILLER AT LAS VEGAS NORTH MAINTENANCE YARD, CLARK COUNTY. NV B/L#: NVF19791006562-Q PROPOSERS: CARRIER CORPORATION AND EMCOR SERVICES
34	56517	00	D&B PROFESSIONAL CLEANING	JANITORIAL SERVICES	N	57,800.00	-	57,800.00	-	27-Nov-2017	30-Sep-2020	-	Service Provider	District 3	Tracy	11-27-17: PROVIDE JANITORIAL SERVICES FOR SALMON FALLS REST AREA, ELKO COUNTY. NV B/L#: NVD20101094756-Q PROPOSERS: D&B PROFESSIONAL CLEANING AND 2 KLEAN 4 U
35	10017	02	DECISION LENS, INC.	WEB SERVICES FOR 5-YEAR PLAN	N	11,625.00	-	11,625.00	-	13-Mar-2017	31-Dec-2018	7-Dec-2017	Service Provider	Director's Office	Bill	AMD 2 12-07-17: EXTEND THE TERMINATION FROM 12-31-17 TO 12-31-18 FOR CONTINUATION OF SERVICES. AMD 1 06-26-17: EXTEND TERMINATION DATE FROM 06-30-17 TO 12-31-17 TO ALLOW TIME TO COMPLETE ALL REQUIRED TRAINING SESSIONS. 03-13-17: WEB-BASED SERVICES, TRAINING AND MEETINGS TO FACILITATE THE CREATION/PERPARATION OF A FIVE YEAR CAPITAL PLAN, STATEWIDE. NV B/L#: NVF20141782146-S
36	55517	00	LAS VEGAS PAVING	ROADWAY RECONSTRUCTION	N	105,800.00	-	105,800.00	-	4-Dec-2017	31-Dec-2018	-	Service Provider	District 1	Tracy	12-04-17: RECONSTRUCTION OF ROADWAY SECTIONS ON SR 164, NIPTON ROAD, BETWEEN MP 2.235 TO 2.775, CLARK COUNTY. NV B/L#: NVD19581000650-Q PROPOSERS: LAS VEGAS PAVING AND AGGREGATE INDUSTRIES-SWR
37	58217	00	LAS VEGAS PAVING	ROADWAY RECONSTRUCTION	N	109,000.00	-	109,000.00	-	4-Dec-2017	31-Dec-2018	-	Service Provider	District 2	Tracy	12-04-17: COLDMILL AND ASPHALT OVERLAY LOCATED ON I-15, BETWEEN MP 70.178 AND 70.273, CLARK COUNTY. NV B/L#: NVD19581000650-Q PROPOSERS: LAS VEGAS PAVING AND AGGREGATE INDUSTRIES-SWR
38	42417	00	MKD CONSTRUCTION, INC.	ADA IMPROVEMENTS	N	224,475.00	-	224,475.00	-	6-Dec-2017	31-Dec-2018	-	Service Provider	Design	John	12-06-17: ADA IMPROVEMENTS FOR PEDESTRIAN RAMPS AND SIDEWALKS LOCATED AT THE I-80/JENNINGS WAY INTERCHANGE, ELKO COUNTY. NV B/L#: NVD19991170548-Q PROPOSER: MKD CONSTRUCTION INC.
39	46217	00	Q&D CONSTRUCTION	EXPANSION JOINT REPLACEMENT	N	258,000.00	-	258,000.00	-	29-Nov-2017	31-Dec-2019	-	Service Provider	District 2	Tracy	11-29-17: REMOVE AND REPLACE EXPANSION JOINTS WITH POLYMER CONCRETE HEADERS ON US 395 STRUCTURE I-1749, MP 31.55, WASHOE COUNTY. NV B/L#: NVD19671000639-Q PROPOSERS: Q&D CONSTRUCTION AND TRUESDELL CORPORATION
40	49717	00	REMINGTON CONSTRUCTION	SIDEWALK REPLACEMENT	N	99,777.00	-	99,777.00	-	29-Nov-2017	30-Jun-2018	-	Service Provider	District 3	Tracy	11-29-17: REMOVE AND REPLACE EXISTING SIDEWALK, CURB, AND GUTTER ON SR 227, ELKO COUNTY. NV B/L#: NVD20071516052-Q PROPOSER: REMINGTON CONSTRUCTION
41	49617	00	SIERRA NEVADA EXCAVATION	WASH PAD WATERPROOFING	N	30,400.00	-	30,400.00	-	13-Nov-2017	31-Mar-2018	-	Service Provider	District 3	Tracy	11-13-17: WATERPROOFING OF THE YARD VAULT WASH PAD FOR DISTRICT 3, ELKO COUNTY. NV B/L#: NVD20001033629-Q PROPOSERS: SIERRA NEVADA EXCAVATION, REMINGTON CONSTRUCTION, AND MKD CONSTRUCTION INC.
42	43617	00	SIERRA NEVADA CONSTRUCTION	GUARDRAIL INSTALLATION	N	158,007.00	-	158,007.00	-	27-Nov-2017	31-Dec-2019	-	Service Provider	District 2	Tracy	11-27-17: INSTALLATION OF GUARDRAIL AND BACKFILL ON SR 445. SCOPE OF SERVICES INCLUDES 12 LINE ITEMS WITH THE FIVE MAJOR COMPONENTS BEING: 550 CUBIC YARDS OF BACKFILL (\$60,500); GALVANIZED GUARDRAIL (\$39 PER UNIT X 800 UNITS= \$31,200); RENT TRAFFIC CONTROL DEVICES (\$17,367); FORCE ACCOUNT EXTRA WORK (\$20,000); AND MOBILIZATION (\$10,000), WASHOE COUNTY. NV B/L#: NVD19881009372-Q PROPOSER: SIERRA NEVADA CONSTRUCTION AND NEVADA BARRICADE & SIGN
43	57017	00	SUMNU MARKETING	DIVERSITY WORKFORCE ASSESSMENT	N	50,000.00	-	50,000.00	-	19-Oct-2017	31-Mar-2018	-	Service Provider	Contract Compliance	Tracy	10-19-17: CONDUCT ASSESSMENT OF SOUTHERN NEVADA'S WORKFORCE EFFORTS AND DEVELOP AN IMPLEMENTATION ROADMAP TO FURTHER DIVERSITY EMPLOYABILITY EFFORTS IN THE TRANSPORTATION SECTOR, CLARK COUNTY. NV BL#: NVD20111649613-S



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

MEMORANDUM

December 27, 2017

TO: Department of Transportation Board of Directors

FROM: Rudy Malfabon, Director

SUBJECT: January 8, 2018 Transportation Board of Directors Meeting

Item #7: Action Item: Disposal of NDOT right-of-way located off US-93 Highway, from Foothills Drive to US-95 in the City of Henderson, Boulder City, and in the unincorporated area of County of Clark, State of Nevada

Resolution of Abandonment – *For possible action*

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced right-of-way by Resolution of Abandonment. The easement interest to be abandoned is located off US-93 Highway from Foothills Drive to US-95 in the City of Henderson, Boulder City, and in the unincorporated area of County of Clark, State of Nevada.

Background:

In December 2014, the Department obtained through condemnation the ownership of parcels identified as U-093-CL-014.971, U-093-CC-014.979, and U-093-CL-015.187, consisting of approximately 15.70 acres (683,907 sq. ft.) previously owned by the Railroad Pass Investment Group for highway purposes as ordered by a Final Order of Condemnation, Case No. A-12-665330-C.

In settling the condemnation action, the Department agreed to abandon back to the owner the portion of right-of-way easement no longer needed once the new freeway is constructed. The limits of the abandonment are identified as Parcel U-093-CL-014.983 XS1, consisting of 12.65 acres (550,992 sq. ft.) as depicted on the attached maps marked Exhibits "A" through "F".

Analysis:

As part of the settlement of the condemnation action, the Judgement of Condemnation provides that a Resolution of Abandonment memorializing the release and abandonment be approved by the State Board of Transportation, and recorded in the Clark County Recorder's office within 60 days after Phase 1 of the Project is complete. The parties subsequently agreed to expedite the abandonment to when the realignment is completed, and all contractual obligations are satisfied. This will occur this month. The abandonment of NDOT's easement interest in this parcel is being made in accordance with NRS 408.523.

List of Attachments:

1. Sketch Maps depicted as Exhibits "A" through "F"
2. Original Resolution of Abandonment
3. Judgement of Condemnation
4. Amended Final Court Order of Condemnation
5. Second Amendment to Mutual Compromise, Settlement and Release Agreement
6. NRS 408.523

Recommendation for Board Action:

Approval of disposal of NDOT's easement interest located off US-93 Highway from Foothills Drive to US-95 in the City of Henderson, Boulder City, and in the unincorporated area of County of Clark, State of Nevada upon recordation of Resolution of Abandonment with the Clark County Recorder's Office.

Prepared by: Ruth Borrelli, Chief R/W Agent

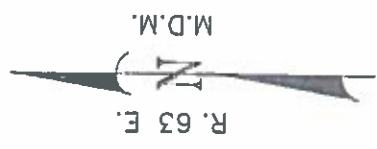
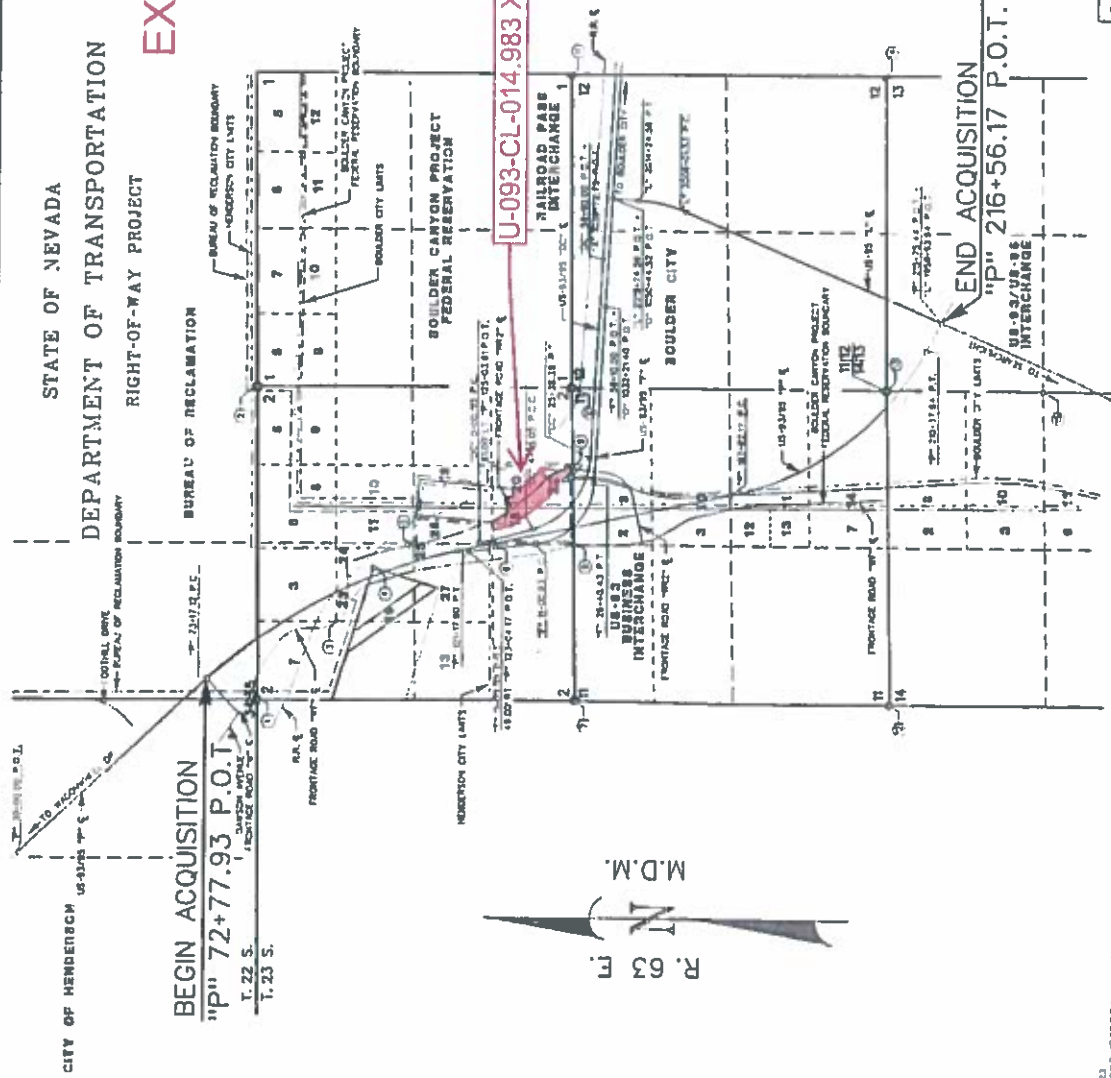
rb/dtc/ak

Plan No.	Block	Project No.	S.A. No.	County	Sheet
1	1	DE-NH-MG-093-1(010)	75887	CLATSOP	1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PROJECT

EXHIBIT "A"

PROJECT: DE-NH-MG-093-1(010)



- FOUND MONUMENTS**
- ① NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ② NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ③ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ④ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑤ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑥ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑦ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑧ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑨ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑩ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑪ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑫ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑬ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑭ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑮ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑯ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑰ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑱ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑲ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"
 - ⑳ NO. 25" BLM BRASS CAP ON A PINE STAMPED "1125 MEZ 31/33-1028 1125 MEZ"

STATE OF NEVADA
Dept. of Transportation 2177 Division
Date: April 28, 2010
US-83 BOULDER CITY PH1
ROW ACQUISITION
NOT TO SCALE Sheet 1 of 88 Sheets

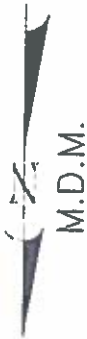
Date of Last Revision: 04/28/2010

Scale: 1" = 100' (1/8" = 10')

PARCEL NO. PREFIX: U-093-CL-

EXHIBIT "B"

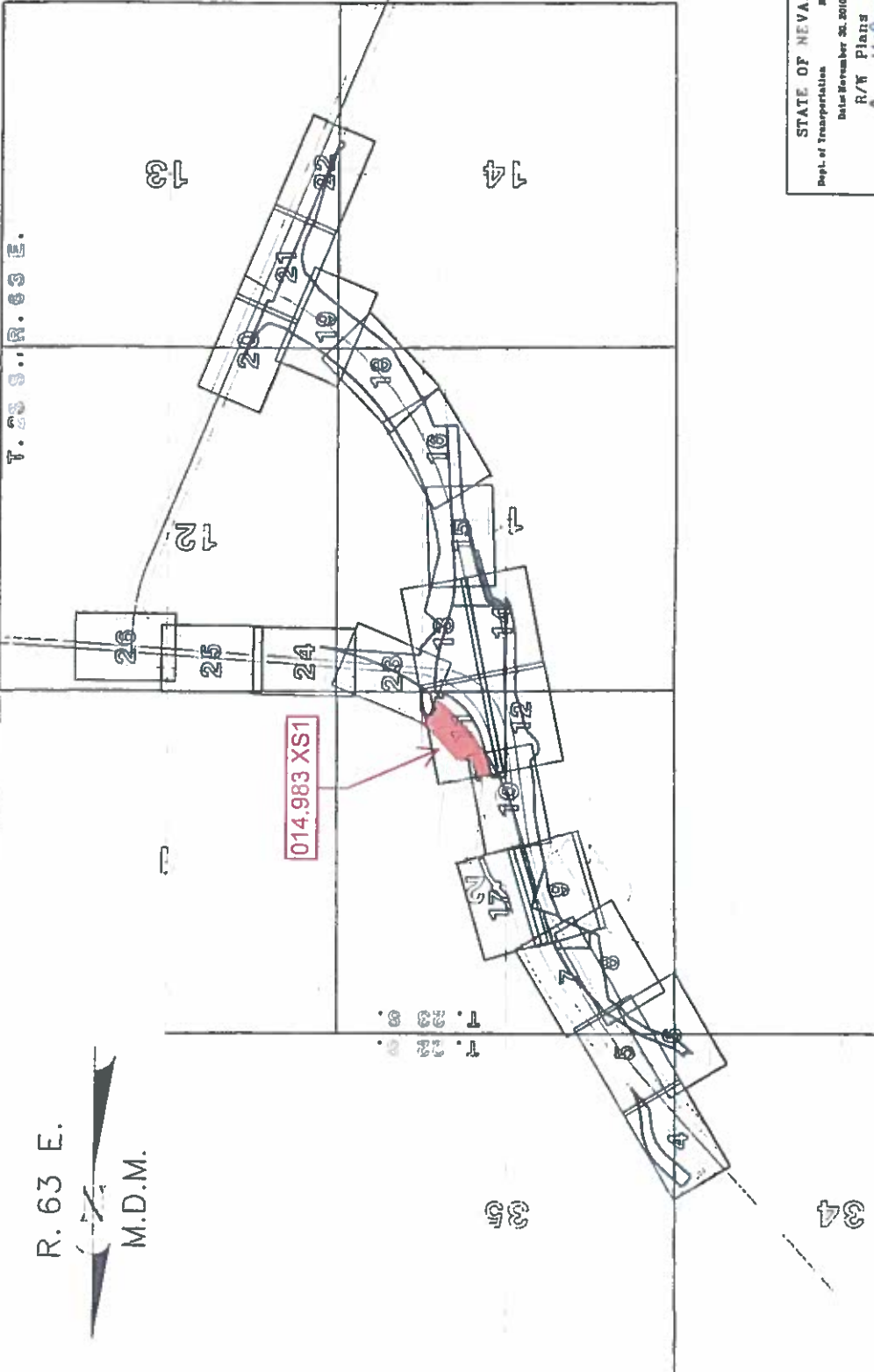
R. 63 E.



M.D.M.

T. 23 S., R. 62-1/2 E.
T. 23 S., R. 63 E.

Field No.	State	Project No.	E.L. No.	Quantity	Sheet
1	NV	2009-001-001	1000	1	1

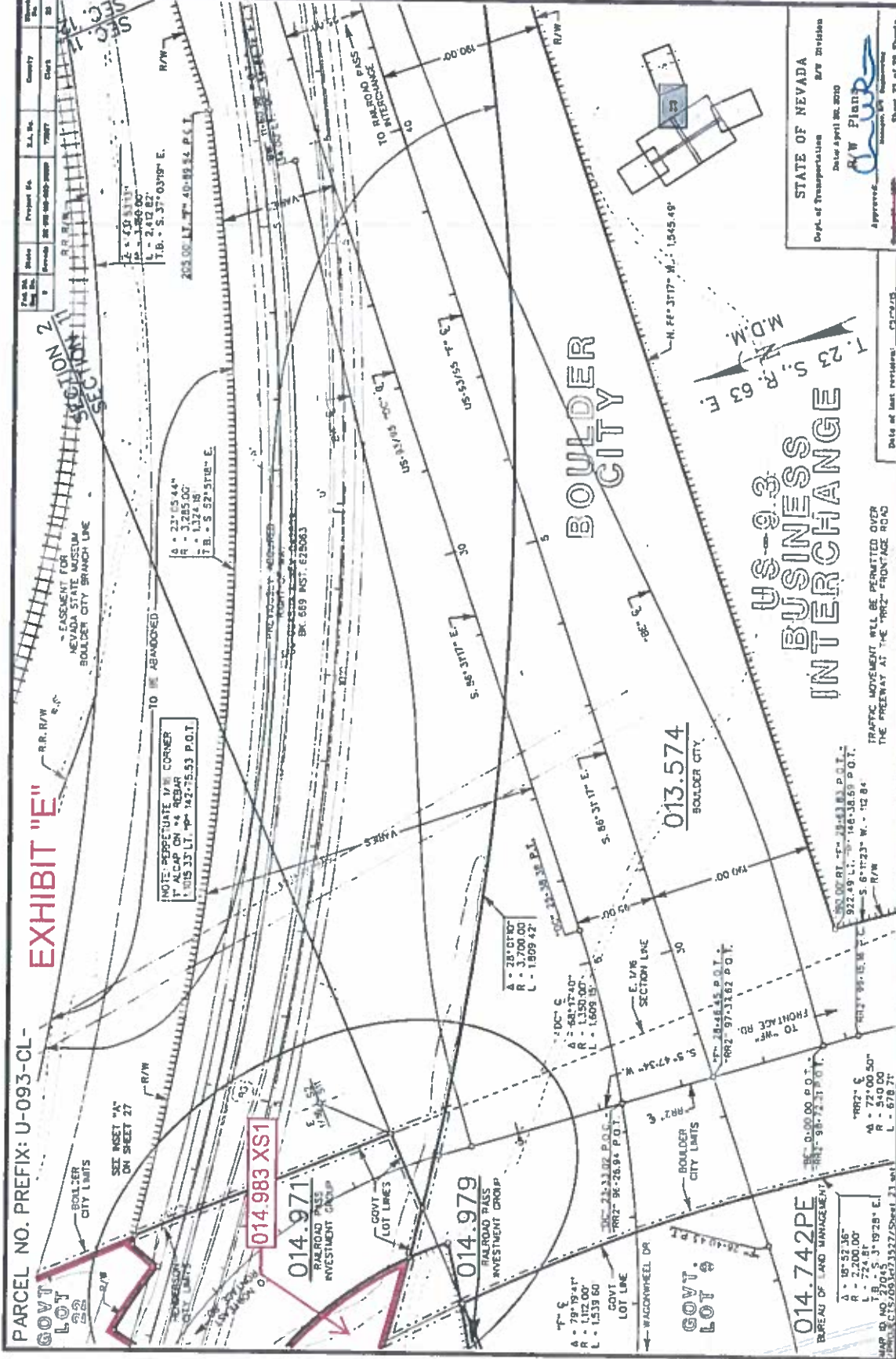


014.983 XS1

STATE OF NEVADA
 Dept. of Transportation R/W Division
 Date: November 26, 2010
 R/W Plans
 Approved: *[Signature]*
 Date: 11/26/10 Sheet 5 of 28 Sheets

Date of last revision: 11/26/10

MAP 10 NO. 27824
 FILE: 12/09/09/09/337/Sheet 5.dwg



Parcel No.	014.983 XS1
Project No.	U-093-CL
S.A. No.	75007
County	Clark
Sheet No.	23

SECTION 2
 EASEMENT FOR NEVADA STATE MUSEUM BOULDER CITY BRANCH LINE
 R.R. R/W

NOTE: PERPETUATE 1/4" CORNER
 T ACAP ON 24 REBAR
 1.015 33' L. 142° 55.53' P.O.T.

SEE SHEET "A" ON SHEET 27
 BOULDER CITY LIMITS

GOVT LOT 52
 GOVT LOT 53

PARCEL NO. PREFIX: U-093-CL

205.00 L.L. 7° 40' 00" E. P.C.T.
 2.573 311' L.
 P. - 1,269.00'
 L. - 2,127.87'
 T.B. - S. 37° 03' 19" E.

23° 05' 14"
 R - 1,795.64'
 L - 1,374.45'
 T.B. - S. 57° 31' 02" E.

10' ABANDONED
 PROPOSED ACAP REBAR
 BK. 689 MST. 625063

GOVT LOT LINES
 RAILROAD PASS INVESTMENT GROUP

014.971
 RAILROAD PASS INVESTMENT GROUP

014.979
 RAILROAD PASS INVESTMENT GROUP

TO RAILROAD PASS INTERCHANGE
 40' 00' 00"

US R/W 114' 00" 00" 00"
 S. 86° 31' 17" E.
 30'

BOULDER CITY
 CITY LIMITS

013.574
 BOULDER CITY

GOVT LOT 6
 BUREAU OF LAND MANAGEMENT

014.742PE
 BUREAU OF LAND MANAGEMENT

1.23 S. 8° 51' 03" E.
 123.00 FT

STATE OF NEVADA
 Dept. of Transportation R/W Division
 Date April 26, 2010
 Approved: [Signature]
 R/W Plans

TRAFFIC MOVEMENT WILL BE PERMITTED OVER THE FREEWAY AT THE "PR2" FRONTAGE ROAD

DATE OF LAST REVISION: 07/21/15

MAP ID NO. 21045 J-1928 E.
 SHEET 23 OF 28 SHEETS

DATE OF LAST REVISION: 07/21/15

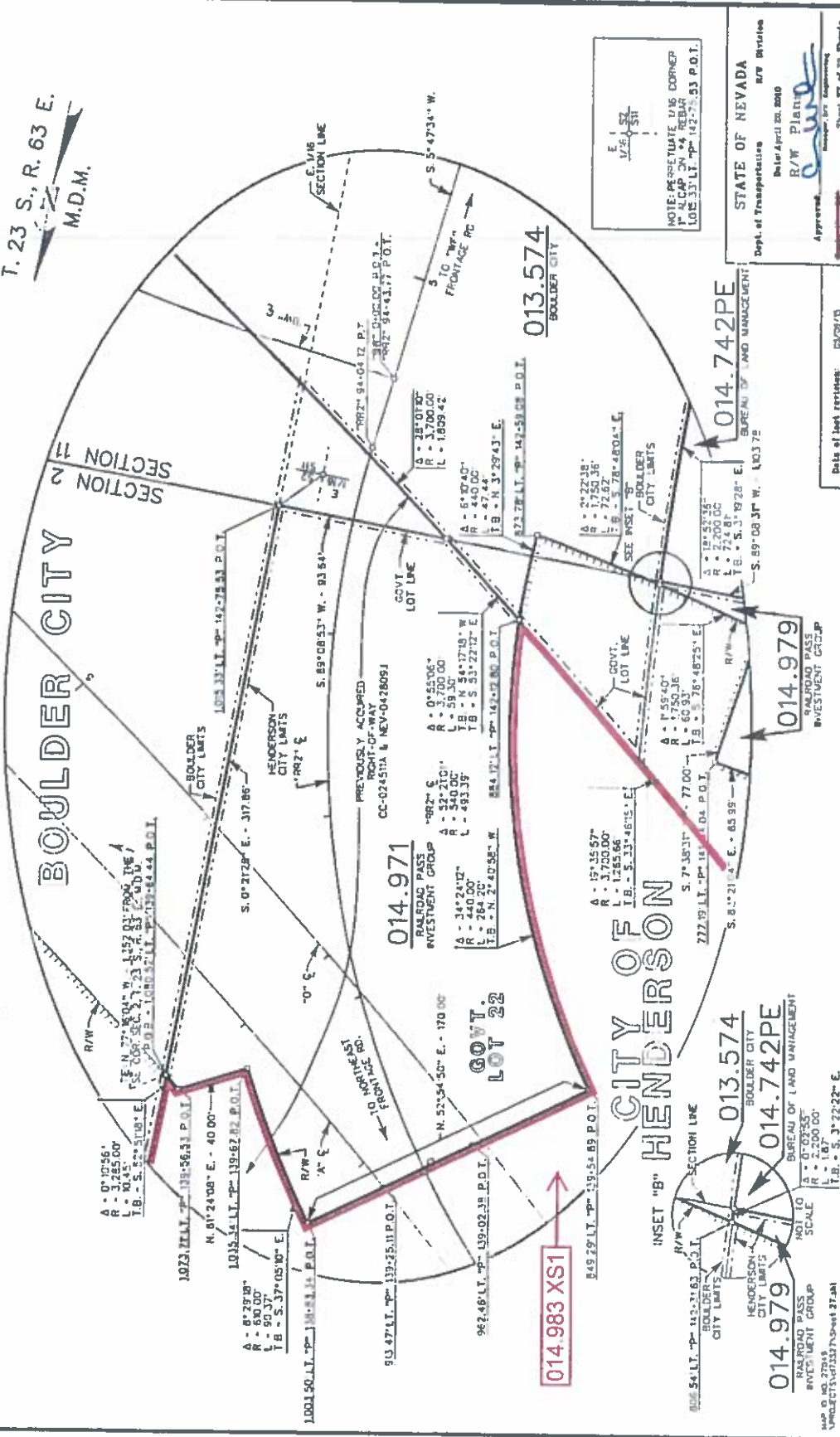
Map No.	Scale	Project No.	S.A. No.	County
B	1/2" = 100'	09-093-CL	10031	Clark
				Sheet No.
				27

PARCEL NO. PREFIX: U-093-CL-

EXHIBIT "F"

INSET "A"

T. 23 S., R. 63 E.
M.D.M.



NOTE: RE-SETTLEMENT LINE CORNER
1" AL CAP ON 94 REBAR
105.33' LT. -P- 142.72' S3 P.O.I.

STATE OF NEVADA
Dept. of Transportation
Bureau of Land Management
Date: April 20, 2010
R/W Plans
Approved: [Signature]
Sheet 27 of 28 Sheets

013.574
BOULDER CITY

014.742PE
BOULDER CITY

014.979
RAILROAD PASS
INVESTMENT GROUP

013.574
BOULDER CITY

014.979
RAILROAD PASS
INVESTMENT GROUP

014.983 XS1

Date of last revision: 02/01/10

MAP 0.00.27916
UNDETECTS: 0133703-wel 27.aa

300

Ptn. of APNs: 189-02-801-002
189-02-801-007
Control Section: CL-13
Route: US-93/95
Project: DE-NH-MG-093-1(010)
E.A.: 73527
Surplus Parcel: U-093-CL-014.983 XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712

LEGAL DESCRIPTION PREPARED BY:
JEFFREY J. HENKELMAN, P.L.S.
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712

**RESOLUTION OF ABANDONMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds an easement interest for all of that certain right-of-way for US-93/95 extending from Approximate Highway Engineer's Station "P" 126+73.69 P.O.T. to Approximate Highway Engineer's Station "P" 142+12.80 P.O.T.; and

WHEREAS, said right-of-way is delineated and identified as Parcel U-093-CL-014.983 XS1 on EXHIBITS "A" through "F", inclusive, attached hereto and made a part hereof; and

WHEREAS, pursuant to the provisions contained in NRS 408.523, the Nevada Department of Transportation Board of Directors may vacate or abandon by resolution, any portion of a state highway which has been superseded by relocation or has been determined to be in excess of the needs of the Department; and

WHEREAS, a portion of said right-of-way is of no further contemplated use by the Department, due to that certain portion of US-93/95 being superseded by relocation; and

WHEREAS, this abandonment is Ordered by that certain JUDGMENT OF CONDEMNATION, Case No. A-12-665330-C, filed for record in the District Court of Clark County, Nevada, on December 1, 2014.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation of the State of Nevada, that the following described right-of-way and incidents thereto, being all that land delineated and identified as Parcel U-093-CL-014.983 XS1 on EXHIBITS "A" through "F", inclusive, shall be abandoned upon the recording of this Resolution of Abandonment with the Clark County Recorder's Office. Said right-of-way is more particularly described as follows: situate, lying and being in the City of Henderson, County of Clark, State of Nevada and more particularly described as being a portion of Government Lots 18 and 22 in Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by metes and bounds as follows:

COMMENCING at a 2.5" USGLO Brass Cap on a pipe stem stamped "1/4 S2/S11 1931", accepted as being the quarter corner common to Sections 2 and 11, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record of Survey, filed on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in Official Records, Book No. 20000706, as Instrument No. 00587, of Clark County, Nevada; thence N. 89°08'31" E., along the south line of said Section 2, a distance of 2,634.00 feet (record N. 89°08'30" E. - 2,634.02 feet per said Record of Survey), to a 2.5 inch USGLO Brass Cap on a pipe stamped "S2/1/11/12 T23S R63E 1931", accepted as being the corner common to Sections 1, 2, 11, and 12, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on said Record of Survey; thence N. 77°16'04" W. a distance of 1,352.03 feet to the POINT OF BEGINNING; said point of beginning described as being the intersection of the left or easterly right-of-way line of US-93 with the east sixteenth section line of said Section 2, 1,080.52 feet left of and at right angles to Highway Engineer's Station "P" 139+64.44 P.O.T.; thence along said right-of-way line the following five (5) courses and distances:

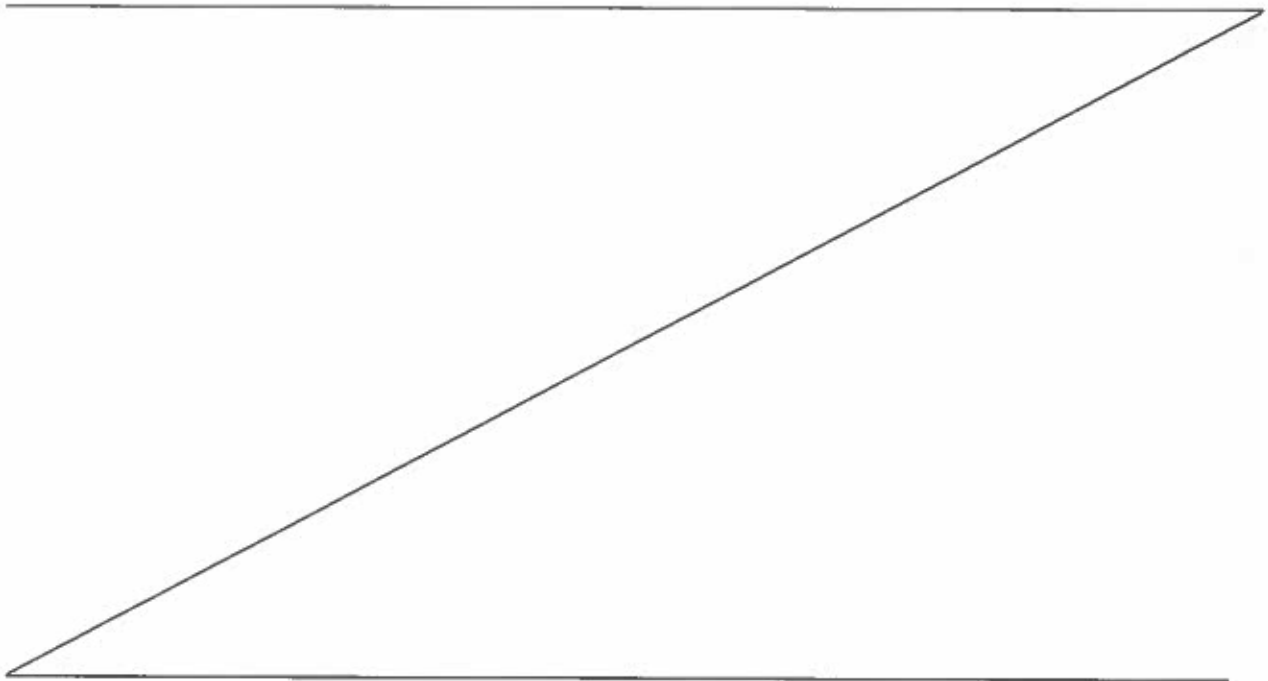
- 1) from a tangent which bears N. 53°02'13" W., curving to the right with a radius of 3,285.00 feet, through an angle of 0°10'56", an arc distance of 10.45 feet;
- 2) S. 61°24'08" W. – 40.00 feet;
- 3) from a tangent which bears N. 28°35'52" W., curving to the left with a radius of 610.00 feet, through an angle of 8°29'18", an arc distance of 90.37 feet;
- 4) S. 52°54'50" W. – 170.00 feet;
- 5) from a tangent which bears S. 37°05'10" E., curving to the right with a radius of 440.00 feet, through an angle of 34°24'12", an arc distance of 264.20 feet to the former right or westerly right-of-way line of said US-93; thence from a tangent which bears N. 53°22'12" W., curving to the right along said former right-of-way line, with a radius of 3,700.00 feet, through an angle of 19°35'57", an arc distance of 1,265.66 feet to said left or easterly right-of-way line of US-93; thence from a tangent which bears N. 16°12'04" W., curving to the right along said right-of-way line,

with a radius of 12,612.00 feet, through an angle of $1^{\circ}44'47''$, an arc distance of 384.42 feet to the south sixteenth section line of said Section 2; thence N. $89^{\circ}06'41''$ E., along said sixteenth section line, a distance of 148.73 feet to the westerly boundary line of the Alunite Lode, Mineral Survey 3628; thence N. $5^{\circ}00'31''$ E., along said boundary line, a distance of 114.23 feet to the former left or easterly right-of-way line of said US-93; thence along said former right-of-way line the following three (3) courses and distances:

- 1) from a tangent which bears S. $27^{\circ}25'44''$ E., curving to the left with a radius of 3,310.00 feet, through an angle of $7^{\circ}10'29''$, an arc distance of 414.49 feet;
 - 2) S. $85^{\circ}00'19''$ E. – 211.39 feet;
 - 3) from a tangent which bears S. $37^{\circ}03'19''$ E., curving to the left with a radius of 3,150.00 feet, through an angle of $13^{\circ}47'56''$, an arc distance of 758.63 feet to the east sixteenth section line of said Section 2;
- thence S. $0^{\circ}21'28''$ E., along said sixteenth section line, a distance of 196.89 feet to the point of beginning; said parcel contains an area of 12.65 acres (550,922 square feet).

The above described parcel is subject to any and all existing utilities whether of record or not.

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



It is the intent of the Department of Transportation to abandon that portion of US-93/95, delineated and identified as Parcel U-093-CL-014.983 XS1 on EXHIBITS "A" through "F", inclusive, attached hereto and made a part hereof for reference, upon the recording of this Resolution of Abandonment with the Clark County Recorder's Office.

DATED this _____ day of _____, 20____.

APPROVED AS TO LEGALITY AND FORM:

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

Dennis Gallagher, Deputy Attorney General

Brian Sandoval, Chairman

ATTEST:

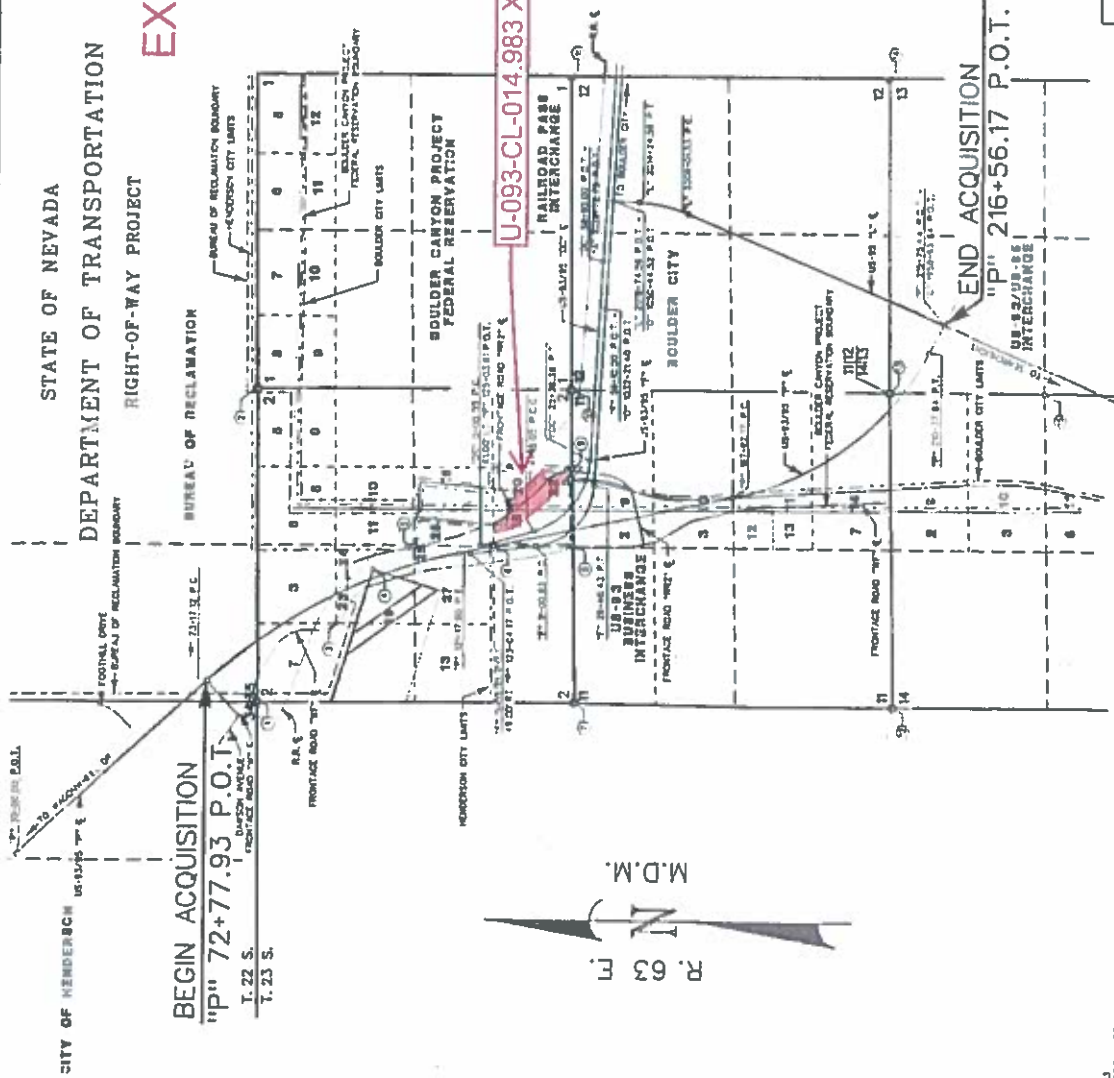
William H. Hoffman, Secretary to the Board

Project No.	State	County	Sheet
00 173 00 000 1000	NEVADA	CLATSOP	1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PROJECT

EXHIBIT "A"

PROJECT: DE-NH-MG-093-1(010)



- FOUR MONUMENT:
- ① P.O. 15 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ② P.O. 16 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ③ P.O. 17 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ④ P.O. 18 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑤ P.O. 19 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑥ P.O. 20 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑦ P.O. 21 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑧ P.O. 22 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑨ P.O. 23 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑩ P.O. 24 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑪ P.O. 25 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑫ P.O. 26 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑬ P.O. 27 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑭ P.O. 28 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑮ P.O. 29 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP
 - ⑯ P.O. 30 - 30 MASS CAP ON A P.P.C. STAMPED 7/15/1913 12.50 MASS CAP

STATE OF NEVADA
Dept. of Transportation
BTV Division
Date April 20 2010
US-93 BOULDER CITY PHI
ROW ACQUISITION
NOT TO SCALE
Sheet 1 of 28 Sheets

Date of Last Revision: 05/08/2010

PARCEL NO. PREFIX: U-093-CL-

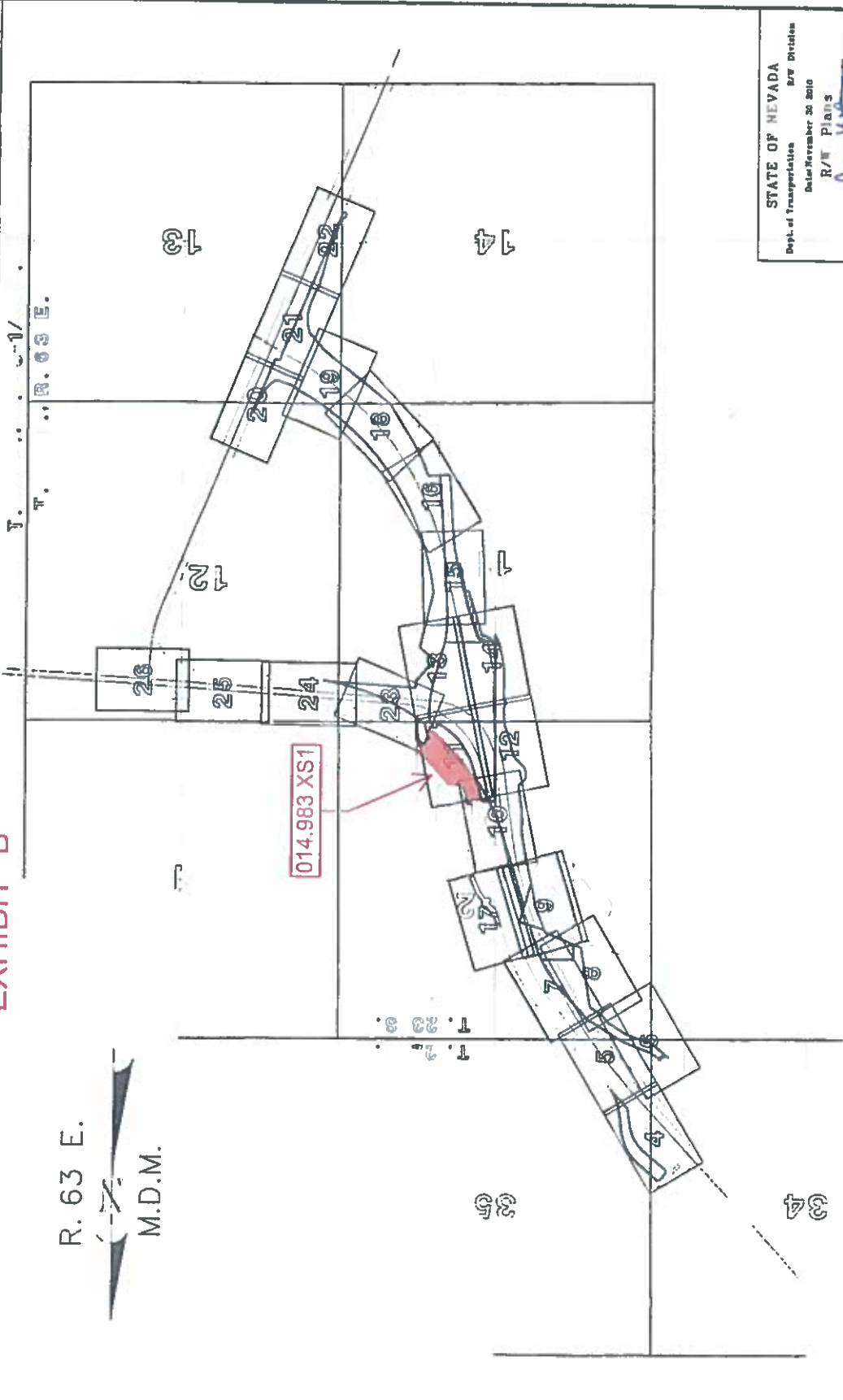
EXHIBIT "B"

R. 63 E.



M.D.M.

Proj. No.	Plan	Project No.	E.L. No.	County	Sheet No.
1000	1000	1000	1000	1000	1000
1000	1000	1000	1000	1000	1000

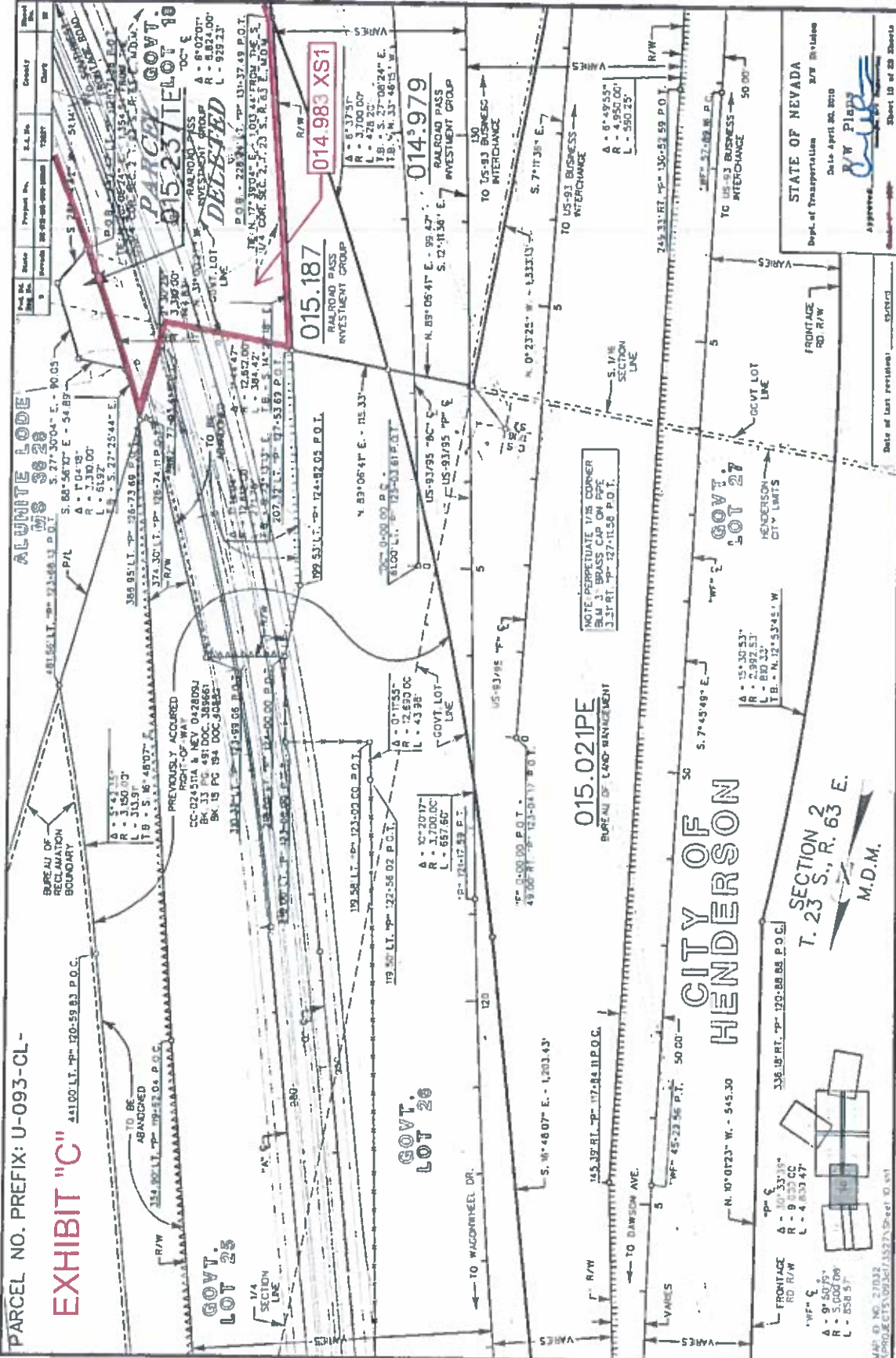


STATE OF NEVADA
 Dept. of Transportation
 Date: November 30, 2010
 R/W Plans
 Approved: [Signature]
 Checked: [Signature]
 Sheet 3 of 28 Sheets

Date of last revision: 11/30/10

PARCEL NO. PREFIX: U-093-CL-

EXHIBIT "C"



Sheet No.	Project No.	S.L. No.	County
1	200-000-000-000	10000	CLATSOP

STATE OF NEVADA
 Dept. of Transportation
 Date April 20, 2010
 Approved: *[Signature]*
 R/W Plans
 Sheet 10 of 20 Sheets

DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10

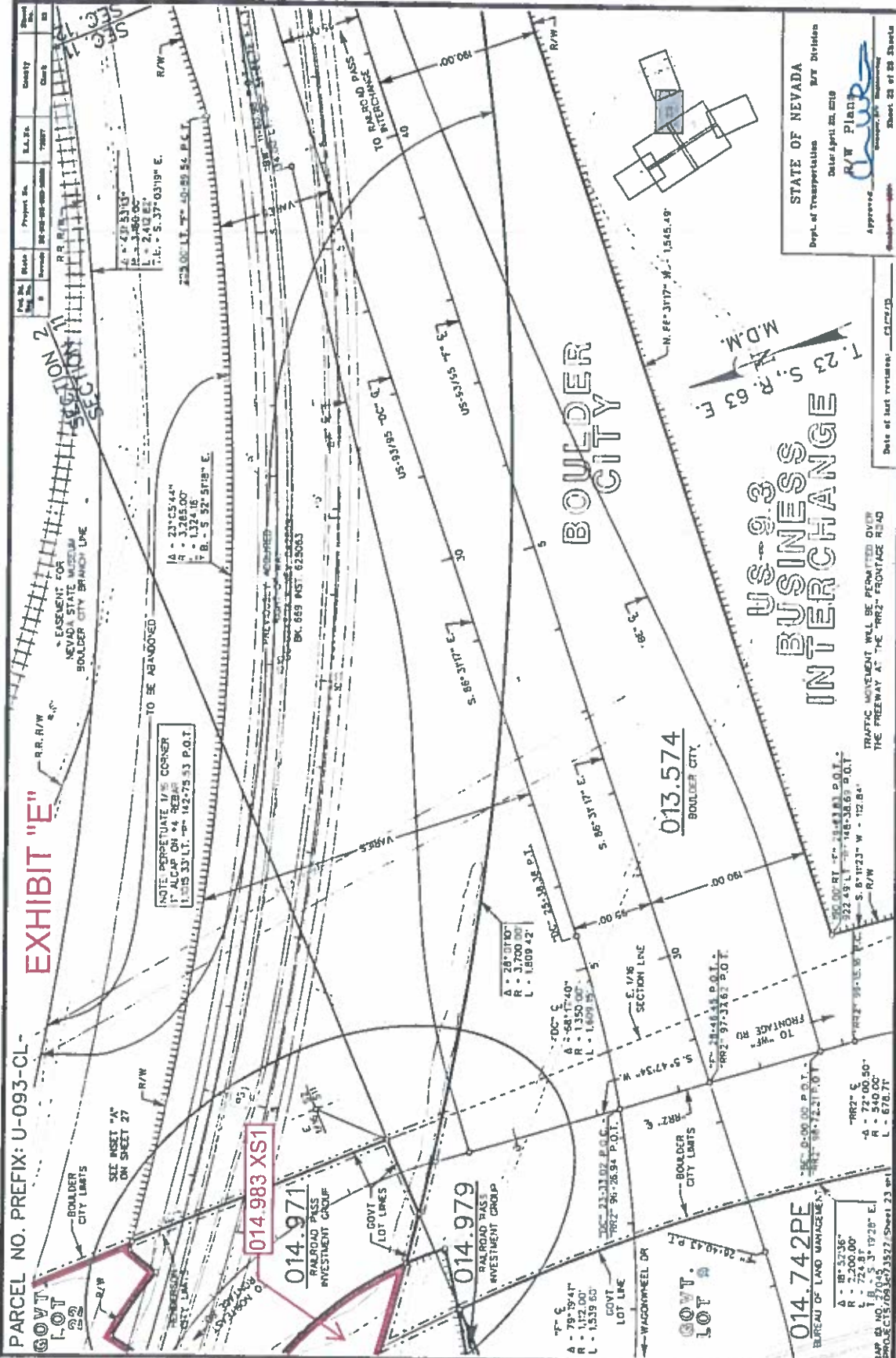
DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10

DATE OF LAST REVISION: 05/07/10



Sheet No.	013
Project No.	U-093-CL
Scale	AS SHOWN
Date	APR 22 2010
Drawn by	...
Checked by	...

PARCEL NO. PREFIX: U-093-CL

SECTION 2

TO BE ABANDONED

RR R/W

EASEMENT FOR NEVADA STATE MUSEUM BOULDER CITY BRANCH LINE

NOTE: PERPETUATE 1/4" CORNER 1" ALCAP ON 44 REBAR 1.325 33' L.T. - P. 142-75 33 P.O.T.

A - 23°05'44"
R - 3,285.00'
L - 1,374.16'
B. - S. 52°51'18" E.

014.971 RAILROAD PASS INVESTMENT GROUP

014.979 RAILROAD PASS INVESTMENT GROUP

014.983 X S1

013.574 BOULDER CITY

014.742P BUREAU OF LAND MANAGEMENT

GOVT. LOT 22

GOVT. LOT 23

GOVT. LOT 24

TO RAILROAD PASS INTERCHANGE

US-93 BUSINESS INTERCHANGE

STATE OF NEVADA
Dept. of Transportation
Date: April 22, 2010
R/W Plan

1:23 S. R. 63 F. M.D.M.

TRAFFIC MOVEMENT WILL BE FROM THE DIVISION THE FREEWAY AT THE "RR2" FRONTAGE ROAD

DATE OF LAST REVISION: 03/22/10

MAP NO. 37045
PROJECTS/093-CL/03527 Sheet 23 of 28 Sheets



CLERK OF THE COURT

1 **JDCD**
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13 Senior Deputy Attorney General
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14 555 E. Washington Avenue, Ste. 3900
Las Vegas, NV 89101
15 Tel: (702) 486-3792
Attorneys for NDOT
16

17 **DISTRICT COURT**

18 **CLARK COUNTY, NEVADA**

19 THE STATE OF NEVADA, on relation of its
20 Department of Transportation,

21 Plaintiff,

22 v.

23 RAILROAD PASS INVESTMENT GROUP,
a Nevada limited liability company,
24 NEVADA POWER COMPANY, a Nevada
corporation; CENTRAL TELEPHONE
25 COMPANY, a Delaware corporation.

26 Defendants.
27
28

Case No. A-12-665330-C
Dept. No. XIII

JUDGMENT OF CONDEMNATION

ATTACHMENT 3

DISTRICT COURT DEPT # 18

1 Plaintiff, the State of Nevada on relation of its Department of Transportation ("NDOT"), and
2 Defendant, Railroad Pass Investment Group ("RRP"), entered into a "Stipulation and Order for
3 Settlement," with the Honorable Mark R. Denton, District Judge, presiding, and the issues having
4 been duly resolved and this case settled accordingly, with good cause appearing, IT IS HEREBY
5 ORDERED, ADJUDGED AND DECREED, pursuant to NRS 37, et seq., as follows:

6 1. NDOT is awarded those property interests in the "Subject Property" sought to be
7 condemned by its Second Amended Complaint, designated as Parcels Nos. U-093-CL-014.971,
8 U-093-CL-014.979, and U-093-CL-015.187, and more particularly described as follows:

9 Parcel: U-093-CL-014.971, acquired in fee simple

10 Said real property situate, lying and being in the City of Henderson, County of Clark, State
11 of Nevada and more particularly described as being a portion of Government Lot 22 in
12 Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by metes and bounds as
13 follows, to wit:

14 COMMENCING at a 2.5" USGLO Brass Cap on a pipe stem stamped "1/4 S2/S11 1931",
15 accepted as being the quarter corner common to Sections 2 and 11, shown and delineated as
16 a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record of Survey, filed
17 on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in Official Records, Book
18 No. 20000706, as Instrument No. 00587, of Clark County, Nevada; thence N. 89°08'31" E.,
19 along the south line of said Section 2, a distance of 2,634.00 feet (record N. 89°08'30" E. -
20 2,634.02 feet per said Record of Survey), to a 2.5" USGLO Brass Cap on a pipe stamped
21 "S2/1/11/12 T23S R63E 1931", accepted as being the corner common to Sections 1, 2, 11,
22 and 12, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on
23 said Record of Survey; thence N. 77°16'04" W. a distance of 1,352.03 feet to the POINT OF
24 BEGINNING; said point of beginning described as being the intersection of the left or
25 easterly right of way line of US 93 with the east sixteenth section line of said Section 2,
26 1,080.52 feet left of and at right angles to Highway Engineer's Station "P" 139+64.44 P.O.T.;
27 thence S. 0°21'28" E., along said sixteenth section line, a distance of 317.86 feet to the east
28 sixteenth corner common to said Sections 2 and 11; thence S. 89°08'53" W., along said south
section line, a distance of 93.64 feet to the southerly boundary line of BLM applications CC
024511A and NEV-042809J; thence from a tangent which bears N. 54°17'18" W., curving
to the right along said boundary line, with a radius of 3,700.00 feet, through an angle of
0°55'06", an arc distance of 59.30 feet to said left or easterly right of way line of US 93;
thence along said right of way line the following five (5) courses and distances:

- 23 1) from a tangent which bears N. 2°40'58" W., curving to the left with a radius
24 of 440.00 feet, through an angle of 34°24'12", an arc distance of 264.20 feet;
- 25 2) N. 52°54'50" E. - 170.00 feet;
- 26 3) from a tangent which bears S. 37°05'10" E., curving to the right with a radius
27 of 610.00 feet, through an angle of 8°29'18", an arc distance of 90.37 feet;
- 28 4) N. 61°24'08" E. - 40.00 feet;
- 5) from a tangent which bears S. 52°51'18" E., curving to the left with a radius
of 3,285.00 feet, through an angle of 0°10'56", an arc distance of 10.45 feet to the
point of beginning; said parcel contains an area of 57,691 square feet (1.32 acres).

TOGETHER WITH the access rights, including the abutter's rights, in and to US-93.

1 Parcel: U-093-CL-014.979, acquired in fee simple

2 Said real property situate, lying and being in the City of Henderson, County of Clark, State
3 of Nevada and more particularly described as being portions of Government Lots 18 and 22
4 in Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by metes and bounds as
5 follows, to wit:

6 COMMENCING at a 2.5" USGLO Brass Cap on a pipe stamped "S2/1/11/12 T23S R63E
7 1931" accepted as being the corner common to Sections 1, 2, 11, and 12, shown and
8 delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record
9 of Survey, filed on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in
10 Official Records, Book No. 20000706, as Instrument No. 00587, of Clark County, Nevada;
11 thence S. 89°08'31" W., along the south line of said Section 2, a distance of 2,634.00 feet
12 (record N. 89°08'30" E. - 2,634.02 feet per said Record of Survey), to a 2.5" USGLO Brass
13 Cap on a pipe stem stamped "1/4 S2/S11 1931", accepted as being the quarter corner
14 common to Sections 2 and 11, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP
15 DATED 1931" on said Record of Survey; thence N. 17°39'04" E. a distance of 1,013.44 feet
16 to the POINT OF BEGINNING; said point of beginning described as being the intersection
17 of the left or easterly right of way line of US 93 with the southerly boundary line of BLM
18 applications CC-024511A and NEV-042809J, 228.34 feet left of and at right angles to
19 Highway Engineer's Station "P" 131+37.49 P.O.T.; thence along said right of way line the
20 following nine (9) courses and distances:

- 13 1) from a tangent which bears S. 16°12'04" E., curving to the left with a radius
14 of 12,612.00 feet, through an angle of 1°37'23", an arc distance of 357.27 feet;
- 15 2) S. 29°36'05" E. - 193.91 feet;
- 16 3) from a tangent which bears the last described course, curving to the left with
17 a radius of 930.00 feet, through an angle of 27°01'42", an arc distance of 438.71 feet;
- 18 4) S. 47°45'32" E. - 81.50 feet;
- 19 5) from a tangent which bears S. 70°42'05" E., curving to the left with a radius
20 of 1,750.36 feet, through an angle of 3°55'49", an arc distance of 120.07 feet;
- 21 6) N. 7°38'59" E. - 69.33 feet;
- 22 7) S. 82°21'04" E. - 65.99 feet;
- 23 8) S. 7°38'31" W. - 77.00 feet;
- 24 9) from a tangent which bears S. 76°48'25" E., curving to the left with a radius
25 of 1,750.36 feet, through an angle of 1°59'40", an arc distance of 60.93 feet to the
26 western boundary line of Boulder City;

27 thence from a tangent which bears S. 3°22'22" E., curving to the right along said boundary
28 line, with a radius of 2,200.00 feet, through an angle of 0°02'55", an arc distance of 1.87 feet
to the south section line of said Section 2; thence S. 89°08'31" W., along said section line,
a distance of 1,103.78 feet to the south quarter corner of said Section 2; thence N. 0°23'25"
W., along the north-south quarter section line, a distance of 1,333.13 feet to the center-south
sixteenth corner of said Section 2; thence N. 89°06'41" E., along the south sixteenth section
line a distance of 99.47 feet to said southerly boundary line of BLM applications
CC-024511A and NEV-042809J; thence from a tangent which bears S. 27°08'24" E., curving
to the left along said boundary line, with a radius of 3,700.00 feet, through an angle of
6°37'51", an arc distance of 428.20 feet to the point of beginning; said parcel contains an area
of 13.85 acres (603,359 square feet).

TOGETHER WITH the access rights, including the abutter's rights, in and to US-93.

1 **Parcel: U-093-CL-015.187, acquired in fee simple**

2 Said real property situate, lying and being in the City of Henderson, County of Clark, State
3 of Nevada and more particularly described as being a portion of Government Lot 18 in
4 Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by metes and bounds as
5 follows, to wit:

6 COMMENCING at a 2.5" USGLO Brass Cap on a pipe stamped "S2/1/11/12 T23S R63E
7 1931" accepted as being the corner common to Sections 1, 2, 11, and 12, shown and
8 delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record
9 of Survey, filed on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in
10 Official Records, Book No. 20000706, as Instrument No. 00587, of Clark County, Nevada;
11 thence S. 89°08'31" W., along the south line of said Section 2, a distance of 2,634.00 feet
12 (record N. 89°08'30" E. - 2,634.02 feet per said Record of Survey), to a 2.5" USGLO Brass
13 Cap on a pipe stem stamped "1/4 S2/S11 1931", accepted as being the quarter corner
14 common to Sections 2 and 11, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP
15 DATED 1931" on said Record of Survey; thence N. 17°39'04" E. a distance of 1,013.44 feet
16 to the POINT OF BEGINNING; said point of beginning described as being the intersection
17 of the left or easterly right of way line of US 93 with the southerly boundary line of BLM
18 applications CC-024511A and NEV-042809J, 228.34 feet left of and at right angles to
19 Highway Engineer's Station "P" 131+37.49 P.O.T.; thence from a tangent which bears N.
20 33°46'15" W., curving to the right along said boundary line, with a radius of 3,700.00 feet,
21 through an angle of 6°37'51", an arc distance of 428.20 feet to the south sixteenth section line
22 of said Section 2; thence N. 89°06'41" E., along said sixteenth section line, a distance of
23 115.33 feet to said left or easterly right of way line; thence from a tangent which bears S.
24 14°27'18" E., curving to the left along said easterly right of way line, with a radius of
25 12,612.00 feet, through an angle of 1°44'47", an arc distance of 384.42 feet to the point of
26 beginning; said parcel contains an area of 22,857 square feet (0.52 of an acre).

27 TOGETHER WITH the access rights, including the abutter's rights, in and to US-93.
28 SUBJECT TO that certain Bureau of Land Management right of way Application Number
29 NEV 01462 granted to the Bureau of Reclamation, approved June 6, 1951 affecting parcels
30 U 093 CL 014.979 and U 093 CL 015.187.

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

34 2. Pursuant to NRS 37.040, NDOT's acquisition is in furtherance of a "public use," to-
35 wit: the "Boulder City Bypass Project" (the "Project"), is "necessary to such public use," and the
36 Subject Property is not already appropriated for public use.

37 3. Pursuant to NRS 37 and NRS 408, et seq., NDOT's acquisition is located in the
38 manner most compatible with the greatest public good and the least private injury.

39 4. Pursuant to agreement between the parties, NDOT shall pay the sum of
40 \$2,750,000.00, and thus deposit the same with the Clerk of the Court within 30 days from entry of
41 this judgment pursuant to NRS 37.140 and 37.150, which sum is in addition to the \$2,041,000.00
42 that NDOT previously deposited with the clerk of court in consideration of occupancy per NRS

1 37.100, constituting full just compensation for the acquisition of the property interests described
2 above except as otherwise provided herein. Upon deposit with the Clerk of the Court, said Clerk
3 shall immediately release these funds by issuing a check in the sum of \$2,750,000.00 made payable
4 to Stanley Warren Parry, Esq. at Ballard Spahr LLP, 100 N. City Pkwy., #1750 Las Vegas, NV
5 89106, attorney of record for RRP.

6 5. NDOT shall release and thereby abandon back to RRP all its interest in and to the
7 pre-existing right-of-way interest in that certain real property situate, lying and being in the City of
8 Henderson, County of Clark, State of Nevada and more particularly described as being a portion of
9 Government Lots 18 and 22 in Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by
10 metes and bounds as follows:

11 COMMENCING at a 2.5" USGLO Brass Cap on a pipe stem stamped "1/4 S2/S11 1931",
12 accepted as being the quarter corner common to Sections 2 and 11, shown and delineated as
13 a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record of Survey, filed
14 on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in Official Records, Book
15 No. 20000706, as Instrument No. 00587, of Clark County, Nevada; thence N. 89°08'31" E.,
16 along the south line of said Section 2, a distance of 2,634.00 feet (rccord N. 89°08'30" E. -
17 2,634.02 feet per said Record of Survey), to a 2.5 inch USGLO Brass Cap on a pipe stamped
18 "S2/1/11/12 T23S R63E 1931", accepted as being the corner common to Sections 1, 2, 11,
19 and 12, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on
20 said Record of Survey; thence N. 77°16'04" W. a distance of 1,352.03 feet to the POINT OF
21 BEGINNING; said point of beginning described as being the intersection of the left or
22 easterly right of way line of US 93 with the east sixteenth section line of said Section 2,
23 1,080.52 feet left of and at right angles to Highway Engineer's Station "P" 139+64.44 P.O.T.;

24 thence along said right of way line the following five (5) courses and distances:
25 1) from a tangent which bears N. 53°02'13" W., curving to the right with a
26 radius of 3,285.00 feet, through an angle of 0°10'56", an arc distance of 10.45 feet;
27 2) S. 61°24'08" W. - 40.00 feet;
28 3) from a tangent which bears N. 28°35'52" W., curving to the left with a radius
of 610.00 feet, through an angle of 8°29'18", an arc distance of 90.37 feet;
4) S. 52°54'50" W. - 170.00 feet;
5) from a tangent which bears S. 37°05'10" E., curving to the right with a radius
of 440.00 feet, through an angle of 34°24'12", an arc distance of 264.20 feet to the
former right or westerly right of way line of said US 93;

thence from a tangent which bears N. 53°22'12" W., curving to the right along said former
right of way line, with a radius of 3,700.00 feet, through an angle of 19°35'57", an arc
distance of 1,265.66 feet to said left or easterly right of way line of US 93; thence from a
tangent which bears N. 16°12'04" W., curving to the right along said right of way line, with
a radius of 12,612.00 feet, through an angle of 1°44'47", an arc distance of 384.42 feet to the
south sixteenth section line of said Section 2; thence N. 89°06'41" E., along said sixteenth

1 section line, a distance of 148.73 feet to the westerly boundary line of the Alunite Lode,
2 Mineral Survey 3628; thence N. 5°00'31" E., along said boundary line, a distance of 114.23
3 feet to the former left or easterly right of way line of said US 93; thence along said former
4 right of way line the following three (3) courses and distances:

- 5 1) from a tangent which bears S. 27°25'44" E., curving to the left with a radius
6 of 3,310.00 feet, through an angle of 7°10'29", an arc distance of 414.49 feet;
- 7 2) S. 85°00'19" E. - 211.39 feet;
- 8 3) from a tangent which bears S. 37°03'19" E., curving to the left with a radius
9 of 3,150.00 feet, through an angle of 13°47'56", an arc distance of 758.63 feet
10 to the east sixteenth section line of said Section 2;

11 thence S. 0°21'28" E., along said sixteenth section line, a distance of 196.89 feet to the point
12 of beginning; said parcel contains an area of 12.65 acres (550,922 square feet).

13 SUBJECT TO any and all existing utilities whether of record or not.

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

17 6. Pursuant to NRS 408.523, a resolution of abandonment memorializing the
18 aforementioned release and abandonment shall be passed by the State Board of Transportation, and
19 recorded in the Clark County Recorder's Office, within 60 days after Phase 1 of the Project is
20 complete.

21 7. Pursuant to agreement between the parties, NDOT shall undertake construction of
22 those improvements depicted in *Exhibit "I"* attached hereto within the time frames approved by
23 NDOT in its sole discretion.

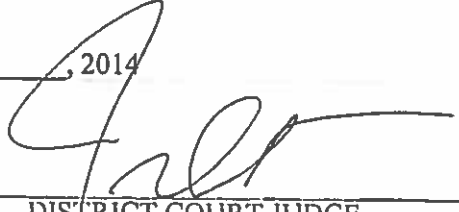
24 8. Upon deposit of the aforementioned sum of \$2,750,000.00 with the Clerk of the
25 Court, and distribution thereof as provided herein, NDOT shall be entitled to, and this Court shall
26 make, a Final Order of Condemnation pursuant to NRS 37.160, and upon the recordation thereof,
27 title to the above-described property shall vest in the State of Nevada for any public use.

28 9. The above-referenced payment, abandonment and construction satisfies all claims of
all defendants named in the original Verified Complaint, the First Amended Verified Complaint
and/or the Second Amended Verified Complaint, and constitutes a full release of all claims by said
defendants in favor of NDOT.

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10. This judgment constitutes full compensation for the property rights, interest, costs, court fees, attorney fees, pre-condemnation damages, inverse condemnation damages, and any other liability of whatsoever arising from this action.

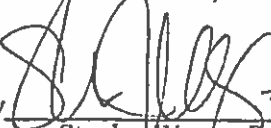
DATED this 25th day of November, 2014


DISTRICT COURT JUDGE

T.K.

Approved as to form and content by:

BALLARD SPAHR, LLP

By  11-12-14 #9457 for
Stanley Warren Parry, Esq.
100 N. City Pkwy., #1750
Las Vegas, NV 89106
Attorneys for Railroad Pass Investment Group

Respectfully Submitted by:

SYLVESTER & POLEDNAK, LTD.


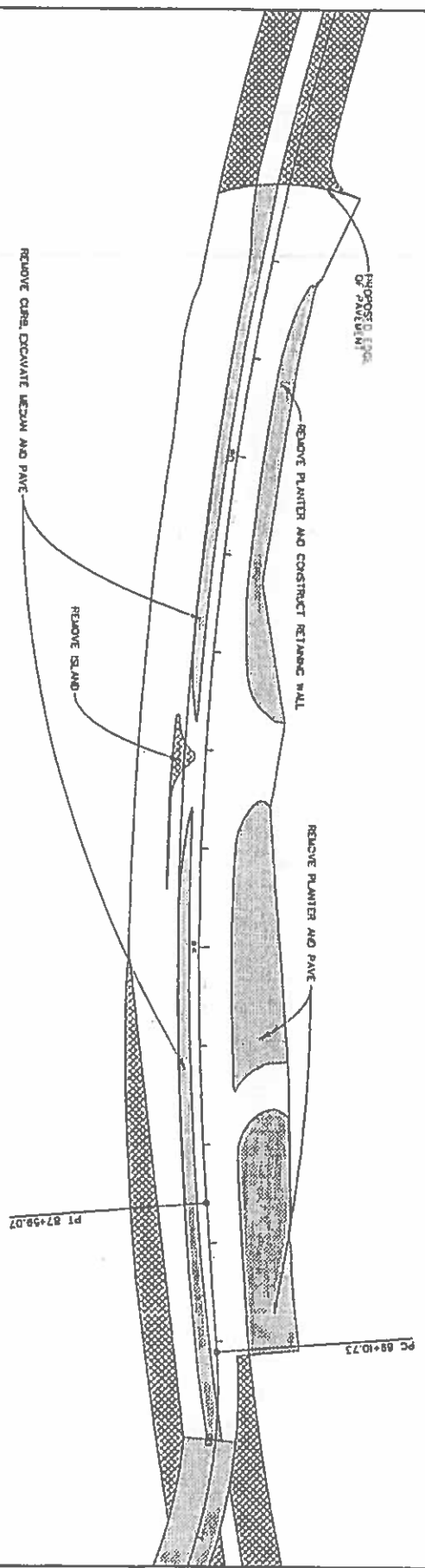
By 
Jeffrey R. Sylvester, Esq.
Matthew T. Kneeland, Esq.
1731 Village Center Circle
Las Vegas, Nevada 89134
Attorneys for NDOT

EXHIBIT 1

EXHIBIT 1

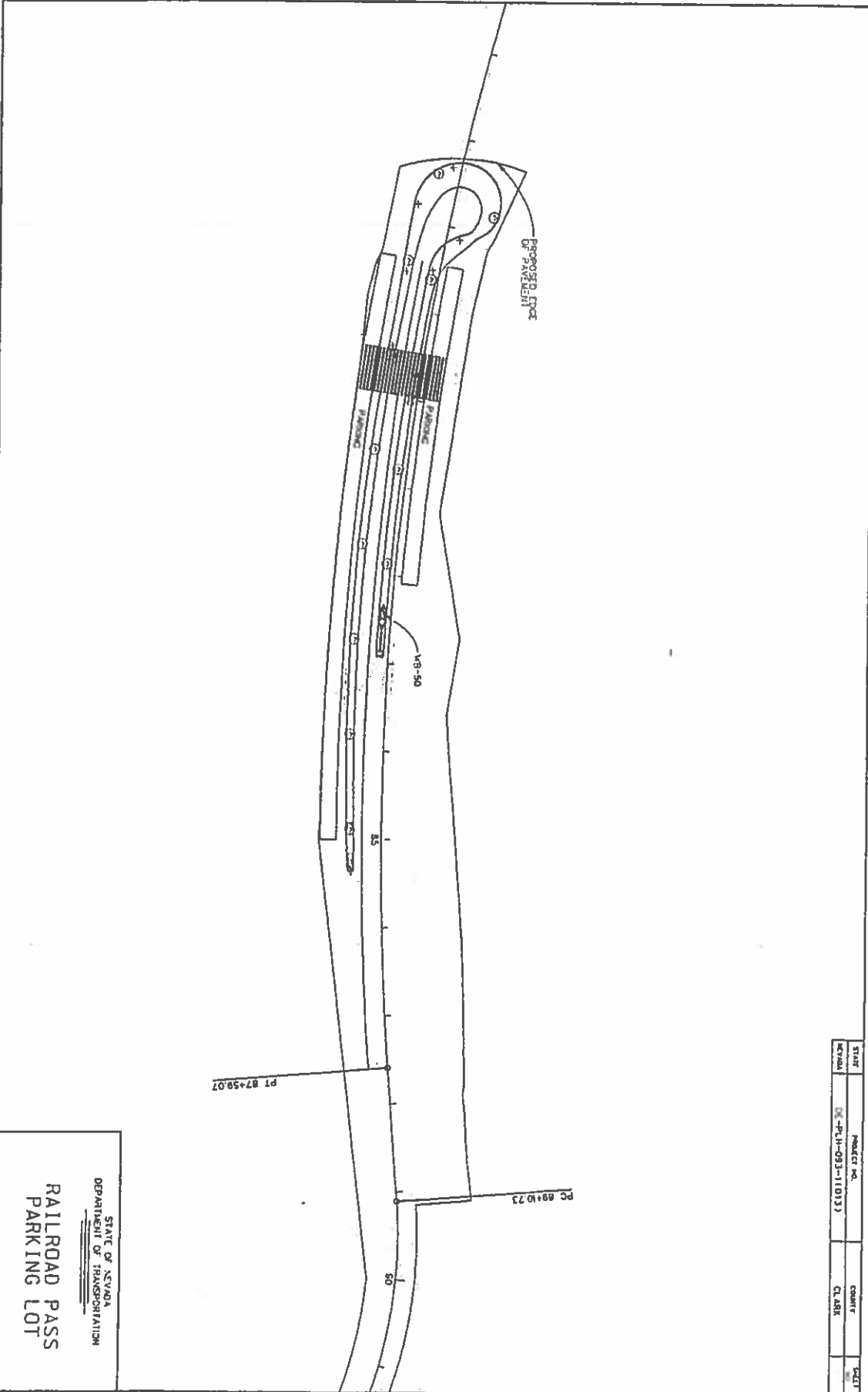
- ▣ - LIMITS OF PAVING
- ▣ - LIMITS OF REMOVAL



STATE	PROJECT NO.	CONTRACT	SHEET
NEVADA	DE-PHM-033-110131	CLARK	14/1

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 RAILROAD PASS
 PARKING LOT

STATE	PROJECT NO.	COUNTY	SHEET
NEVADA	DC-PL-093-11013	CLARK	



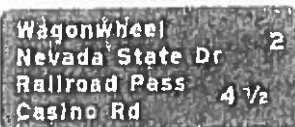
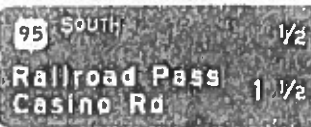






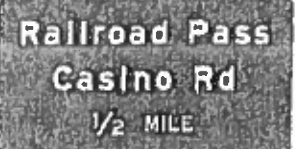
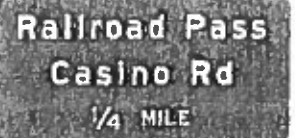

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 RAILROAD PASS
 PARKING LOT

EXHIBIT 12

THE FOLLOWING ITEMS GENERALLY DESCRIBE ADDITIONAL IMPROVEMENTS TO THE PROPERTY TO BE ACCOMPLISHED UNDER PARAGRAPH 4 (C) OF THE SETTLEMENT AGREEMENT AS DEPICTED IN EXHIBIT 11.

1. The planter area in front of the casino:
 - Remove this area
 - Install a retaining wall and steps
 - Reset light poles behind the retaining wall
2. Median Island:
 - Remove the median island in the existing road and pave it.
3. Planters at south end:
 - Remove planters and pave over them
 - Install hydraulic improvements to perpetuate flows
4. Stripe the existing freeway for parking
 - Remove the (RPMs) raised pavement markers on the existing freeway.
5. Existing stop light be removed

Proposed Railroad Pass Casino Road Signage

US 93/95 SOUTHBOUND	US 93 NORTHBOUND	US 95 (new alignment) NORTHBOUND
		
		
		
		
		
		

Note: Above signs as received from the Nevada Department of Transportation 09/06/2013

Attachment G



1 **ORDR**
SYLVESTER & POLEDNAK, LTD.
2 JEFFREY R. SYLVESTER, ESQ.
Nevada Bar No. 4396
3 MATTHEW T. KNEELAND, ESQ.
Nevada Bar No. 11829
4 1731 Village Center Circle
Las Vegas, Nevada 89134
5 Telephone: (702) 952-5200
Facsimile: (702) 952-5205
6 *Attorneys for Plaintiff/NDOT*

7
8 **DISTRICT COURT**
9 **CLARK COUNTY, NEVADA**

10 THE STATE OF NEVADA, on relation of its
Department of Transportation,

Case No. A-12-665330-C
Dept. No. XIII

11
12 Plaintiff,

13 v.

**AMENDED FINAL ORDER OF
CONDEMNATION**

14 RAILROAD PASS INVESTMENT GROUP,
a Nevada limited liability company,
15 NEVADA POWER COMPANY, a Nevada
corporation; CENTRAL TELEPHONE
COMPANY, a Delaware corporation.

16 Defendants.

17
18 It appearing to this Court that this Amended Final Order of Condemnation is necessary to
19 correct an inadvertent scrivener's omission in that certain Final Order of Condemnation entered on
20 12/10/14, and recorded on 12/12/14, and to clarify the Court's prior order in accordance with that
21 certain Judgment of Condemnation entered on 12/01/14;

22 And it further appearing that a Judgment of Condemnation assessing the value and award of
23 compensation respecting the property and property rights of defendant "Railroad Pass Investment
24 Group," and all other defendants named as such and thereafter having either disclaimed or defaulted
25 during the course of this action, and further authorizing the condemnation of the property and
26 property rights described therein and herein again below, which are necessary and taken for public
27 use, was duly pronounced by this Court and entered of record;

28 And it further appearing that the Plaintiff, the State of Nevada on relation of its Department
of Transportation ("Plaintiff"), has complied with said Judgment by paying the amount of the

ATTACHMENT 4

RECEIVED

MAY 08 2017

DISTRICT COURT DEPT# 13

1 Judgment with the Clerk of the Court;

2 IT IS HEREBY ORDERED, ADJUDGED, AND DECREED as follows:

3 1. that the Plaintiff is entitled to this Amended Final Order of Condemnation in the
4 manner provided by NRS 37.160;

5 2. that there shall be condemned to Plaintiff those property interests sought to be
6 condemned by its Second Amended Complaint, designated as Parcels Nos. U-093-CL-014.971,
7 U-093-CL-014.979, and U-093-CL-015.187, and more particularly described as follows:

8 **Parcel: U-093-CL-014.971, acquired in fee simple**

9 Said real property situate, lying and being in the City of Henderson, County of Clark, State
10 of Nevada and more particularly described as being a portion of Government Lot 22 in
11 Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by metes and bounds as
12 follows, to wit:

13 COMMENCING at a 2.5" USGLO Brass Cap on a pipe stem stamped "1/4 S2/S11 1931",
14 accepted as being the quarter corner common to Sections 2 and 11, shown and delineated as
15 a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record of Survey, filed
16 on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in Official Records, Book
17 No. 20000706, as Instrument No. 00587, of Clark County, Nevada; thence N. 89°08'31" E.,
18 along the south line of said Section 2, a distance of 2,634.00 feet (record N. 89°08'30" E. -
19 2,634.02 feet per said Record of Survey), to a 2.5" USGLO Brass Cap on a pipe stamped
20 "S2/1/11/12 T23S R63E 1931", accepted as being the corner common to Sections 1, 2, 11,
21 and 12, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on
22 said Record of Survey; thence N. 77°16'04" W. a distance of 1,352.03 feet to the POINT OF
23 BEGINNING; said point of beginning described as being the intersection of the left or
24 easterly right of way line of US 93 with the east sixteenth section line of said Section 2,
25 1,080.52 feet left of and at right angles to Highway Engineer's Station "P" 139+64.44 P.O.T.;
26 thence S. 0°21'28" E., along said sixteenth section line, a distance of 317.86 feet to the east
27 sixteenth corner common to said Sections 2 and 11; thence S. 89°08'53" W., along said south
28 section line, a distance of 93.64 feet to the southerly boundary line of BLM applications CC
024511A and NEV-042809J; thence from a tangent which bears N. 54°17'18" W., curving
to the right along said boundary line, with a radius of 3,700.00 feet, through an angle of
0°55'06", an arc distance of 59.30 feet to said left or easterly right of way line of US 93;
thence along said right of way line the following five (5) courses and distances:

- 1) from a tangent which bears N. 2°40'58" W., curving to the left with a radius
of 440.00 feet, through an angle of 34°24'12", an arc distance of 264.20 feet;
- 2) N. 52°54'50" E. - 170.00 feet;
- 3) from a tangent which bears S. 37°05'10" E., curving to the right with a radius
of 610.00 feet, through an angle of 8°29'18", an arc distance of 90.37 feet;
- 4) N. 61°24'08" E. - 40.00 feet;
- 5) from a tangent which bears S. 52°51'18" E., curving to the left with a radius
of 3,285.00 feet, through an angle of 0°10'56", an arc distance of 10.45 feet to the
point of beginning; said parcel contains an area of 57,691 square feet (1.32 acres).

27 TOGETHER WITH the access rights, including the abutter's rights, in and to US-93.

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Parcel: U-093-CL-014.979, acquired in fee simple

Said real property situate, lying and being in the City of Henderson, County of Clark, State of Nevada and more particularly described as being portions of Government Lots 18 and 22 in Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by metes and bounds as follows, to wit:

COMMENCING at a 2.5" USGLO Brass Cap on a pipe stamped "S2/1/11/12 T23S R63E 1931" accepted as being the corner common to Sections 1, 2, 11, and 12, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record of Survey, filed on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in Official Records, Book No. 20000706, as Instrument No. 00587, of Clark County, Nevada; thence S. 89°08'31" W., along the south line of said Section 2, a distance of 2,634.00 feet (record N. 89°08'30" E. - 2,634.02 feet per said Record of Survey), to a 2.5" USGLO Brass Cap on a pipe stem stamped "1/4 S2/S11 1931", accepted as being the quarter corner common to Sections 2 and 11, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on said Record of Survey; thence N. 17°39'04" E. a distance of 1,013.44 feet to the POINT OF BEGINNING; said point of beginning described as being the intersection of the left or easterly right of way line of US 93 with the southerly boundary line of BLM applications CC-024511A and NEV-042809J, 228.34 feet left of and at right angles to Highway Engineer's Station "P" 131+37.49 P.O.T.; thence along said right of way line the following nine (9) courses and distances:

- 1) from a tangent which bears S. 16°12'04" E., curving to the left with a radius of 12,612.00 feet, through an angle of 1°37'23", an arc distance of 357.27 feet;
- 2) S. 29°36'05" E. - 193.91 feet;
- 3) from a tangent which bears the last described course, curving to the left with a radius of 930.00 feet, through an angle of 27°01'42", an arc distance of 438.71 feet;
- 4) S. 47°45'32" E. - 81.50 feet;
- 5) from a tangent which bears S. 70°42'05" E., curving to the left with a radius of 1,750.36 feet, through an angle of 3°55'49", an arc distance of 120.07 feet;
- 6) N. 7°38'59" E. - 69.33 feet;
- 7) S. 82°21'04" E. - 65.99 feet;
- 8) S. 7°38'31" W. - 77.00 feet;
- 9) from a tangent which bears S. 76°48'25" E., curving to the left with a radius of 1,750.36 feet, through an angle of 1°59'40", an arc distance of 60.93 feet to the western boundary line of Boulder City;

thence from a tangent which bears S. 3°22'22" E., curving to the right along said boundary line, with a radius of 2,200.00 feet, through an angle of 0°02'55", an arc distance of 1.87 feet to the south section line of said Section 2; thence S. 89°08'31" W., along said section line, a distance of 1,103.78 feet to the south quarter corner of said Section 2; thence N. 0°23'25" W., along the north-south quarter section line, a distance of 1,333.13 feet to the center-south sixteenth corner of said Section 2; thence N. 89°06'41" E., along the south sixteenth section line a distance of 99.47 feet to said southerly boundary line of BLM applications CC-024511A and NEV-042809J; thence from a tangent which bears S. 27°08'24" E., curving to the left along said boundary line, with a radius of 3,700.00 feet, through an angle of 6°37'51", an arc distance of 428.20 feet to the point of beginning; said parcel contains an area of 13.85 acres (603,359 square feet).

TOGETHER WITH the access rights, including the abutter's rights, in and to US-93.

Parcel: U-093-CL-015.187, acquired in fee simple

Said real property situate, lying and being in the City of Henderson, County of Clark, State

1 of Nevada and more particularly described as being a portion of Government Lot 18 in
2 Section 2, T. 23 S., R. 63 E., M.D.M., and more fully described by metes and bounds as follows, to wit:

3 COMMENCING at a 2.5" USGLO Brass Cap on a pipe stamped "S2/1/11/12 T23S R63E
4 1931" accepted as being the corner common to Sections 1, 2, 11, and 12, shown and
5 delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record
6 of Survey, filed on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in
7 Official Records, Book No. 20000706, as Instrument No. 00587, of Clark County, Nevada;
8 thence S. 89°08'31" W., along the south line of said Section 2, a distance of 2,634.00 feet
9 (record N. 89°08'30" E. - 2,634.02 feet per said Record of Survey), to a 2.5" USGLO Brass
10 Cap on a pipe stem stamped "1/4 S2/S11 1931", accepted as being the quarter corner
11 common to Sections 2 and 11, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP
12 DATED 1931" on said Record of Survey; thence N. 17°39'04" E. a distance of 1,013.44 feet
13 to the POINT OF BEGINNING; said point of beginning described as being the intersection
14 of the left or easterly right of way line of US 93 with the southerly boundary line of BLM
15 applications CC-024511A and NEV-042809J, 228.34 feet left of and at right angles to
16 Highway Engineer's Station "P" 131+37.49 P.O.T.; thence from a tangent which bears N.
17 33°46'15" W., curving to the right along said boundary line, with a radius of 3,700.00 feet,
18 through an angle of 6°37'51", an arc distance of 428.20 feet to the south sixteenth section line
19 of said Section 2; thence N. 89°06'41" E., along said sixteenth section line, a distance of
20 115.33 feet to said left or easterly right of way line; thence from a tangent which bears S.
21 14°27'18" E., curving to the left along said easterly right of way line, with a radius of
22 12,612.00 feet, through an angle of 1°44'47", an arc distance of 384.42 feet to the point of
23 beginning; said parcel contains an area of 22,857 square feet (0.52 of an acre).

24 TOGETHER WITH the access rights, including the abutter's rights, in and to US-93.
25 SUBJECT TO that certain Bureau of Land Management right of way Application Number
26 NEV 01462 granted to the Bureau of Reclamation, approved June 6, 1951 affecting parcels
27 U 093 CL 014.979 and U 093 CL 015.187.

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

3. that, *pursuant to a resolution of abandonment passed by the State Board of
Transportation in accordance with NRS 408.523, and recorded in the Clark County Recorder's
Office, within 60 days after Phase 1 of the Plaintiff's "Boulder City Bypass Project" is complete,*
there shall be released and thereby abandoned back to defendant Railroad Pass Investment Group
all of Plaintiff's interest in and to the pre-existing right-of-way interest in that certain real property
situate, lying and being in the City of Henderson, County of Clark, State of Nevada and more
particularly described as being a portion of Government Lots 18 and 22 in Section 2, T. 23 S., R. 63
E., M.D.M., and more fully described by metes and bounds as follows:

COMMENCING at a 2.5" USGLO Brass Cap on a pipe stem stamped "1/4 S2/S11 1931",
accepted as being the quarter corner common to Sections 2 and 11, shown and delineated as
a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on that certain Record of Survey, filed
on July 6, 2000, as Map File 110, Page 11 of Surveys and recorded in Official Records, Book

1 No. 20000706, as Instrument No. 00587, of Clark County, Nevada; thence N. 89°08'31" E.,
2 along the south line of said Section 2, a distance of 2,634.00 feet (record N. 89°08'30" E. -
3 2,634.02 feet per said Record of Survey), to a 2.5 inch USGLO Brass Cap on a pipe stamped
4 "S2/1/11/12 T23S R63E 1931", accepted as being the corner common to Sections 1, 2, 11,
5 and 12, shown and delineated as a "2-1/2 INCH USGLO BRASS CAP DATED 1931" on
6 said Record of Survey; thence N. 77°16'04" W. a distance of 1,352.03 feet to the POINT OF
7 BEGINNING; said point of beginning described as being the intersection of the left or
8 easterly right of way line of US 93 with the east sixteenth section line of said Section 2,
9 1,080.52 feet left of and at right angles to Highway Engineer's Station "P" 139+64.44 P.O.T.;
10 thence along said right of way line the following five (5) courses and distances:

- 11 1) from a tangent which bears N. 53°02'13" W., curving to the right with a
12 radius of 3,285.00 feet, through an angle of 0°10'56", an arc distance of 10.45 feet;
- 13 2) S. 61°24'08" W. - 40.00 feet;
- 14 3) from a tangent which bears N. 28°35'52" W., curving to the left with a radius
15 of 610.00 feet, through an angle of 8°29'18", an arc distance of 90.37 feet;
- 16 4) S. 52°54'50" W. - 170.00 feet;
- 17 5) from a tangent which bears S. 37°05'10" E., curving to the right with a radius
18 of 440.00 feet, through an angle of 34°24'12", an arc distance of 264.20 feet to the
19 former right or westerly right of way line of said US 93;

20 thence from a tangent which bears N. 53°22'12" W., curving to the right along said former
21 right of way line, with a radius of 3,700.00 feet, through an angle of 19°35'57", an arc
22 distance of 1,265.66 feet to said left or easterly right of way line of US 93; thence from a
23 tangent which bears N. 16°12'04" W., curving to the right along said right of way line, with
24 a radius of 12,612.00 feet, through an angle of 1°44'47", an arc distance of 384.42 feet to the
25 south sixteenth section line of said Section 2; thence N. 89°06'41" E., along said sixteenth
26 section line, a distance of 148.73 feet to the westerly boundary line of the Alunite Lode,
27 Mineral Survey 3628; thence N. 5°00'31" E., along said boundary line, a distance of 114.23
28 feet to the former left or easterly right of way line of said US 93; thence along said former
right of way line the following three (3) courses and distances:

- 1) from a tangent which bears S. 27°25'44" E., curving to the left with a radius
of 3,310.00 feet, through an angle of 7°10'29", an arc distance of 414.49 feet;
- 2) S. 85°00'19" E. - 211.39 feet;
- 3) from a tangent which bears S. 37°03'19" E., curving to the left with a radius
of 3,150.00 feet, through an angle of 13°47'56", an arc distance of 758.63 feet
to the east sixteenth section line of said Section 2;

thence S. 0°21'28" E., along said sixteenth section line, a distance of 196.89 feet to the point
of beginning; said parcel contains an area of 12.65 acres (550,922 square feet).

SUBJECT TO any and all existing utilities whether of record or not.

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

1 4. and that a copy of this Amended Final Order of Condemnation shall be recorded in
2 the office of the County Recorder of Clark County, Nevada, and thereupon title to the property and
3 property rights hereinbefore described shall vest as provided herein, both in the Plaintiff, State of
4 Nevada on relation of its Department of Transportation, for any public use, and in the Defendant
5 Railroad Pass Investment Group as stated above.

6 IT IS SO ORDERED.

7 DATED this 10th day of May, 2017

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DISTRICT COURT JUDGE

11 Respectfully Submitted by:
12 SYLVESTER & POLEDNAK, LTD.

13 By _____
14 Jeffrey R. Sylvester, Esq.
15 Matthew T. Kneeland, Esq.
16 1731 Village Center Circle
17 Las Vegas, Nevada 89134
18 Attorneys for Plaintiff/NDOT

SECOND AMENDMENT TO
MUTUAL COMPROMISE, SETTLEMENT AND RELEASE AGREEMENT

This Second Amendment to the Mutual Compromise, Settlement and Release Agreement ("Second Amendment") is made as of this ____ day of _____, 2017 (the "Effective Date"), by and between THE STATE OF NEVADA on relation of its Department of Transportation ("NDOT") and RAILROAD PASS INVESTMENT GROUP, LLC d/b/a Railroad Pass Hotel & Casino ("RRP") (collectively referred to herein as the "Parties").

RECITALS

WHEREAS, the Parties have previously entered into a Mutual Compromise, Settlement and Release Agreement ("Agreement"), executed on or about October 10, 2014, and attached hereto as **Exhibit "1"**; and

WHEREAS, the Agreement includes a provision stating that in addition to payment of the Settlement Amount and the construction of certain improvements for the benefit of and at no cost to RRP, which improvements are now the subject of the first Amendment to the Agreement, NDOT shall abandon back to RRP certain pre-existing right-of-way near the Railroad Pass Hotel & Casino as provided in the Second Amended Verified Complaint filed on 1/13/14 in the Litigation, as defined in the Agreement (the "Abandonment"); and

WHEREAS, said Abandonment will occur by way of a resolution of abandonment, pursuant to NRS 408.523, to be passed by the State Board of Transportation, and recorded in the Clark County Recorder's Office, within 60 days after Phase 1 of the Project is complete;

WHEREAS, RRP desires that said Abandonment occur sooner than within 60 days after Phase 1 of the Project is complete, and NDOT agrees to an earlier abandonment as provided herein;

NOW, THEREFORE, in consideration of the mutual promises and agreements herein contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties now desire to amend the Agreement as follows:

AGREEMENT

1. This Second Amendment is intended to modify the terms, conditions, and provisions of the Agreement as it relates to the Abandonment set to occur within 60 days after Phase 1 of the Project is complete;
2. This Second Amendment is in furtherance of NDOT's satisfaction of the Judgment of Condemnation entered in the Litigation, as defined in the Agreement, on 12/01/14 (the "Judgment");
3. The Parties agree that this Second Amendment is in accordance with Paragraph 4(c) of the Agreement, and Paragraphs 5 and 6 of the Judgment;

4. The Parties agree that the Agreement remains in full force and effect as to all other terms and conditions as contained therein, not expressly amended or extended herein;

5. The Parties agree that the Abandonment will commence at such time that: (1) both northbound and southbound traffic flows on US 93 adjacent to the Railroad Pass Hotel & Casino have been realigned onto the Bypass Project, and (2) the NDOT Resident Engineer submits a letter to the Right-of-Way Chief stating that the proposed abandonment meets NDOT's contractual obligations, and (3) the Abandonment resolution is passed by the Transportation Board and that resolution is recorded.

6. In the event that RRP wishes to utilize any portion of the Abandonment property prior to Abandonment, NDOT will grant RRP access conditioned upon RRP's receipt of a right-of-way occupancy permit issued by NDOT and subject to the approval from NDOT's construction team for the I-11 project.

BY SIGNING BELOW EACH OF THE PARTIES HAS INDICATED THEIR AGREEMENT TO THIS SECOND AMENDMENT.

IN WITNESS WHEREOF, the Parties have executed this Second Amendment as of the day and year first set forth above.

**STATE OF NEVADA, DEPARTMENT
TRANSPORTATION**

**RAILROAD PASS INVESTMENT
GROUP, LLC, a Nevada
limited liability company**

By _____

By Tom Park

Its _____

Its MANAGER

Approved as to form and content by:

Approved as to form and content by:

By _____

By M. R. Pontoni 12/20/17

ADAM PAUL LAXALT
Attorney General
JOE VADALA
Special Counsel
Nevada Bar No. 5158
GORDON R. GOOLSBY
Sr. Deputy Attorney General
Nevada Bar No. 11578
3014 West Charleston Boulevard
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General Counsel
DeSimone Companies
2441 W. Horizon Ridge Pkwy.
Henderson, NV 89052

Attorneys for RRP Properties LLC

Las Vegas, Nevada 89102

*Attorneys for State of Nevada ex rel.
its Department of Transportation*

SECOND AMENDMENT TO
MUTUAL COMPROMISE, SETTLEMENT AND RELEASE AGREEMENT

This Second Amendment to the Mutual Compromise, Settlement and Release Agreement ("Second Amendment") is made as of this 6th day of September, 2017 (the "Effective Date"), by and between THE STATE OF NEVADA on relation of its Department of Transportation ("NDOT") and RAILROAD PASS INVESTMENT GROUP, LLC d/b/a Railroad Pass Hotel & Casino ("RRP") (collectively referred to herein as the "Parties").

RECITALS

WHEREAS, the Parties have previously entered into a Mutual Compromise, Settlement and Release Agreement ("Agreement"), executed on or about October 10, 2014, and attached hereto as Exhibit "1".

WHEREAS, the Parties entered into an Amendment to Mutual Compromise, Settlement and Release Agreement ("Amendment"), executed on or about January 19, 2017, and attached hereto as Exhibit "2"; and

WHEREAS, the Agreement includes a provision stating that in addition to payment of the Settlement Amount and abandonment of said right-of-way, and for the benefit of and at no cost to RRP, NDOT shall construct certain improvements depicted in Exhibit "11" and described in Exhibit "12" annexed thereto (*see* Agreement, Section 4(c)); and

WHEREAS the Amendment included provisions to construct alternate improvements in lieu of those depicted in Exhibit "11" and described in Exhibit "12" annexed to the Agreement; and

WHEREAS, RRP desires NDOT construct alternative improvements in lieu of those depicted and described in the Amendment to the Agreement.

NOW, THEREFORE, in consideration of the mutual promises and agreements herein contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties now desire to enter into this Second Amendment to the Agreement as follows:

AGREEMENT

1. This Second Amendment is intended to modify the terms, conditions, and provisions of certain exhibits to the Agreement and Amendment, more particularly described below:
 - a. In Exhibit "11" of the Agreement, amended by the Amendment on January 19, 2017, the improvements depicted in the design map shall be replaced with Exhibit "3";
 - b. In Exhibit "12" of the Agreement, amended the Amendment on January 19, 2017, the improvements described therein shall be replaced with Exhibit "4".

BY SIGNING BELOW EACH OF THE PARTIES HAS INDICATED THEIR AGREEMENT TO THIS SECOND AMENDMENT.

IN WITNESS WHEREOF, the Parties have executed this Second Amendment as of the day and year first set forth above.

**STATE OF NEVADA, DEPARTMENT
TRANSPORTATION**

**RAILROAD PASS INVESTMENT
GROUP, LLC, a Nevada
limited liability company**

By _____

By *[Signature]*

Its _____

Its *Manager*

Approved as to form and content by:

Approved as to form and content by:

By _____

By _____

ADAM PAUL LAXALT
Attorney General
JOE VADALA
Special Counsel
Nevada Bar No. 5158
GORDON R. GOOLSBY
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Henderson, NV 89052

Attorneys for RRP Properties LLC

*Attorneys for State of Nevada ex rel.
its Department of Transportation*

IN WITNESS WHEREOF, the Parties have executed this Second Amendment as of the day and year first set forth above.

**STATE OF NEVADA, DEPARTMENT
OF TRANSPORTATION**

By _____

Its _____

Approved as to form and content by:

By _____

ADAM PAUL LAXALT
Attorney General
JOE VADALA
Special Counsel
Nevada Bar No. 5158
GORDON R. GOOLSBY
Sr. Deputy Attorney General
Nevada Bar No. 11578
3014 West Charleston Boulevard
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Las Vegas, Nevada 89102

*Attorneys for State of Nevada ex rel.
its Department of Transportation*

**RRP PROPERTIES LLC, a Nevada
limited liability company**

By *Am No 4*

Its *Manager*

Approved as to form and content by:

By _____

MICHAEL R. PONTONI, ESQ.
General Counsel
DeSimone Companies
2441 W. Horizon Ridge Pkwy.
Henderson, NV 89052

Attorneys for RRP Properties LLC

EXHIBIT 11

EXHIBIT 12

EXHIBIT 12

THE FOLLOWING ITEMS GENERALLY DESCRIBE ADDITIONAL IMPROVMENTS TO THE PROPERTY TO BE ACCOMPLISHED UNDER PARAGRAPH 4C OF THE SETTLEMENT AGREEMENT AS DEPICTED IN EXHIBIT 11.

THESE ITEMS ARE AMENDED FROM THE ORIGINAL AGREEMENT.

- 1. Provide 10,000CY of Type 1AB at \$20.56/CY**
- 2. Provide 41,947CY of Embankment at Unit Price of \$3.60/CY**

NRS 408.523 Summary vacation and abandonment of portion of state highway superseded by relocation or in excess of needs of Board; recordation.

1. The Board may retain or may summarily vacate and abandon any portion of a state highway if that portion has been superseded by relocation or has been determined to be in excess of the needs of the Department.

2. The Board shall act to abandon any easement, or to vacate any highway, by resolution. A certified copy of the resolution may be recorded without acknowledgment, certificate of acknowledgment, or further proof, in the office of the county recorder of each county where any portion of the easement to be abandoned, or the highway to be vacated, lies. No fee may be charged for such recordation. Upon recordation, the abandonment or vacation is complete.

3. When a highway for which the State holds only an easement is abandoned, or when any other easement is abandoned, the property previously subject thereto is free from the public easement for highway purposes. Where the State owns in fee the property on which the vacated highway was located, the Department shall dispose of that property as provided in NRS 408.533.

4. In any proceeding for the abandonment or vacation of any state highway or part thereof, the Board may reserve and except therefrom any easements, rights or interests in the highway deemed desirable and in the best interests of the State.

(Added to NRS by 1960, 68; A 1981, 707; 1987, 1811; 1989, 1307)



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

December 27, 2017

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: January 8, 2018 Transportation Board of Directors Meeting
ITEM #8: Formal Amendments and Administrative Amendments to the FFY 2018-2021 Statewide Transportation Improvement Program (STIP)

Summary:

At the September 11, 2017 State Transportation Board of Directors Meeting, the FFY 2018 – 2021 Statewide Transportation Improvement Program (STIP) was accepted by the Transportation Board. Formal Amendments and Administrative Amendments are made throughout the year to facilitate necessary project changes. NDOT staff work closely with the Metropolitan Planning Organizations (MPO's) and local governments facilitating project changes. NDOT staff routinely provide updates to the Board on changes to the STIP.

Attachment "A" is a list of Formal Amendments to the 2018-2021 STIP since the September 2017 STIP approval. NDOT requests the State Transportation Board's acceptance of the changes summarized in Attachment "A".

Attachment "B" is a list of Administrative Amendments to the 2018-2021 STIP since the September 2017 STIP approval. NDOT requests the State Transportation Board's acceptance of the changes summarized in Attachment "B".

Background:

The STIP is a federally-required, four-year, fiscally constrained program of federally-funded and regionally significant transportation projects throughout the state. NDOT staff works continuously with federal and regional agencies, local governments, as well as, planning boards to develop and update the Statewide Transportation Improvement Program (STIP). The current STIP can be found here: https://estip.nevadadot.com/default.asp?view_type=FED

To meet Nevada Revised Statute (NRS 408.203), NDOT also maintains a Work Program, which lists the projects the Department intends to work on during the current fiscal year (Annual Work Program), proposed projects for short term (two to four years) and proposed projects outside of that period (Long Range Element). The 2018 Work Program was approved by the Board in September 2017. The Work Program can be found here: https://estip.nevadadot.com/default.asp?view_type=AWP

Attachment “A” details Formal Amendments to projects which have occurred between October 1, 2017 and December 31, 2017. This includes actions taken in RTCWA, RTCSNV, CAMPO, and TMPO Transportation Improvement Plans (TIPs) and includes changes made in the statewide Non-MPO area.

Formal Amendments are triggered when air quality conformity is required, a new federally funded or regionally significant project is added or deleted, or project costs increase by more than 40% and by more than \$5 Million. This action requires a public comment period within the MPO, approval by the MPO Governing Board, approval from NDOT Director, and final approval from FHWA and FTA. This action can take 30-60 days from initiation of public comment period to federal approval.

Attachment “B” details Administrative Amendments to projects which have occurred between October 1, 2017 and December 31, 2017. This includes actions taken in RTCWA, RTCSNV, CAMPO and TMPO TIPs and includes changes made in the statewide Non-MPO area.

Administrative Amendments are triggered when increasing funds by more than \$500,000 and increasing project cost by more than 20%, but less than 40%. Administrative Amendments are also triggered by significant changes in design or scope of a regionally significant project. This action is approved by the executive director of the MPO with final approval from the NDOT Director. This action can take 1-2 weeks to process.

All project amounts in the STIP are based on engineer’s estimates for the use in requesting the obligation of funds from FHWA and FTA. Upon approval from the State Transportation Board at the time of the bid award, the STIP will be updated to reflect the Board’s approval and for final approval from FHWA and FTA.

Analysis:

The attached lists of Formal and Administrative Amendments are those completed by the MPOs and NDOT between October 1, 2017 and December 31, 2017.

Recommendation for Board Action:

Acceptance of the Formal Amendments/Administrative Amendments to the FY 2018 – 2021 Statewide Transportation Improvement Program (STIP).

List of Attachments:

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

Prepared by: Joseph Spencer, NDOT STIP Manager, Program Development Section, Planning Division

Project Formal Amendments List (10/01/2017 – 12/31/2017)

Attachment A Summary:

RTCSNV (48 Projects Total):

- **18-01** Updated all Projects as part of TIP/STIP development
 - Approved October 19, 2017
- **18-03** Returned Missed Projects during TIP/STIP development
 - Approved October 10, 2017
- **18-07** Returned NDOT Planned Bond Repayments for NEON ROW and Const
 - Approved December 19, 2017

RTCWA:

- **No Actions**

CAMPO:

- **No Actions**

Statewide:

- **No Actions**

TMPO:

- **No Actions**

RTC of Southern Nevada

18-01 RTCSNV
CL2003128 Freeway Service Patrol (FSP) NARRATIVE: Funding from FFY20 and 21 added to the annual FSP program PROJECT CHANGES (FROM PREVIOUS VERSION): NHPP <ul style="list-style-type: none">▶ Add funds in FFY 20 in OTHER for \$2,470,000▶ Add funds in FFY 21 in OTHER for \$2,470,000 State Match - Nv <ul style="list-style-type: none">▶ Add funds in FFY 20 in OTHER for \$130,000▶ Add funds in FFY 21 in OTHER for \$130,000 Total project cost increased from \$13,000,000 to \$18,200,000
CL200901 I 15 Interchange at Starr Ave NARRATIVE: Project obligated in FFY17 PROJECT CHANGES (FROM PREVIOUS VERSION): Total project cost stays the same \$43,650,902

CL20090247 SR 159 Turn Lane Intersection Improvements Charleston Blvd

NARRATIVE: Moved construction funding to FY 2018 and added R/W funds to 2017.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

+ Increase funds in FFY 17 in ROW from \$0 to \$25,000 - Decrease funds in FFY 17 in CON from \$226,264 to \$0

- ▶ Add funds in FFY 18 in CON for \$266,264

CMAQ - Clark County

+ Increase funds in FFY 17 in ROW from \$0 to \$475,000 - Decrease funds in FFY 17 in CON from \$4,299,000 to \$0

- ▶ Add funds in FFY 18 in CON for \$4,299,000

Total project cost increased from \$7,145,556 to \$7,685,556

CL20100184 Pecos Rd ITS

NARRATIVE: Complete project

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$2,371,666

CL20100188 Valle Verde Dr ITS

NARRATIVE: Complete project

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$2,119,434

CL20100189 Buffalo Drive Intersection Improvements

NARRATIVE: Increased R/W funding in FY 17.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 17 in ROW for \$8,600
- + Increase funds in FFY 18 in ROW from \$13,158 to \$21,758

CMAQ - Clark County

- ▶ Delete funds in FFY 17 in ROW for \$163,400
- + Increase funds in FFY 18 in ROW from \$250,000 to \$413,400

Total project cost stays the same \$1,487,155

CL20130011 US 93 Apex Shoulder Widening and Slop Flattening

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$2,400,000

CL20130029 Giles pie St. Traffic Signal at St.Rose Pkwy.

NARRATIVE: Funding obligated 2017

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$526,316

CL20130034 North 5th St Signalization

NARRATIVE: PROJECT CARRY OVER FROM 16-64

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$1,626,316

CL20130036 Paradise Rd & Swenson St

NARRATIVE: Move CMAQ \$4,000,000 and Local match \$200,000 from FY18 to FY19

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 18 in CON from \$200,000 to \$0
- ▶ Add funds in FFY 19 in CON for \$200,000

CMAQ - Clark County

- Decrease funds in FFY 18 in CON from \$4,000,000 to \$0
- ▶ Add funds in FFY 19 in CON for \$4,000,000

Total project cost stays the same \$4,200,000

CL20130139 I 215 Regional Trail Connectivity

NARRATIVE: Carry over to FY18

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$1,421,053

CL20130141 Erie Avenue Pedestrian Bridge

NARRATIVE: Adding CMAQ for \$1,315,000.00 plus local match \$65,750.00 FY18

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- + Increase funds in FFY 18 in CON from \$51,842 to \$117,592

CMAQ - Clark County

- ▶ Add funds in FFY 18 in CON for \$1,315,000

Total project cost increased from \$1,036,842 to \$2,417,592

<p>CL20140054 Boulder Highway Trail NARRATIVE: Complete project</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p><i>Total project cost stays the same \$2,322,052</i></p>
<p>CL20140077 US 95 North Package 2B NARRATIVE: Project obligated in FFY17</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p><i>Total project cost stays the same \$85,000,000</i></p>
<p>CL20140089 I 215 (south side) NARRATIVE: Move from FY 18 to FY 19</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p><i>Total project cost stays the same \$968,421</i></p>
<p>CL20140092 I 215 Trail Bridges @ Pecos, Green Valley Pkwy NARRATIVE: Carry over to FY18</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p><i>Total project cost stays the same \$4,605,263</i></p>
<p>CL20140093 Amargosa Trail NARRATIVE: Complete project</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p><i>Total project cost stays the same \$210,526</i></p>
<p>CL20140100 Electric Vehicle and Charging Station NARRATIVE: Complete project</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): Changed Project Type: - from "Study/Planning" to "Other Misc." Local Fund <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in OTHER for \$599,829 ▶ Delete funds in FFY 17 in OTHER for \$599,829 CMAQ - Clark County <ul style="list-style-type: none"> ▶ Add funds in FFY 16 in OTHER for \$1,120,000 ▶ Delete funds in FFY 17 in OTHER for \$1,120,000 <i>Total project cost stays the same \$1,719,829</i></p>

CL20140102 Las Vegas Blvd Traffic Signals

NARRATIVE: Carry over to FY18

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$864,474

CL20140109 Cheyenne Ave

NARRATIVE: Moved PE funds to FY 2018.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 17 in ENG for \$15,000
- + Increase funds in FFY 18 in ENG from \$0 to \$15,000

CMAQ - Clark County

- ▶ Delete funds in FFY 17 in ENG for \$285,000
- + Increase funds in FFY 18 in ENG from \$0 to \$285,000

Total project cost stays the same \$3,578,948

CL20140114 Hoover Ave Bicycle and Pedestrian Bridge

NARRATIVE: Project name and description updated.

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Hoover Ave Bicycle and Pedestrian Brigde" to "Hoover Ave Bicycle and Pedestrian Bridge"

Total project cost stays the same \$5,368,421

CL20140125 Pedestrian and bicycle improvement

NARRATIVE: PROJECT CARRY OVER FROM 16-52

PROJECT CHANGES (FROM PREVIOUS VERSION):

Changed Trans System:

- from "Local" to "State"

Changed AQ Confirm:

- from "No" to "Yes"

Changed TCM:

- from "No" to "Yes"

Total project cost stays the same \$263,158

CL20150031 Pueblo Blvd Trail

NARRATIVE: Complete project

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$700,000

CL20150034 Centennial/Sky Pointe/Oso Blanco local Access

NARRATIVE: The FRI 1 funding for the project was reduced.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Fuel Revenue Indexing (FRI)

- ▶ Delete funds in FFY 18 in CON for \$2,000,000

Total project cost decreased from \$5,000,000 to \$3,000,000

CL20150035 SR 589 Nellis Blvd Roadway Reconstruction

NARRATIVE: Project moved to FFY19 and cost increase with State Gas Tax

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Delete funds in FFY 17 in CON for \$2,000,000
- ▶ Add funds in FFY 19 in CON for \$15,000,000

Total project cost increased from \$2,000,000 to \$15,000,000

CL20150038 I 15 FAST Package H2

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$5,500,000

CL20150040 Craig Road Pedestrian and ADA Improvements

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- Decrease funds in FFY 17 in CON from \$1,900,000 to \$1,295,226

State Match - Nv

- Decrease funds in FFY 17 in CON from \$100,000 to \$68,169

Total project cost decreased from \$2,000,000 to \$1,363,395

CL20150042 SR 593 Tropicana Ave Mill and Overlay and ADA Improvements Package 2

NARRATIVE: Project Manager Contact Updated

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$26,000,000

CL20160002 Sunset and Marks Street Signal Improvements

NARRATIVE: Complete project

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$1,052,632

CL20160005 Railroad Crossing Concrete Replacement at Donovan Way South

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$211,005

CL20160006 Railroad Crossing Concrete Replacement at North City Parkway

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$264,403

CL20160068 I 15 at US 93 Garnet Interchange Widening

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$81,267,000

CL20160072 El Campo Grande Railroad Crossing

NARRATIVE: Project moved to FFY18 following direction from NDOT rail manager

PROJECT CHANGES (FROM PREVIOUS VERSION):

RAIL

- ▶ Delete funds in FFY 17 in ENG for \$6,300 CON for \$166,750
- ▶ Add funds in FFY 18 in ENG for \$6,300 CON for \$166,750

Local Fund

- ▶ Delete funds in FFY 17 in CON for \$18,000
- ▶ Add funds in FFY 18 in CON for \$18,000

State Match - Nv

- ▶ Delete funds in FFY 17 in ENG for \$700 CON for \$250
- ▶ Add funds in FFY 18 in ENG for \$700 CON for \$250

Total project cost stays the same \$192,000

CL20160073 Mitchell Street Railroad Crossing

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$375,605

CL20170008 Las Vegas Blvd Signal System Upgrade

NARRATIVE: Project obligated in FFY17

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$319,500

CL20170013 Safe Routes to School: Bicycle Safety Education and Encouragement

NARRATIVE: All funds were obligated in FFY17.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

+ Increase funds in FFY 17 in CON from \$2,129 to \$17,411

- ▶ Delete funds in FFY 20 in CON for \$3,219
- ▶ Delete funds in FFY 19 in CON for \$6,271
- ▶ Delete funds in FFY 18 in CON for \$5,793

TAP FLEX STBG

+ Increase funds in FFY 17 in CON from \$40,422 to \$330,818

- ▶ Delete funds in FFY 20 in CON for \$61,164
- ▶ Delete funds in FFY 19 in CON for \$119,153
- ▶ Delete funds in FFY 18 in CON for \$110,058

Total project cost increased from \$348,209 to \$348,229

CL20170018 Pueblo Trail Extension

NARRATIVE: Carry over to FY18

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$750,000

CL20170023 SR 582 Boulder Highway Replace Structure

NARRATIVE: This is new project and scheduled in FY 18.

PROJECT CHANGES (FROM PREVIOUS VERSION): NHPP

- ▶ Add funds in FFY 18 in CON for \$1,900,000

State Gas Tax

- ▶ Add funds in FFY 18 in ROW for \$5,000 CON for \$100,000

Total project cost \$2,005,000

CL20170030 Arrowhead Rail Road Crossing

NARRATIVE: New Rail project per NDOT Rail Manager

PROJECT CHANGES (FROM PREVIOUS VERSION): RAIL

- ▶ Add funds in FFY 18 in ENG for \$13,050 CON for \$328,500

Local Fund

- ▶ Add funds in FFY 18 in ENG for \$1,250 CON for \$36,000

State Match - Nv

- ▶ Add funds in FFY 18 in ENG for \$200 CON for \$500

Total project cost \$379,500

CL20170031 Southern Nevada Transit Coalition Laughlin New Bus Acquisition

NARRATIVE: New Rural Transit Grant Awarded

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Add funds in FFY 18 in OTHER for \$270,000

FTA 5339 Bus/Fac Rural Capital

- ▶ Add funds in FFY 18 in OTHER for \$1,080,000

Total project cost \$1,350,000

CL20170033 Rainbow Blvd Improvements

NARRATIVE: Construction funds moved to FY 2019.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$2,631,579

NV20130054 Sheep Mountain Pkwy

NARRATIVE: Project was moved back to FY 2018.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Gas Tax

- ▶ Delete funds in FFY 17 in CON for \$16,541,000
- ▶ Add funds in FFY 18 in CON for \$16,541,000

Total project cost stays the same \$16,541,000

18-03 RTCSNV

CL20150003 Mandalay Bay Monorail Extension

NARRATIVE: Project carried to FFY 2018 with increased construction cost estimate.

PROJECT CHANGES (FROM PREVIOUS VERSION):

LVMC Fund

- ▶ Delete funds in FFY 17 in ENG for \$1,900,000 ROW for \$500,000 CON for \$68,650,000
- ▶ Add funds in FFY 20 in CON for \$22,000,000
- ▶ Add funds in FFY 19 in CON for \$60,000,000

+ Increase funds in FFY 18 in ENG from \$4,000,000 to \$7,500,000 + Increase funds in FFY 18 in ROW from \$0 to \$500,000 + Increase funds in FFY 18 in CON from \$0 to \$70,000,000

Total project cost increased from \$75,050,000 to \$160,000,000

CL20170021 City of Henderson Police Department Crash Data Collection

NARRATIVE: New Safety Project as identified by NDOT Safety Manager

PROJECT CHANGES (FROM PREVIOUS VERSION): HSIP

- ▶ Add funds in FFY 18 in OTHER for \$231,848

Local Fund

- ▶ Add funds in FFY 18 in OTHER for \$12,202

Total project cost \$244,050

CL20170025 Walking School Bus Program in Clark County School District

NARRATIVE: New Statewide TAP Grant Awarded

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Add funds in FFY 18 in OTHER for \$11,000

TAP FLEX STBG

- ▶ Add funds in FFY 18 in OTHER for \$209,000

Total project cost \$220,000

CL20170029 Las Vegas Monorail Sands Expo Station

NARRATIVE: New Project

PROJECT CHANGES (FROM PREVIOUS VERSION):

LVMC Fund

- ▶ Add funds in FFY 18 in ENG for \$1,000,000 CON for \$1,000,000
- ▶ Add funds in FFY 21 in CON for \$250,000
- ▶ Add funds in FFY 20 in CON for \$3,750,000
- ▶ Add funds in FFY 19 in CON for \$5,000,000

Total project cost \$11,000,000

18-07 RTCSNV

CL20110024 I 15 Project Neon ROW Bond Conversion Payments (ROW)

NARRATIVE: Project was not included on initial FFY18 STIP and is being added back into the STIP following oversight.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "I 15 Project Neon ROW and PE Bond Conversion Payments (PE and ROW)" to "I 15 Project Neon ROW Bond Conversion Payments (ROW)"

NHPP

- ▶ Delete funds in FFY 16 in OTHER for \$10,000,000
- ▶ Add funds in FFY 27 in OTHER for \$7,467,000
- ▶ Add funds in FFY 26 in OTHER for \$8,478,750
- ▶ Add funds in FFY 25 in OTHER for \$8,094,000
- ▶ Add funds in FFY 24 in OTHER for \$15,000,000
- ▶ Add funds in FFY 23 in OTHER for \$9,281,500
- ▶ Add funds in FFY 22 in OTHER for \$8,868,250
- ▶ Add funds in FFY 21 in OTHER for \$1,111,500
- ▶ Add funds in FFY 20 in OTHER for \$1,966,500
- ▶ Add funds in FFY 19 in OTHER for \$2,147,000
- ▶ Add funds in FFY 18 in OTHER for \$2,128,000
- ▶ Add funds in FFY 17 in OTHER for \$2,123,250

NHPP (ACCP)

- ▶ Delete funds in FFY 17 in OTHER for \$23,195,000

State Gas Tax

- ▶ Add funds in FFY 17 in OTHER for \$3,929,775
- ▶ Add funds in FFY 27 in OTHER for \$157,200

- ▶ Add funds in FFY 26 in OTHER for \$611,900
- ▶ Add funds in FFY 25 in OTHER for \$1,193,400
- ▶ Add funds in FFY 24 in OTHER for \$2,004,525
- ▶ Add funds in FFY 23 in OTHER for \$2,775,900
- ▶ Add funds in FFY 22 in OTHER for \$3,253,525
- ▶ Add funds in FFY 21 in OTHER for \$3,516,150
- ▶ Add funds in FFY 20 in OTHER for \$3,597,150
- ▶ Add funds in FFY 19 in OTHER for \$3,705,400
- ▶ Add funds in FFY 18 in OTHER for \$3,817,900

STBG State-Wide

- ▶ Add funds in FFY 24 in OTHER for \$5,000,000
- ▶ Add funds in FFY 27 in OTHER for \$2,489,000
- ▶ Add funds in FFY 26 in OTHER for \$2,826,250
- ▶ Add funds in FFY 25 in OTHER for \$2,698,000

State Match - Nv

- ▶ Delete funds in FFY 16 in OTHER for \$526,316
- ▶ Add funds in FFY 27 in OTHER for \$524,000
- ▶ Add funds in FFY 26 in OTHER for \$595,000
- ▶ Add funds in FFY 25 in OTHER for \$568,000
- ▶ Add funds in FFY 24 in OTHER for \$1,085,000
- ▶ Add funds in FFY 23 in OTHER for \$488,500
- ▶ Add funds in FFY 22 in OTHER for \$466,750
- ▶ Add funds in FFY 21 in OTHER for \$58,500
- ▶ Add funds in FFY 20 in OTHER for \$103,500
- ▶ Add funds in FFY 19 in OTHER for \$113,000
- ▶ Add funds in FFY 18 in OTHER for \$112,000
- ▶ Add funds in FFY 17 in OTHER for \$111,750

STBG State-Wide (ACCP)

- ▶ Delete funds in FFY 17 in OTHER for \$2,036,000

State Match - Nv (ACCP)

- ▶ Delete funds in FFY 17 in OTHER for \$1,327,947

Total project cost increased from \$10,526,316 to \$112,467,825

*** ACCP is not part of the Total**

CL20140139 I 15/US 95 Project Neon, Bond Repayments FFY 15 - FFY 38

NARRATIVE: Project was not included on initial FFY18 STIP and is being added back into the STIP following oversight.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$911,863,819

Washoe County RTC

(NO AMENDMENTS MADE)

Carson Area MPO

(NO AMENDMENTS MADE)

Tahoe MPO

(NO AMENDMENTS MADE)

Statewide/Rural

(NO AMENDMENTS MADE)

List of Administrative Amendments (10/01/2017 – 12/31/2017)

Attachment B Summary:

RTCSNV (23 Projects Total):

- **18-04** Update to projects following PM updates, Meeting and local requests
 - Approved November 20, 2017
- **18-05** Move project to maintain fiscal constraint
 - Approved October 13, 2017

RTCWA (2 Projects Total):

- **18-01** Updated project to match grant as submitted to FTA
 - Approved October 13, 2017
- **18-02** Updated project funding to maintain fiscal constraint
 - Approved November 29, 2017

CAMPO (1 Project Total):

- **18-01** Updated Project Description to match Agreement
 - Approved November 29, 2017

TMPO:

- **No Actions**

Statewide (49 Projects Total):

- **18-01** Updates following October NDOT Project Status Meeting
 - Approved October 13, 2017
- **18-02** Updates following November NDOT Project Status Meeting
 - Approved November 14, 2017
- **18-03** New Safety Project needed for obligation
 - Approved December 5, 2017

RTC Southern Nevada

18-02 RTCSNV
CL20150040 Craig Road Pedestrian and ADA Improvements NARRATIVE: Funding decreased following latest engineers estimate from NDOT Safety
PROJECT CHANGES (FROM PREVIOUS VERSION): <i>Total project cost stays the same \$1,363,395</i>

18-04 RTCSNV

CL20090248 Cheyenne Ave and Martin L King Improvements

NARRATIVE: INCREASED CONSTRUCTION FUNDING BY \$295,000 WITH PROPORTIONAL LOCAL MATCH IN FY 2018

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- + Increase funds in FFY 18 in CON from \$247,200 to \$248,519

CMAQ - Clark County

- + Increase funds in FFY 18 in CON from \$495,000 to \$790,000

Total project cost increased from \$805,200 to \$1,101,519

CL20100189 Buffalo Drive Intersection Improvements

NARRATIVE: Adjusted local match in FY 2020.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- + Increase funds in FFY 20 in CON from \$52,587 to \$52,601

Total project cost increased from \$1,487,155 to \$1,487,169

CL20100193 Various Locations - Intersection Improvements

NARRATIVE: Moved construction back to meet current project schedule. Added R/W funding in FY 2018 to cover increased R/W costs.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- + Increase funds in FFY 18 in ROW from \$0 to \$49,895 - Decrease funds in FFY 18 in CON from \$110,527 to \$0

- ▶ Add funds in FFY 20 in CON for \$110,527

CMAQ - Clark County

- + Increase funds in FFY 18 in ROW from \$0 to \$948,000 - Decrease funds in FFY 18 in CON from \$2,100,000 to \$0

- ▶ Add funds in FFY 20 in CON for \$2,100,000

Total project cost increased from \$3,512,000 to \$4,509,895

CL20100195 Nellis Blvd & Eastern Bus Turnouts

NARRATIVE: Increased R/W funding in FY 2018 to \$2,500,000 CMAQ and \$131,579 Local Funds.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- + Increase funds in FFY 18 in ROW from \$78,948 to \$131,579

CMAQ - Clark County

- + Increase funds in FFY 18 in ROW from \$1,500,000 to \$2,500,000

Total project cost increased from \$2,778,948 to \$3,831,579

CL20100203 Cheyenne Ave and Civic Center Drive Improvements

NARRATIVE: REDUCE CONSTRUCTION COST BY \$295,00 AND PROPORTIONAL LOCAL MATCH IN FY 2018

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 18 in CON from \$121,615 to \$106,089

CMAQ - Clark County

- Decrease funds in FFY 18 in CON from \$2,310,700 to \$2,015,700

Total project cost decreased from \$2,495,315 to \$2,184,789

CL20130027 Central Las Vegas

NARRATIVE: Project bids were higher than originally estimated. Need additional \$107,402 in CMAQ funds to cover bid amount.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Add funds in FFY 18 in CON for \$5,653

CMAQ - Clark County

- ▶ Add funds in FFY 18 in CON for \$107,402

Total project cost increased from \$1,000,000 to \$1,113,055

CL20130040 Various Intersections Right Turn Improvements

NARRATIVE: Increased R/W funds in FY 2018 to \$1,750,000 CMAQ and \$92,106 Local funds.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- + Increase funds in FFY 18 in ROW from \$52,632 to \$92,106

CMAQ - Clark County

- + Increase funds in FFY 18 in ROW from \$1,000,000 to \$1,750,000

Total project cost increased from \$2,636,843 to \$3,426,317

CL20130138 Adcock Elementary & Garside Junior High Schools Safe Route Improvements

NARRATIVE: Construction phase was moved back to match current project schedule.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 18 in CON for \$46,843

- ▶ Add funds in FFY 20 in CON for \$46,843

TAP CL STBG

- ▶ Delete funds in FFY 18 in CON for \$890,000

- ▶ Add funds in FFY 20 in CON for \$890,000

Total project cost stays the same \$1,042,106

CL20140103 Pedestrian Flashers

NARRATIVE: Project scope was updated to include median islands, ADA improvements, and striping.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$490,000

CL20140107 CC 215 Bicycle & Pedestrian Trail

NARRATIVE: Moved R/W Funding from FY 2018 to FY 2019.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 18 in ROW for \$15,789
- ▶ Add funds in FFY 19 in ROW for \$15,789

CMAQ - Clark County

- ▶ Delete funds in FFY 18 in ROW for \$300,000
- ▶ Add funds in FFY 19 in ROW for \$300,000

Total project cost stays the same \$4,526,316

CL20140110 City of Las Vegas Electric Vehicles

NARRATIVE: Reduced project funding in FY 2018 to cover increased construction cost for the Central Las Vegas Bicycle Racks & Lockers project (#5080).

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- Decrease funds in FFY 18 in OTHER from \$31,578 to \$25,927

CMAQ - Clark County

- Decrease funds in FFY 18 in OTHER from \$600,000 to \$492,598

Total project cost decreased from \$947,367 to \$834,314

CL20140118 Summerlin Pkwy Bicycle & Pedestrian

NARRATIVE: R/W Funding was moved back from FY 2018 to FY 2019.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 18 in ROW for \$31,579
- ▶ Add funds in FFY 19 in ROW for \$31,579

CMAQ - Clark County

- ▶ Delete funds in FFY 18 in ROW for \$600,000
- ▶ Add funds in FFY 19 in ROW for \$600,000

Total project cost stays the same \$6,947,369

CL20140121 North Las Vegas ITS Phase 1

NARRATIVE: INCREASE IN CONSTRUCTION COST OF \$450,00 ADDITIONAL IN FY 2018 WITH PROPORTIONAL INCREASE TO LOCAL MATCH FUND IN FY 2018

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- + Increase funds in FFY 18 in CON from \$60,658 to \$84,342

CMAQ - Clark County

- + Increase funds in FFY 18 in CON from \$1,152,500 to \$1,602,500

Total project cost increased from \$1,263,158 to \$1,736,842

CL20140132 Harris Ave

NARRATIVE: Construction phase was moved back to match current project schedule.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 18 in CON for \$89,474
- ▶ Add funds in FFY 20 in CON for \$89,474

TAP CL STBG

- ▶ Delete funds in FFY 18 in CON for \$1,700,000
- ▶ Add funds in FFY 20 in CON for \$1,700,000

Total project cost stays the same \$1,894,737

CL20150036 US 95 ITS FAST Package K1

NARRATIVE: Construction estimate decrease following NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Delete funds in FFY 17 in CON for \$5,000,000
- ▶ Add funds in FFY 18 in CON for \$3,000,000

Total project cost decreased from \$5,000,000 to \$3,000,000

CL20150041 I 15 FAST Package H3

NARRATIVE: Construction estimate decrease following NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- Decrease funds in FFY 18 in CON from \$5,500,000 to \$2,000,000

Total project cost decreased from \$5,500,000 to \$2,000,000

CL20150042 SR 593 Tropicana Ave Mill and Overlay and ADA Improvements Package 2

NARRATIVE: Project construction decreased following submission of SBCF from NDOT PM

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- Decrease funds in FFY 18 in CON from \$24,000,000 to \$13,000,000

Total project cost decreased from \$26,000,000 to \$15,000,000

CL20170011 SR 160 Blue Diamond Rehabilitation

NARRATIVE: FHWA Grant of \$50K has been awarded to NDOT for Selection of In-Place Density Demonstration

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

+ Increase funds in FFY 18 in CON from \$20,000,000 to \$20,425,000

TECH INVN STIC

▶ Add funds in FFY 18 in CON for \$50,000

State Match - Nv

+ Increase funds in FFY 18 in CON from \$1,052,632 to \$1,075,000

Total project cost increased from \$21,052,632 to \$21,550,000

CL20170018 Pueblo Trail Extension

NARRATIVE: Project moved to 2018-2019 due to federal funding

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

▶ Delete funds in FFY 17 in ENG for \$4,211

▶ Add funds in FFY 19 in CON for \$33,289

+ Increase funds in FFY 18 in ENG from \$0 to \$4,211 - Decrease funds in FFY 18 in CON from \$33,289 to \$0

TAP FLEX STBG

▶ Delete funds in FFY 17 in ENG for \$80,000

▶ Add funds in FFY 19 in CON for \$632,500

+ Increase funds in FFY 18 in ENG from \$0 to \$80,000 - Decrease funds in FFY 18 in CON from \$632,500 to \$0

Total project cost stays the same \$750,000

18-05 RTCSNV

CL20140089 I 215 (south side)

NARRATIVE: To balance TAP fiscal constraint requested by NDOT

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

▶ Delete funds in FFY 19 in CON for \$48,421

▶ Add funds in FFY 20 in CON for \$48,421

TAP CL STBG

▶ Delete funds in FFY 19 in CON for \$920,000

▶ Add funds in FFY 20 in CON for \$920,000

Total project cost stays the same \$968,421

Washoe County RTC

18-01 RTC Washoe

WA20150060 Virginia Street, Bus RAPID Transit Extension

NARRATIVE: Updated funding breakdown to match revised Small Starts Standard Cost Category worksheet (submitted 09/2017) and account for increase in funding due to adjustment in project schedule.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG WA

- ▶ Add funds in FFY 18 in ROW for \$293,000
- + Increase funds in FFY 19 in OTHER from \$2,857,370 to \$3,073,799

Local Fund

- Decrease funds in FFY 18 in ROW from \$13,207,370 to \$4,707,000 + Increase funds in FFY 18 in CON from \$9,148,411 to \$14,757,095 - Decrease funds in FFY 18 in OTHER from \$300,000 to \$0
- + Increase funds in FFY 19 in OTHER from \$150,388 to \$1,314,828

CMAQ - Washoe County

- + Increase funds in FFY 18 in ROW from \$0 to \$962,000 - Decrease funds in FFY 18 in CON from \$3,700,000 to \$2,738,000 - Decrease funds in FFY 18 in OTHER from \$2,000,000 to \$0
- ▶ Add funds in FFY 19 in OTHER for \$2,000,000

FTA 5309 Small Starts

- + Increase funds in FFY 18 in ROW from \$0 to \$6,813,000 - Decrease funds in FFY 18 in CON from \$39,800,000 to \$33,574,863

FTA 5307 Lrg Urb Operating

- ▶ Add funds in FFY 18 in ROW for \$851,000
- ▶ Add funds in FFY 19 in OTHER for \$4,191,142

Total project cost increased from \$76,663,539 to \$80,775,727

18-02 RTC Washoe

WA20140046 ACCESS Replacement Vehicles

NARRATIVE: Replaced CMAQ funds with STBG funds in FFY 2019.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG WA

- ▶ Add funds in FFY 19 in OTHER for \$1,000,000

CMAQ - Washoe County

- ▶ Delete funds in FFY 19 in OTHER for \$1,000,000

Total project cost stays the same \$10,501,000

Carson Area MPO

18-01 CAMPO

CC20170002 I 580 Multi Use Path (Linear Ditch to Colorado Street)

NARRATIVE: Following NDOT November Project Status meeting the description has been updated for this project as part of the Agreement and LPA process. Therefore, an update of project description was incorporated to match.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Total project cost stays the same \$750,000

Tahoe MPO

Statewide/Rural

18-01 Non MPO

CH20160006 US 50 Slope Repair Sand Mountain

NARRATIVE: Updated construction estimate following NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

+ Increase funds in FFY 18 in CON from \$300,000 to \$390,000

Total project cost increased from \$300,000 to \$390,000

CH20160015 SR 839 Chip Seal with Fog Middlegate

NARRATIVE: Construction estimate updated following NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

+ Increase funds in FFY 18 in CON from \$681,773 to \$910,855

Total project cost increased from \$681,773 to \$910,855

DO20170028 SR 88 Construct Compact Roundabout at Centerville Lane

NARRATIVE: The description and title fixed. This project is new project and created after Project status meeting.

PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax

▶ Add funds in FFY 17 in ENG for \$55,000

▶ Add funds in FFY 18 in ROW for \$60,000 CON for \$250,000

Total project cost \$365,000

EL20130003 I 80 Oasis Mill and Fill

NARRATIVE: Added the Hwy Freight Funds following update from Freight Manager and NDOT FM Funding

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

- Decrease funds in FFY 19 in CON from \$21,375,000 to \$17,874,250

HWY Freight

- ▶ Add funds in FFY 19 in CON for \$3,500,000

State Match - Nv

- + Increase funds in FFY 19 in CON from \$1,125,000 to \$1,125,750

Total project cost stays the same \$22,500,000

EL20170034 SR 226 Machine Patch Various Pavement Fatigue Areas

NARRATIVE: All Construction costs moved to FFY18 following update from NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- + Increase funds in FFY 18 in CON from \$600,000 to \$1,000,000

- ▶ Delete funds in FFY 19 in CON for \$500,000

Total project cost decreased from \$1,100,000 to \$1,000,000

EU20170008 I 80 Emigrant Pass Truck Climbing Lane

NARRATIVE: New Freight Project following update from NDOT Freight Manager and per NDOT Scheduling and Programming Papers Submitted

PROJECT CHANGES (FROM PREVIOUS VERSION): HWY Freight

- ▶ Add funds in FFY 18 in ENG for \$337,250 ROW for \$14,250 CON for \$11,020,000

State Match - Nv

- ▶ Add funds in FFY 18 in ENG for \$17,750 ROW for \$750 CON for \$580,000

Total project cost \$11,970,000

LA20170012 US 50, Austin Reconstruct Roadway

NARRATIVE: The description and title fixed. This project updated after 9/14/17 Project status meeting.

PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax

- ▶ Add funds in FFY 19 in ROW for \$15,000 CON for \$5,375,000

Total project cost \$5,390,000

LN20160002 US 93 Bridge Maintenance B-219 Meadow Valley Wash

NARRATIVE: The construction- for this project is deleted after Project status report.

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

- ▶ Delete funds in FFY 18 in CON for \$1,000,000

Total project cost decreased from \$1,040,000 to \$40,000

LY20090021 US 50 Roy's Rd to Silver Springs Widening

NARRATIVE: The cost of construction increased and updated.

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

+ Increase funds in FFY 18 in CON from \$41,800,000 to \$44,132,250

State Match - Nv

+ Increase funds in FFY 18 in CON from \$2,200,000 to \$2,322,750

Total project cost increased from \$44,000,000 to \$46,455,000

LY20160022 US 50 Street Lighting East of Dayton

NARRATIVE: Project moved to FFY2020 following NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

▶ Delete funds in FFY 19 in CON for \$712,000

▶ Add funds in FFY 20 in CON for \$712,000

Total project cost stays the same \$712,000

NY20150026 Pahrump Senior Center

NARRATIVE: Project re-awarded FTA funds following latest call for projects and update from rural transit manager.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

▶ Add funds in FFY 18 in OTHER for \$80,203

FTA 5311 - Non Urb/Rural Admin

▶ Add funds in FFY 18 in OTHER for \$56,451

FTA 5311 - Non Urb/Rural Capital

▶ Add funds in FFY 18 in OTHER for \$42,750

FTA 5311 - Non Urb/Rural Operating

▶ Add funds in FFY 18 in OTHER for \$95,760

Total project cost increased from \$354,876 to \$630,040

PE20160002 SR 398 Culvert Replace

NARRATIVE: This project is moved to FFY 19 and con amount increased after Project status meeting on 9/13/17.

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

▶ Delete funds in FFY 18 in CON for \$177,028

▶ Add funds in FFY 19 in CON for \$221,989

Total project cost increased from \$177,028 to \$221,989

PE20160012 SR 399 Culvert Replace

NARRATIVE: This project is moved to FFY 19 after Project status meeting on 9/13/17.

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

- ▶ Delete funds in FFY 18 in CON for \$147,843
- ▶ Add funds in FFY 19 in CON for \$147,843

Total project cost stays the same \$147,843

PE20160017 SR 399 Culvert Replace

NARRATIVE: This project is moved to FFY 19 after Project status meeting on 9/13/17.

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

- ▶ Delete funds in FFY 18 in CON for \$224,214
- ▶ Add funds in FFY 19 in CON for \$224,214

Total project cost stays the same \$224,214

ST20170001 SR 439 Intersection and Signal

NARRATIVE: The cost of CON changed TO 3,500,000 Million and ROW added for 200,000 after Project status meeting.

PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax

- ▶ Add funds in FFY 17 in ENG for \$175,000
- ▶ Add funds in FFY 18 in ROW for \$200,000 CON for \$3,500,000

Total project cost \$3,875,000

WA20160020 US 395A Chip Seal Washoe Valley

NARRATIVE: Construction estimate increase following NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in CON for \$4,500,000

District Contract

- ▶ Delete funds in FFY 18 in CON for \$1,294,000

Total project cost increased from \$1,294,000 to \$4,500,000

WA20160072 State Entrance Signs in Washoe County

NARRATIVE: This project is moved to FFY 19 after Project status meeting on 9/24/17.

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Delete funds in FFY 18 in CON for \$470,833
- ▶ Add funds in FFY 19 in CON for \$470,833

Total project cost stays the same \$470,833

WA20170089 SR 28 Mill and PBS with ADA Ramps

NARRATIVE: Project moved to FFY19 following October Project Status

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Delete funds in FFY 18 in CON for \$3,500,000
- ▶ Add funds in FFY 19 in CON for \$3,500,000

Total project cost stays the same \$3,782,000

WP20100028 US 50 Ruth/Kimberly Rd to US 6 Part Mill and Fill and part Reconstruct Base, PBS, w/Open Grade

NARRATIVE: Construction moved to FFY19 and estimate increase following NDOT October Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 19 in CON for \$30,000,000
- ▶ Delete funds in FFY 20 in CON for \$26,000,000

Total project cost increased from \$26,187,000 to \$30,187,000

XS20170003 US 50 Pike Street, Silver State Street, Lakeshore Blvd Pedestrian Safety Project

NARRATIVE: Construction Moved to FFY18

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Delete funds in FFY 17 in CON for \$1,000,000
- ▶ Add funds in FFY 18 in CON for \$750,000

Total project cost decreased from \$1,130,000 to \$880,000

18-02 Non MPO

CC20130001 I 580 ITS Washoe County Package 2 Fairview to College Parkway

NARRATIVE: Updated Reno/Washoe County ITS Projects following NDOT November Project Status Meeting and PDC Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "I 580 Fairview Intg to College Pkwy Intg ITS" to "I 580 ITS Washoe County Package 2 Fairview to College Parkway"

Unknown

- ▶ Delete funds in MYB in CON for \$7,000,000

State Gas Tax

- ▶ Add funds in FFY 20 in ENG for \$490,000 CON for \$7,000,000

Total project cost increased from \$7,000,000 to \$7,490,000

CH20140018 US 50 Downtown Fallon Mill and Fill

NARRATIVE: Moved to FFY21 to maintain fiscal constraint in federal funds for NHPP

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

- ▶ Delete funds in FFY 20 in CON for \$3,515,000
- ▶ Add funds in FFY 21 in CON for \$3,515,000

State Match - Nv

- ▶ Delete funds in FFY 20 in CON for \$185,000
- ▶ Add funds in FFY 21 in CON for \$185,000

Total project cost stays the same \$3,700,000

CL20120119 Install ITS Infrastructure FAST Package K

NARRATIVE: Project originally obligated in FFY13 for PE. New ROW phase needed

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Match - Nv

- ▶ Add funds in FFY 18 in ROW for \$6,000

Trans Comm Sys Pres

- ▶ Add funds in FFY 18 in ROW for \$114,000

Total project cost \$120,000

CL20150078 I 11 Resigning

NARRATIVE: Project did not obligate in FFY17 and moved to FFY18

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Delete funds in FFY 17 in CON for \$300,000
- ▶ Add funds in FFY 18 in CON for \$300,000

Total project cost stays the same \$300,000

CL20160037 Frontage Road CL02 Mill and Fill Primm

NARRATIVE: Construction moved to FFY18 following NDOT November Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

- ▶ Add funds in FFY 18 in CON for \$1,000,000
- ▶ Delete funds in FFY 19 in CON for \$1,000,000

Total project cost stays the same \$1,000,000

CL20160052 SR 578 Mill and Fill Washington Avenue

NARRATIVE: Construction moved forward to FFY18 following NDOT November Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

District Contract

- ▶ Add funds in FFY 18 in CON for \$2,000,000
- ▶ Delete funds in FFY 19 in CON for \$2,000,000

Total project cost stays the same \$2,000,000

CL20160090 SR 147 Lake Mead Boulevard Drain and Slope Repair

NARRATIVE: Construction moved to FFY18 following NDOT November Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in CON for \$600,000
- ▶ Delete funds in FFY 19 in CON for \$600,000

Total project cost stays the same \$630,000

CL20170036 I 515 Restripe Slip Ramp at CC 215 and SR 564

NARRATIVE: New Betterment following November NDOT Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in CON for \$275,000

Total project cost \$275,000

DO20130018 SR 88 Retrofit and Rehab Structures B-553, B-575, B-580, B-576 and B-627

NARRATIVE: Added PE FFY 18 and ROW FFY 19 after received Program paper from FM. ESH-11/14/17
Moved from LRE to CC List

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "SR 88 Woodfords Rd Seismic Retrofit Structures B-553, B-575, B-580, B-576 and B-627" to "SR 88 Retrofit and Rehab Structures B-553, B-575, B-580, B-576 and B-627"

Unknown

- Decrease funds in FFY 19 in CON from \$4,000,000 to \$0

State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$150,000
- ▶ Add funds in FFY 19 in ROW for \$6,000

Total project cost decreased from \$4,000,000 to \$156,000

DO20170005 SR 206 Cape Seal

NARRATIVE: Construction funding updated following NDOT November Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "SR 206 Cap Seal" to "SR 206 Cape Seal"

District Contract

- + Increase funds in FFY 19 in CON from \$1,454,652 to \$2,850,000

Total project cost increased from \$1,454,652 to \$2,850,000

DO20170027 SR 88 AT CENTERVILLE LANE COMPACT ROUNDABOUT

NARRATIVE: This is duplicate project with DO 201700028.

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- Decrease funds in FFY 18 in ENG from \$55,000 to \$0 - Decrease funds in FFY 18 in ROW from \$60,000 to \$0 - Decrease funds in FFY 18 in CON from \$250,000 to \$0

Total project cost decreased from \$365,000 to

DO20170029 US 395 Gardnerville Rehab and Reconstruction

NARRATIVE: New 3R Following NDOT November Project Status Meeting and PDC

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

- ▶ Add funds in FFY 21 in CON for \$5,704,750

State Gas Tax

- ▶ Add funds in FFY 17 in ENG for \$270,000
- ▶ Add funds in FFY 21 in ENG for \$5,000 CON for \$300,250

Total project cost \$6,280,000

EL20130053 I 80 Grays Creek Overlay

NARRATIVE: Moved to FFY21 to maintain fiscal constraint in NHPP Federal Funds

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

- ▶ Delete funds in FFY 20 in CON for \$15,200,000
- ▶ Add funds in FFY 21 in CON for \$15,200,000

State Match - Nv

- ▶ Delete funds in FFY 20 in CON for \$800,000
- ▶ Add funds in FFY 21 in CON for \$800,000

Total project cost stays the same \$16,000,000

EL20140025 SR 227 Lamoille Highway Mill and Fill

NARRATIVE: Funding updated to match obligation request

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG State-Wide

- Decrease funds in FFY 18 in CON from \$4,750,000 to \$3,481,562

State Match - Nv

- Decrease funds in FFY 18 in CON from \$250,000 to \$183,240

Total project cost decreased from \$5,217,000 to \$3,881,802

EU20170010 SR 278, Replace Structure B-478

NARRATIVE: This project is added after Program paper received from FM. EH-11/14/17

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$150,000
- ▶ Add funds in FFY 19 in ENG for \$6,000

Total project cost \$156,000

LY20170012 US 95A Chip Seal with Fog North of Yerington

NARRATIVE: Construction funding increased following NDOT November Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Forces

- + Increase funds in FFY 18 in CON from \$328,454 to \$600,000

Total project cost increased from \$328,454 to \$600,000

MI20170008 SR 359, Remove And Replace CMP Culverts

NARRATIVE: The project locations updated.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Changed Location Type:

- from "Various Locations" to "Hwy Segment"

Total project cost stays the same \$3,089,000

R20100027 Annual HSIP Analytical Support

NARRATIVE: Updated the title to reflect that this is an annual program

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "HSIP Analytical Support FFY 2013-2017" to "Annual HSIP Analytical Support"
HSIP

▶ Add funds in FFY 22 in ENG for \$95,000

State Match - Nv

▶ Add funds in FFY 22 in ENG for \$5,000

Total project cost increased from \$700,000 to \$800,000

WA20120208 I 580 North of Damonte to Moana (Reno Pkg 1) ITS

NARRATIVE: Updated Construction funding and PM following SBCF

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "I 580 Mt Rose Hwy to Neil Rd (Reno Pkg 2) ITS" to "I 580 North of Damonte to Moana (Reno Pkg 1) ITS"

State Gas Tax

+ Increase funds in FFY 19 in CON from \$3,000,000 to \$4,000,000

Total project cost increased from \$3,015,000 to \$4,015,000

WA20150039 I 580 College Parkway to Mt Rose Interchange Washoe County ITS Package 1

NARRATIVE: Updated to match project scheduled in NDOT FM PSAMS

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "I 580 Neil Rd to Moana Ln Pkg 1 Intsall ITS Infrastructure" to "I 580 College Parkway to Mt Rose Interchange Washoe County ITS Package 1"

State Gas Tax

▶ Delete funds in FFY 18 in CON for \$4,000,000

▶ Add funds in FFY 19 in ENG for \$840,000 CON for \$12,000,000

Total project cost increased from \$4,000,000 to \$12,840,000

WA20170151 I 580 ITS Reno Package 2 Mt. Rose to North of Damonte

NARRATIVE: Updated Reno ITS Projects following NDOT November Project Status Meeting and PDC Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

▶ Add funds in FFY 19 in ENG for \$15,000 CON for \$3,000,000

Total project cost \$3,015,000

WA20170152 I 580 Resigning for new I 580 Mile Post Highway Designation

NARRATIVE: New Project following NDOT November Project Status and PDC Meetings

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 19 in ENG for \$30,000 ROW for \$5,000 CON for \$800,000

Total project cost \$835,000

XS20170018 Washoe Tribe Pedestrian and Road Safety Improvements

NARRATIVE: Added ROW phase and updated project title and description following NDOT November Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "Tribal Safety Improvements" to "Washoe Tribe Pedestrian and Road Safety Improvements"

HSIP

- + Increase funds in FFY 18 in ROW from \$0 to \$9,500

State Match - Nv

- + Increase funds in FFY 18 in ROW from \$0 to \$500

Total project cost increased from \$578,948 to \$588,948

18-03 Non MPO

XS20170027 Nevada Strategic Highway Safety Plan (SHSP) - DPS/NHP Support for Equipment

NARRATIVE: New Safety Project per executed agreement

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- ▶ Add funds in FFY 18 in OTHER for \$496,785

Local Fund

- ▶ Add funds in FFY 18 in OTHER for \$535,697

Total project cost \$1,032,482



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MEMORANDUM

December 27, 2017

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: January 8, 2018 Transportation Board of Directors Meeting
Item #9: Old Business

Summary:

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

Analysis:

- a. Agile Assets Quarterly Report-*Informational item only.*
Please see Attachment A.
- b. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
Please see Attachment B.
- c. Monthly Litigation Report - *Informational item only.*
Please see Attachment C.
- c. Fatality Report dated December 21, 2017- *Informational item only.*
Please see Attachment D.

List of Attachments:

- a. Agile Assets Quarterly Report-*Informational item only.*
- b. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
- c. Monthly Litigation Report - *Informational item only.*
- d. Fatality Report dated December 21, 2017 - *Informational item only.*

Recommendation for Board Action:

Informational item only.

NDOT EAMS Project Executive Summary

Project Scope

- Implement, Host, Maintain/Support MMS / PMS / BMS / SWS / Summit SAAS

Project Accomplishments

- Hosted Environments Established
- Draft Updated System Requirements Document Delivered
- First Development Sprint Completed

	Planned	Revised
Start	7/10/2017	7/10/2017
Go-live	12/31/2018	12/18/2018 (MMS/SWS) 4/22/2019 (BMS/PMS)
Project close	1/31/2019	5/20/2019

Project status and financial snapshot

		Forecasted																					
		J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
2017							2018											2019					
		Planned \$											Estimate at Completion \$										
Revenue		\$ 3,096,647											\$ 3,096,647										
Invoices		\$ 284,915											\$ 284,915										

Current gate in the project

- Hosted Environment set-up, Final Updated System Requirements Document, Sprint 2

	% Comp.
Jira	12
PSA	12.8
PM	23

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF DECEMBER 20, 2017

	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 - 12/31/20 Amendment #1 Amendment #2	3/11/13 1/14/14 12/15/15	\$ 1,400,000.00 \$ 2,000,000.00 \$ 300,000.00	\$ 3,700,000.00	\$ 150,134.74
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 - 1/31/19 Amendment #1 Amendment #2 Amendment #3 Amendment #4 Amendment #5	2/27/13 1/23/15 5/13/15 6/24/16 1/19/17 10/6/17	\$275,000.00 Extension of Time \$ 150,000.00 \$ 65,000.00 Extension of Time \$ 50,000.00	\$ 540,000.00	\$ 22,184.49
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 - 2/28/19 Amendment #1 Amendment #2	2/27/13 2/17/15 10/6/17	\$ 200,000.00 Extension of Time \$ 95,000.00	\$ 295,000.00	\$ 33,180.92
Kemp, Jones, Coulthard	Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004	7/17/13 - 2/28/19 Amendment #1 Amendment #2 Amendment #3	7/17/13 2/12/15 8/12/15 1/17/17	\$ 280,000.00 \$ 475,000.00 \$ 375,000.00 \$ 100,000.00	\$ 1,230,000.00	\$ 38,199.55
* Richard G. Campbell, Jr., Inc. Novation Agreement from Downey Brand, LLP	Legal Support for utility matters relating to Project Neon and Boulder City Bypass NDOT Agmt No. P210-14-004	5/14/14 - 5/31/18	5/14/14	\$ 250,000.00	\$ 250,000.00	\$ 245,570.00
Sylvester & Polednak	First Presbyterian Church Project Neon NDOT Agmt No. P327-14-004	7/17/14 - 7/31/18 Amendment #1	7/17/14 6/29/16	\$ 280,000.00 Extension of Time	\$ 280,000.00	\$ 206,697.55
** Lambrose Brown	Grant Properties Project Neon NDOT Agmt No. P717-16-004	11/30/16 - 11/30/18	11/30/16	\$ 240,313.56	\$ 240,313.56	\$ 240,313.56
*** Lambrose Brown	Sharples Project Neon NDOT Agmt No. P718-16-004	11/30/16 - 11/30/18	11/30/16	\$ 181,627.66	\$ 181,627.66	\$ 130,890.96

Contracts Closed Or Expired Since Last Report:

Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Lambrose Brown	Paralegal Services - Project Neon NDOT Agmt No. P547-14-004	11/20/14 - 11/30/17 Amendment #1 Amendment #2	11/20/14 2/12/15 11/21/16	\$ 250,000.00 \$ 40,000.00	\$ 290,000.00	\$ 7,551.36

* The firm of Richard G. Cambell, Jr., Inc. has entered into a novation agreement taking over from the prior firm of Downey Brand, LLP representing the Department in utility matters relating to condemnation.

** Schedule shows current open Lambrose Brown Agreement regarding Grant Properties. Expired previous agreement expended total of \$34,686.44

*** Schedule shows current open Lambrose Brown Agreement regarding Sharples. Expired previous agreement expended total of \$93,852.34.

Monthly Litigation Report to the Nevada Department of Transportation - December 20, 2017				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. 1916 Highland Properties, Ltd.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Ad America, Inc. (Neon-Silver Ave.)	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Danisi, Vincent, J. III	Eminent domain - Project Neon Administrative Action for Relocation Benefits	\$ -	\$ -	\$ -
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 236,509.75	\$ 25,309.33	\$ 261,819.08
NDOT vs. Jackson, Darrell, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
* NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon - Appealed	\$76,734.00	\$17,905.04	\$ 94,639.04
NDOT vs. Tomahawk, LLC, et al.	Eminent domain - I-15 (Starr Interchange)	\$ -	\$ -	\$ -
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 454,568.64	\$ 63,246.87	\$ 517,815.51
		\$ 767,812.39	\$ 106,461.24	\$ 874,273.63
Inverse Condemnations				
FLP Holdings, LLC	Inverse condemnation	\$ -	\$ -	\$ -
Lagomarsino, Norma vs. NDOT	Inverse condemnation	\$ -	\$ -	\$ -
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 1,021,609.34	\$ 170,191.11	\$ 1,191,800.45
Stak 2 Holdings, LLC	Inverse condemnation			
Village Springs, LLC	Inverse condemnation	\$ -	\$ -	\$ -
		\$ 1,021,609.34	\$ 170,191.11	\$ 1,191,800.45
Cases Closed and Removed from Last Report:				
NDOT vs. Ferris Investments, Inc., et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Ranch Properties	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Reich Series, LLC, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
New cases appear in red. No new cases this period.				
* These totals show the combined funds expended in closed Agreement P434-14-004 and current open Agreement P718-16-004.				

Monthly Litigation Report to the Nevada Department of Transportation - December 20, 2017				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Torts		\$ -	\$ -	\$ -
Abrego, Jose vs. NDOT	Plaintiff alleges negligence and personal injury			
Corbin, Kaleb vs. NDOT	Plaintiff alleges negligence and personal injury			
Ducoing, Holly Ann vs. NDOT; et al	Plaintiff alleges negligence and personal injury			
Discount Tire Company vs. NDOT; Fisher	Plaintiff alleges negligence and personal injury			
Hendrickson, Cynthia vs. NDOT	Plaintiff alleges negligence and personal injury			
Hitzemann, Darrell, et al. vs. Las Vegas Paving; NDOT	Plaintiff alleges negligence and personal injury			
King-Schmidt, Barbara vs. NDOT	Plaintiff alleges negligence and personal injury			
Liu, Hui vs. Clark County and NDOT	Plaintiff alleges negligence and wrongful death			
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access			
Simpson, David W., et al vs. NDOT	Plaintiff alleges wrongful death			
Sloane, Miguel vs. NDOT	Plaintiff alleges negligence and personal injury			
Vezina, Macy vs. Fedex Freight et al.; NDOT, et al.	Defendant third-party complaint alleging negligence			
Contract Disputes				
Road and Highway Builders vs. NDOT	Plaintiff alleges Contract #3699 awarded in error			
Miscellaneous				
Hawhee, William L. and Hawhee, Dianne P. vs. NDOT	Complaint for Quiet Title			
Laborer' International Union vs. Labor Commissioner, NDC	Petition for Judicial Review			
Dicus, Kurt v. Road & Highway Builders; NDOT	Petition for Judicial Review of Prevailing Wage			
Fultz, Merle v. Road & Highway Builders; NDOT	Petition for Judicial Review of Prevailing Wage			
Hall, Lewis v. Road & Highway Builders; NDOT	Petition for Judicial Review of Prevailing Wage			
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Personnel Matter			
Boice, Rocky vs. State, NDOT	Personnel Matter			
Cerini, Cheri vs. NDOT	Personnel Matter			
Cosio, Christine vs. NDOT	Personnel Matter			
Crawford, Kendrick, vs. State, NDOT	Personnel Matter			
Lorenzi, Anthony vs. State, NDOT	Personnel Matter			
Wells, Jonathan vs. State, NDOT	Personnel Matter			
Zenor, Chad T. vs. State, NDOT	Personnel Matter			
Cases Closed and Removed from Last Report:				
Road & Highway Builders vs. NDOT	Petition for Judicial Review of Prevailing Wage			
Road & Highway Builders vs. Labor Commissioner; NDOT	Petition for Judicial Review of Decision of Labor Commissioner			
Sim, Emily Hanson, et al vs. Murry Ranch; NDOT	Plaintiff alleges negligence and personal injury			
State Farm Mutual Automobile Insurance vs. NDOT	Subrogation for property damages			
Torres, Kryste vs. NDOT	Plaintiff alleges negligence and personal injury			
New case appears in red,				

Outside Counsel
Fees and Costs of Open Cases
as of December 20, 2017

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 767,812.39	\$ 106,461.24	\$ 874,273.63
Inverse Condemnation Litigation	\$ 1,021,609.34	\$ 170,191.11	\$ 1,191,800.45
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 1,789,421.73</u>	<u>\$ 276,652.35</u>	<u>\$ 2,066,074.08</u>

12/21/2017

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR,
NDOT TRAFFIC ENGINEERING, FHWA LAW ENFORCEMENT AGENCIES

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)
PREPARED BY: JULIE GALLAGHER, FATAL ANALYST

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

	CURRENT		SAME DATE LAST YEAR			# CHANGE	
	Crashes	Fatals	Crashes	Fatals	Crashes	Fatals	
12/19/2017	1	1	12/17/2016	1	3	0	-2
MONTH	14	16	MONTH	17	20	-3	-4
YEAR	277	295	YEAR	298	321	-21	-26

KNOWN CRASH AND FATAL COMPARISON BETWEEN 2016 AND 2017, AS OF CURRENT DATE.

COUNTY	2016 Crashes	2017 Crashes	% CHANGE	2016 Fatalities	2017 Fatalities	% Change	2016 Alcohol Crashes	2017 Alcohol Crashes	% Change	2016 Alcohol Fatalities	2017 Alcohol Fatalities	% Change
CARSON	7	4	-42.86%	7	4	-42.86%	1	0	-100.00%	1	0	-100.00%
CHURCHILL	8	6	-25.00%	8	6	-25.00%	2	1	-50.00%	2	1	-50.00%
CLARK	198	187	-5.56%	214	199	-7.01%	45	31	-31.11%	48	32	-33.33%
DOUGLAS	4	9	125.00%	4	11	175.00%	1	2	100.00%	1	3	200.00%
ELKO	7	8	14.29%	8	8	0.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	3	300.00%	0	4	400.00%	0	0	0.00%	0	0	0.00%
EUREKA	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	4	3	-25.00%	5	3	-40.00%	1	0	-100.00%	1	0	-100.00%
LANDER	3	1	-66.67%	3	1	-66.67%	1	0	-100.00%	1	0	-100.00%
LINCOLN	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
LYON	1	9	800.00%	1	9	800.00%	0	2	200.00%	0	2	200.00%
MINERAL	4	1	-75.00%	4	1	-75.00%	0	0	0.00%	0	0	0.00%
NYE	5	6	20.00%	5	7	40.00%	4	0	-100.00%	4	0	-100.00%
PERSHING	1	1	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
STOREY	2	0	-100.00%	2	0	-100.00%	2	0	-100.00%	2	0	-100.00%
WASHOE	45	37	-17.78%	50	39	-22.00%	19	6	-68.42%	24	7	-70.83%
WHITE PINE	7	2	-71.43%	7	2	-71.43%	1	1	0.00%	1	1	0.00%
YTD	298	277	-7.05%	321	295	-8.10%	77	43	-44.16%	85	46	-45.88%
TOTAL 16	304	----	-8.9%	329	----	-10.3%	----	----	#VALUE!	----	----	#VALUE!

2016 AND 2017 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA & ARE NOT COMPLETE YET.

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2016 AND 2017, AS OF CURRENT DATE.

COUNTY	2016 Vehicle Occupants	2017 Vehicle Occupants	% Change	2017 Vehicle Unrestrained	2016 Peds	2017 Peds	% Change	2016 Motor-Cyclist	2017 Motor-Cyclist	% Change	2016 Bike	2017 Bike	% Change	2016 Other moped,atv	2017 Other moped,atv
CARSON	2	2	0.00%	2	4	1	-75.00%	1	1	0.00%	0	0	0.00%	0	0
CHURCHILL	3	3	0.00%	1	2	2	0.00%	3	1	-66.67%	0	0	0.00%	0	0
CLARK	98	79	-19.39%	35	55	74	34.55%	49	36	-26.53%	4	7	75.00%	8	3
DOUGLAS	3	8	166.67%	3	0	2	200.00%	1	1	0.00%	0	0	0.00%	0	0
ELKO	5	6	20.00%	4	1	0	-100.00%	0	1	100.00%	0	0	0.00%	2	1
ESMERALDA	0	3	300.00%	0	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	1	0	-100.00%	0	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	4	3	-25.00%	2	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
LANDER	3	1	-66.67%	1	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	1	0	-100.00%	0	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LYON	1	8	700.00%	5	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
MINERAL	4	1	-75.00%	0	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
NYE	5	4	-20.00%	3	0	2	200.00%	0	1	100.00%	0	0	0.00%	1	0
PERSHING	1	1	0.00%	1	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	1	0	-100.00%	0	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
WASHOE	25	20	-20.00%	5	15	12	-20.00%	8	5	-37.50%	1	2	100.00%	1	0
WHITE PINE	4	0	-100.00%	0	1	1	0.00%	1	1	0.00%	0	0	0.00%	1	0
YTD	161	139	-13.66%	62	78	95	21.79%	65	48	-26.15%	5	9	80.00%	13	4
TOTAL 16	166	----	-16.27%	----	80	----	18.75%	65	----	-26.15%	6	----	50.00%	12	----

**PRELIMINARY DATA CONFIRMS 76 UNRESTRAINED FATALITIES FOR 2016
THIS DOES NOT CONTAIN UNKNOWN AND ALL FINAL REPORTS FOR 2016**