

Transcript of Nevada Department of Transportation
Board of Directors Meeting
July 9, 2018

Governor Brian Sandoval
Lt. Governor Mark Hutchison
Controller Ron Knecht
Member Martin
Len Savage
BJ AlMBERG
Rudy Malfabon
Dennis Gallagher

Sandoval: Good morning, ladies and gentlemen. I will call the Nevada Department of Transportation Board of Directors Meeting to order. Full house. Everyone is bright-eyed and bushy-tailed after a holiday week, right, ready to go? That wasn't the enthusiastic response that I was looking for. Anyway, so, let's begin, and can you hear us loud and clear in Las Vegas, Frank?

Martin: Yes, sir.

Sandoval: And in Elko as well? All right, thank you. First Agenda item is Presentation of Retirement Plaques to 25+ Year Employees. Director Malfabon.

Malfabon: Thank you, Governor. Good morning, Board Members. What we'll do is I'll go over Items 1 and 2, and then we'll do the photo op with the Board Members present. First of all, the Agenda Item 1—oh, let me also mention that Ruth Borrelli, our Chief of the Right of Way Division, mentioned that Item 9, we did receive a signed facsimile. So, we are going to remove Item No. 9 from the Agenda today because we did reach a settlement with the owner. Moving on to Item 1, the retirees, we wanted to wish all of these folks well. They've served, nearly all of them, this time, nearly three decades of service each, but let me start out with Sherry Barkdull, who retired from financial management. She was Management Analyst III with 33 years of service. Ed Ely, Highway Maintenance Supervisor II from District 2, 25 years of service. Paul Frost, who was the Chief of Roadway Design, retired with 25 years of service. Reid Kaiser, who is well known around these parts, congratulations, Reid, 28 years of service, retired as the Assistant Director of Operations. I'll mention in the Director's Report a new face at the table. You all know him, too. Richard Lopez, Engineering Tech V in Right of Way Survey Services retired with 29 years of service. Deborah McCurdy, Management Analyst III, 30 years of service in information technology. Michael Montes, Highway Maintenance Worker III in Lovelock, 31 years of service.

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Chris Petersen, you might recall me addressing him as a “design stud” because he was involved in all the major projects. He got a lot of needling from that, Supervisor III in Roadway Design, 30 years of service. Ed Shope, Highway Maintenance Supervisor I in Gardnerville, 30 years of service here in District 2, Gardnerville. Don Tom, Highway Maintenance Supervisor I in Fallon, 33 years of service, another one from District 2. So, where were you before you were promoted? You lost a lot of people in District 2, but we wish them well. You know, with that many years of service going out the door, we really will miss that, all that experience, and we want them to do well whether they're going to be working in a second career or going fishing. We want to just express our appreciation for their years of service to the state of Nevada and especially to the Nevada Department of Transportation. Governor, I know that you wanted to say a few words.

Sandoval: Thank you, Director, and I was trying to do this napkin math, but it's well over three hundred years of experience that we're recognizing today. Will the individuals who are here that are retiring that were just called, will you please raise your hands? Reid is the only one? [laughter] You know, I'd be with— wherever they are, I want to be there, too. In six months, maybe I will be, but any event, for you, Reid, and for everybody else that are not here, but I think we will have a nice record in the minutes about it. I think in this day and age, it's simply remarkable that somebody will spend three decades with an organization and serve the state and serve the people of Nevada, and the portfolio of individuals that Rudy named have brought a swath of experience that is just amazing. And public service is a calling, and I know we have a lot of folks here that are on the staff, and I think I've said this before. We have a great opportunity and a great gift to be able to wake up every day and serve the people of this state, and particularly in the Nevada Department of Transportation, this is a responsibility that touches every man, woman, and child in Nevada. And as I said, I'm coming to my end, but this isn't about me. It's about what I've seen for the past seven-and-a-half years and the dedication and the commitment to ensure that we have the best infrastructure and the best transportation system in America. And it really makes me proud as I drive around the state to see what has been accomplished. It really makes me proud when we have these natural disasters and these snow storms and things and see the response and see those crews out there in the toughest of conditions and taking the risks and doing whatever it takes to make sure that the people of this state are safe. And it's bittersweet for me to see all these individuals go because they really have done a great job for the state, but you've earned it. I mean, you've earned a great retirement, although I know you're

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going to keep working, Reid, which is—but in any event, for all those individuals have really earned the opportunity to stop and take a breath and really have that sense of satisfaction for what you've accomplished on behalf of the people of the state of Nevada. So, I'm not sure if any of the other Board Members have any words that they'd like to say, but I know that I speak on behalf of all the people of Nevada and offer my heartfelt thanks for a job well done. So, thank you very much. [applause] Anyone else have any comments they'd like to make?

Knecht: Second.

Sandoval: Okay. All right. Thank you, Rudy.

Malfabon: Memorial hats that were provided by one of the mothers of the deceased. We wanted to commemorate that and take a photo of the folks wearing the hats today. First award—we have several today, and it's really in recognition of what you were saying, Governor, the hard work of our employees. There's so many people involved in a lot of these projects. I'm going to mention some of the names, but there's so many to go over today. Just start out with America's Transportation Award we won for the—this is an award that's given regionally, and we won the WASHTO award. There's going to be an opportunity to have more input as the public gets to vote on these projects as AASHTO combines all the regional winners into one kind of competition at the end of summer. We also had—well, let me start out with America's Transportation Award. This was for USA Parkway, which, as we know, it was a well-received project, nine-to-one benefit cost ratio, which is practically unheard of in our transportation world to see so much benefit because of the time savings between I-80 and US 50. The project was completed three months ahead of schedule and on budget, really well done as a design-build project, and really supports economic development of that industrial center just as it opens up the commuting opportunities for the areas, a lot of the towns and Carson City as not having to go through Reno and I-80 to get to the industrial center now for employment. So, a lot of good benefits to the project. It's well known that our project team did a great job on that, and we're pleased to see the national recognition, too, as we received the regional award for America's transportation. When we do the photo opportunity later, I'm going to call up Pedro Rodriguez. Thor, you were District Engineer at the time. If Rick Bosch is in the audience, too, as your assistant over construction. Sam Lompa was the Resident Engineer over this, and Seth Alexander represented Ames Construction. I don't know if Seth is around today. He might be down South.

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Moving on to the American Public Works Association, they have a spring and fall conference, and they have Project of the Year Awards. At the spring conference, they gave out the Project of the Year Under \$5 Million and Project of the Year in the \$5 to \$10 million range. The first award winner is the US 50 cave rock tunnel extension and water quality improvements project in the \$5 to \$10 million range, and our Project Manager, Devin Cartwright, did a great job leading the project team. I'm going to read off some of the names a little bit later, but we coordinated a lot with the tribe on this project to extend the tunnels 60 feet long, 27-foot-tall tunnel extension that was very aesthetically pleasing the way that it was blended in with the landscaping and the rock in that area and protects the motorists and bicyclists from rock fall in that area. As we saw before, we had previously a temporary fencing there that would try to act as a catchment for some of the boulders falling down the hillside, and this greatly improved safety on that tunnel. I'm going to mention a lot of names here, but primarily, we wanted to acknowledge the efforts of Devin Cartwright as the Project Manager and John Angel as the Resident Engineer and also our contractor, Q&D Construction, Kurt Matzoll and Jeff Bean. But I'm going to read off some other names of people that were involved in that in case they're in audience so they can also come up during the photo opportunity, Amanda Callegari, Cliff Creger, Kimberly Diegle, Dennis Faulkner, Ron Marwin, Mike Griswold, Seth Johnson, David Lauffer, Rupali Mohansingh, Matt Nussbaumer, Meg Ragonese, Beth Smith, Britton Tucker, Eric McGill, Scott Carroll, David Chase, Sabra Gilbert-Young, Sholeh Moll, Ryan Bennett, Richard Reynolds, Dean Mottram, Jared Feser, Julie Maxey, and Alma Piceno-Ramirez, and Monty Lowe, and those were all the NDOT folks involved with this project. It's such a great team that all did their part not only to build this—design and get this project built, but to be an award winner and be recognized. This is just one of the several awards this project has won, so congratulations to all those teams, and I apologize if we missed any of the team members. The next award from American Public Works Association was the Transportation Project of the Year for Under \$5 million, and I went to the Pahrump roundabouts project. Our Project Manager was Shawn Paterson. Our Resident Engineer was Don Christiansen in Las Vegas District 1, and Las Vegas Paving was our contractor. So, we built a single lane roundabout at the intersection of State Route 372 and Blagg Road and also a two-lane roundabout at the intersection of State Route 372 and Pahrump Valley Boulevard. And just to give you some background on roundabouts in Pahrump, they were very controversial when they were initially discussed and presented to the community there, and it was nice to see that they actually wanted these roundabouts eventually once they saw the benefits of safety and just easier movement of traffic

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without having to stop at a traffic signal. A lot of times traffic signals aren't warranted and aren't the best solution to some of these intersection challenges, and I thought that the team did a great job of delivering this project in a community that, initially, several years ago, didn't like the idea of roundabouts at all. As I mentioned, Shawn Paterson, I'm sorry, is our Project Manager. Don Christiansen is our Resident Engineer, John Bradshaw for Roadway Design, Bill Ezell, Brian Deal, Michael Chmelovsky, Lori Campbell from Safety, James Moore, Seth Johnson, and then from Las Vegas Paving, Darren Keser. So, congratulations to those two members. Again, I apologize if we skipped any of the team members in that list.

We also won from AASHTO, the organization of the state DOTs for the Research Advisory Committee—Research Advising Committee annual meeting. That's called RAC. That had Research Sweet 16 Awards, and it's rare that you get awards for research, but this is significant that we were one of the Sweet 16 winners for a project that was streamlining hydrologic prediction processes using new and more accurate techniques and methods. It's actually a title that you can understand and research. Wanted to acknowledge the efforts of Brian Wilson in Hydraulics for NDOT, Ken Chambers, who leads our research program, Manju Kumar in research, and we had our principle investigators, Dr. Annje Dodd and Project Director Jeff House from House Moran Consulting Incorporated and Dr. Baxter Vieux from Vieux and Associates. So, we—as you mentioned, Governor, we do have some inclement weather. Sometimes flash flooding and flooding occurs, yet there's no one size fits all drainage design, and they looked into analyzing storm events in Nevada and looking at using that analysis to basically have a better design ultimately of drainage infrastructure so you can maximize your available funds, so congratulations. I mention that team, and those that are present will be welcome to come up, Brian Wilson, Ken Chambers, Manju, if you're here, Dr. Vieux, and Dr. Dodd.

Then we have the 2016 Excellence in Partnering Award, and that's given annually statewide to recognize completed projects that optimize the principles of partnering, and partnering is all about working with the contractor, better communication, trying to make decisions at the lowest level, but also trying to understand each other's positions and being able to speak just honestly and face-to-face and solve these problems that arise on construction projects. There's no project design that's perfect. There's no contractor that's perfect, but working together between our designers, our Resident Engineers, construction crew, and the contractor, we can resolve any kind of issues that can come up on a project

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using these partnering processes, and everybody buys into this concept, and they have an escalation process as well to deal with any issues that can't be resolved at a low level. But we're honored to acknowledge the—the Wells bypass project on Interstate 80 from milepost about 69 to 75. Elko Construction Crew 908 was construction crew that administered the project, and W.W. Clyde was the contractor. DCS was—also augmented our staff on this project. And I wanted to mention that this is W.W. Clyde's first major northern Nevada project, and they had some obstacles that they faced on this with turnover of our crew, but also just the traffic on I-80, dealing with all that and getting this project built successfully. As far as the team members, we have Ken Smith was the Assistant RE. Mirak Mehari is one of the Staff Engineers on the project. Berhane Tesfagabr is the Resident Engineer. For W.W. Clyde, Garrett McMullin, John Thompson, Orlan Lund, Dustin Olson, and Jeff Clyde. If any of those are present in Elko or here in Carson, we'd like to acknowledge their efforts. For DCS, Mike Glock was the Principal Engineer on the project. Mike Murphy was the Consultant Resident Engineer on the project. Another 2017 Excellence in Partnering Award goes to the Carson City Freeway, South Carson Street to Fairview, a major improvement for traffic movement here and safety improvements here in Carson City. Construction Crew 907 was the crew that administered that project. Road and Highway Builders was the contractor. We also had Parsons, and Ventura Consulting Group was the partnering facilitator, and we all know that those of us that live up here in northern Nevada, how great—that project has been well-received by the public and motorists, the commuters along that route, the Carson Freeway, to get it down to the intersection with US 50 and 395. It involved—the project involved innovative strategies to overcome challenges such as implementing the conveyor system that we talked about before, moved a million cubic yards of excavated material under the South Carson Street to the Oasis Pit, reducing whole cost and eliminating a lot of major impacts to traffic. So, that was RHB's idea and really helped to make it safer and less of a headache for commuters in that area while we were under construction. Ashley Hurlbut is the Resident Engineer on that project. Mark Cooper is her assistant. Will Hellickson and Barry Vasques, Stephen Blakely from Road and Highway Builders, wanted to acknowledge their efforts, from Parsons, who helped us out with augmentation of the construction management. Dave Titzel was the Consultant Assistant RE, and Charisse Holtz was the Office Engineer. From Ventura Consulting Group, Neal Flesner was a partnering facilitator.

The next Excellence of Partnering Award goes to USA Parkway. I talked about that earlier as it won one of the regional awards for America's Transportation

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Awards. Reno Construction Crew 905 was involved in overseeing that project with Ames Construction as the design-build lead. HDR and Diversified Consulting Services, DCS, were also involved in that one, was facilitated for partnering by RHA and Associates. I'll mention some of the names involved in this project. Sam Lompa was the Resident Engineer, Brad Celarec from Ames, Jim Jarrett, and Matt Horrocks. From HDR, Gary Selmi, who's moved on to a different company, but he was working for HDR at that time. Mike Glock from DCS is the consultant on that project. Renee Hoekstra was the partnering facilitator.

The next Excellence of Partnering Award is a Frontier Award for Elko Construction Crew 912 and RHB and Top Quality Resources for Contract No. 3661, State Route 318 and State Route—US 6 east of Murray Street. This was a project that involved slow-flattening and drainage pipe extensions. As we've been doing some of these rural projects, we feel that slow-flattening will address some of the run off the road crashes and hopefully reduce fatalities across the state. RHB and NDOT had to work on some challenges. A water line was damaged during the installation of a footing of a dynamic message sign. They mitigated the issue without a negative impact to traffic. Some of the names of folks, Fred Leyva, the Assistant RE, I think may be present here today. Mirak Mehari was the Resident Engineer. Denny Hogue was also an assistant on that project, Steve Blakely from Road and Highway Builders. Clint Madsen and Colin Maher also worked on that project, and Ron Portaro was the partnering facilitator on this project.

The next partnering award goes to Contract 3665, I-80 Fernley to Lyon-Churchill County line. That was administered in District 2 by DCS, and Granite Construction Company was the contractor. The project team formed strong relationships and worked towards the same goal. They faced two main challenges. Developing an accurate project schedule which was important to the multiple highway paving projects the contractor had to complete, and also, it was the new percent within limits. This is a new specification that can reward the contractor for better quality. So, with low-bid projects, sometimes you get what you pay for. There's no incentive to give us better, even if it is a quality improvement that serves the durability and is better for the public in the long run. So, the percent within limits spec was one of the newer specs that we applied on this project. So, the contractor could earn a bonus—could get dinged if he didn't give us the quality that we wanted. We also had a smoothness spec on this one. So, it completed ten days ahead of schedule, and 8,000 daily drivers on the

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roadway were provided a smoother, safer interstate surface pavement. Mike Murphy, who I believe is—I see you there, Mike, in Elko—was the Resident Engineer. Tom Adams was the Assistant RE for Granite Construction. Marty Powers and Gunner Young, Shelly Humphries, worked on that project.

The next Excellence in Partnering Frontier Award goes to Aultman Street, Great Basin Highway in Ely, Nevada, and that one was administered by our Maintenance Crew 380, and Reck Brothers was the contractor. The contractor and NDOT worked together to address the shortage in manpower and hauling equipment. NDOT provided the manpower and equipment for traffic control and hauling materials to the project site, allowing the contractor to complete the project ahead of schedule and under budget. So, this one was a coal mill and overlay project there in Ely. So, a great job by the project team, and significant that it was a partnership with maintenance. Eric Trujillo was the Highway Maintenance Manager. Ed Stones was the Supervisor I in Maintenance. Terry Reck was the representative from Reck Brothers on that project.

Gold Award for Excellence in Partnering goes to the Pyramid-McCarran Intersection improvement. This one was a partnership. Primarily, the heavy lift was by RTC of Washoe County, and NDOT participated in some of the efforts to deliver the project as well, and this really is a testament to what the RTC does in Washoe County with spending some of their funding on state highways to benefit the public at large in that community. We recognize the collaborative efforts of the RTC of Washoe County, NDOT, City of Sparks, HDR, Construction Materials Engineers, CME, Nichols Consulting Engineers, Black Eagle Consulting, CA Group, Taylor Made Solutions, Granite Construction, and the partnering facilitator was Renee Hoekstra of RHA, LLC, as the subcontractors and stakeholders in this successful project at Pyramid-McCarran Intersection. Anyone that's driven through there knows that great improvement in the flow of traffic and safety at that intersection, adding some additional turn lanes and through lanes, really great aesthetics with the walls that were built there and some of the landscaping. So, great project, also had some challenges with utility issues on that. They used marathon paving efforts to work with the—and get the project done as soon as possible, worked with the local businesses that were impacted, and the project saved 25 working days by utilizing precast retaining walls. No claims were filed on that project. Scott Gibson is the Project Manager at RTC, but the whole team should be commended for their efforts. Mike Brown from NCE, Shane Cocking from Black Eagle, Marty Crew from CME. From Granite Construction, Jason Fritz was the Project Superintendent for Granite. Andrew

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Howard and Mark Temen were also project engineers on the project. Renee Hoekstra was the partnering facilitator and wanted to mention the efforts of Amber Sosa from city of Sparks and Kathleen Taylor from Taylor Made Solutions, the Public Outreach Coordinator. So, great efforts by those teams and wanted to congratulate them all, and we'll do our photos, first of all, with retirements. Reid Kaiser, we have your fake clock.

[photo opportunity]

Malfabon: Oh, the hats. Governor, so, it was Len, the Governor, you. Bill was not—well, he was there, but isn't present today. We wanted to do a photo op with the hats, so if we could...

Sandoval: Just a reminder for everybody, as you know, last year, we tragically lost two young men in an accident that were BLM firefighters, and Cynthia O'Malley was here last month and presented each of the Board Members—we dedicated a portion of a highway to those young men, and it's an incredible, incredible memorial to them and to all firefighters, and it's just a terrible tragedy. And so Mrs. O'Malley had had these hats made in memory of Will and Jacob, and so she had asked—I was in Las Vegas last month, if we could all take a picture as a Board together with the hats on, and so we're going to take the opportunity to do that. And I'm sure you're aware right now we have a 300,000-acre fire burning out there from Winnemucca to Elko up to Owyhee to the Idaho border, and there are several other fires, and these young men and women are fighting in the toughest of conditions and terrain and temperatures and, you know, you name it, and they're out there protecting life and property. So, it's truly something that's just a stark reminder of the risks that they take on behalf of all of us. So, with that, in memory of Jacob and Will, we're going to take this picture with these hats.

[photo opportunity]

Sandoval: That brings us to Agenda Item No. 3, the Director's Report. Rudy, please proceed.

Malfabon: Thank you, Governor, and thank you, Board Members, for those photo opportunities. I know it means a lot to those folks that we get those photos taken with you. As I alluded to earlier, we're pleased to announce that Thor Dyson is the new Assistant Director for Operations. He has 29 years of experience with NDOT, 15 years as the District 2 District Engineer where he oversaw a lot of the same types of operations, construction, maintenance, traffic operations in the district as well as some other items, but he also passed the Certified Public

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Manager Program, which is a great program offered here in our state to prepare folks for public service, but taken to the next level. It's quit a commitment in that CPM class. Thor is a registered PE in Nevada and California. He's going to oversee those headquarters divisions involved with operations, construction, maintenance, and asset management, materials, traffic operations, equipment division, so really is the bread and butter of where the rubber hits the road for Nevada Department of Transportation. Congratulations, Thor. [applause] I don't know if you wanted to say anything. Okay.

Governor, you had mentioned the sacrifice of the two firefighters, and I just wanted to express my appreciation to our maintenance forces that are there, ready, willing, and able, whatever time of the day, weekends and nights to support any kind of firefighting efforts where you have to close roads. More recently, US 93 had to be closed, significant fire events. It's really a hot summer right now, and we're in the midst of a really tough fire season, not only in our state, but I know that our firefighters also help out in neighboring states when they're available. So, thank you for our maintenance folks' efforts and coordinating with them.

It's pretty quiet on the federal front. Senate EPW Committee recently held a hearing on autonomous vehicles. Their version of the autonomous vehicle legislation is called the Self Drive Act, and they'll be taking that up later this year. I also wanted to mention that we'll be giving a presentation to the members of our delegation and the Arizona delegation that could form the I-11 caucus. On July 17th, Tracy Larkin-Thomason will be back in DC for other events, and she's going to take that opportunity to brief them on what's happening on I-11 as well as the ADOT representatives.

Wanted to congratulate Lee Gibson as the Executive Director of RTC and his whole team that was involved with the southeast connector project. That was built in two phases. Granite Construction did phase two. Kiewit did phase one, but a lot of the team members were involved in the environmental challenges, and even legal issues were something to overcome on this project, and RTC did a great job delivering this project. You see on the inset there Senator Heller was on hand to congratulate the project team from the RTC, great effort, delivered that project, and Lee will give a little update about that project during the public comment period, but congratulations. One of the things that's going to happen with this project opening up, it's going to take some traffic off of the Spaghetti Bowl Interchange, and while we still need that Spaghetti Bowl project improvement, it'll significantly help—the people coming from Sparks to go south

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on 580 will have a new route, a new alternative available to them and hopefully alleviate some of the congestion at Spaghetti Bowl.

Speaking of Spaghetti Bowl, we wanted to mention that Chief Engineer, Assistant Director for Engineering Cole Mortensen presented to the Reno-Tahoe Airport Board middle of last month. They were nice to you, right, Cole? But we view them as a participating agency now, and they just passed a resolution saying what they wanted to see with those direct connect ramps, but Cole explained to them that we're working towards a win-win with that, but we don't want to shortcut or delay the draft environmental impacts statement process as we shoot for getting federal approvals. Lee Gibson and I both cosigned a letter to FHWA giving our support for the preferred alternative for that project as we get close to having a draft EIS. And the RFQ was released, and the responses are due from the design-build teams on July 16th. So, we're fielding a lot of questions from those design-build teams interested in that project for the Spaghetti Bowl Express design-build, which we'll hopefully be selecting a team about a year from now.

We're having our second round of public meetings for I-11. PEL stands for planning and environmental linkage. It's a way to shortcut the schedule for environmental so you don't have to look at some of these corridors that don't make sense for I-11. There's various factors to look at in determining what makes the most sense for these corridors to consider for I-11, and this is our second round of public meetings to communicate the factors, how they ranked as far as the corridors, and there's still a lot of work to do for environmental clearance of I-11 north of Las Vegas, but this is a great effort by the project team on—to mention Kevin Verre and his efforts as well as Julie Maxey for conducting all of these public meetings. We're kind of going from Carson City down and taking the road trip to Las Vegas, but there you see the dates and times. Wanted to also mention that July 24th, the public that is not physically present at the meeting can still watch on Facebook Live for that live streaming on July 24th for the Carson City meeting. It will be also video-conferenced to Winnemucca, Elko, and Las Vegas.

We had unfortunate events recently with a wrong way driver, but also a lot of traffic fatalities over the 4th of July week, very unfortunate, but I wanted to mention that we did install this wrong way detection system on US 395 as part of an intelligent transportation systems project. Fifteen locations from Oddie to Bordertown were installed. They'll be activated later this summer, and we're looking at ten locations on I-80 that will be installed and then eventually activated next year, but these are a system that notifies the Nevada Highway Patrol when

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there is a wrong way driver entering at a ramp. And then NHP will coordinate with NDOT to help in those efforts. These are crashes that are not very common, but when they do happen, they're very tragic, because it's likely that there will be a fatality involved when there is a collision with a wrong way driver.

Wanted to mention that there is a safety review by our traffic safety division staff and working with District 2 staff on Mount Rose Highway. There's a lot of development, a lot more traffic along that highway. We're coordinating with Washoe County on developments in that area. There is a significant amount of residential development going on, on Mount Rose Highway, but I've asked staff to look at having more of a thoughtful plan, not only the safety review and some of those recommendations, but look at what is the likelihood of having some additional traffic signals in that corridor or other major improvements so that we can anticipate the growth along that highway and have a safer route for commuters and people that are driving up to Tahoe, tourists that might not be as familiar with that area. So, we want to look at these intersections and have a best plan for the future and thankful for the efforts of our safety division in District 2 in developing that plan and working with the Washoe County and developers in that area.

We had bids open June 28th for what we call the Centennial Bowl. That's the interchange of US 95 in Clark County, 215 in northwest Las Vegas. Unfortunately, we had—the bids—apparent low bidder is significantly higher than the Engineer's Estimate. What we advertise is a range for Engineer's Estimate. We don't actually give the number out. We give a range. So, ours was—our estimate was at the lower end of that range, \$49 to \$59 million range advertised for bids, and apparent low bid is \$61 million. So, we're looking at the issue. We had the steel escalation clause. There's a lot of steel on this project, a lot of bridges, so seeing if that had an impact. You've heard discussion about steel tariffs and maybe that driving the market prices up for steel, but looking also for if there's any possibility of some quantity busts, some bid errors for quantities that we need to address. We'll have a recommendation on whether to award or to re-advertise with any modifications as needed if there was an issue, but if it's due to the steel issue and us not estimating that properly, likely that we would recommend to the Board that we award that project and adjust our bid estimates appropriately for the added increased in prices, but we've been hearing from contractors that it is causing an issue—a concern nationwide with steel prices.

A little update on the Tonopah electric vehicle charging station for the Electric Highway. We did run into a couple of underground utilities. Valley Electric is—

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thankfully, they have some slack in their fiber line so that they can use that slack and move their line over so it's not in conflict with the retaining wall that we're building for this project. There is also a copper conductor that's underground there that we have to relocate, and we're working with that utility company. We did put the contract on hold with our contractor, and we'll ask them to—if they have to renegotiate, we'd rather keep the project with the same contractor rather than redesign and then re-procure so that we can do our best effort to complete it in 2018 with our existing contractor, but we might have to renegotiate some of the prices because of the delay and the changes in the design with the retaining wall. But hopefully, we want to work towards finishing that this year. As far as the issue of rural electric vehicle charging stations, we're working with the Governor's Office of Energy and our respective Deputy AGs to discuss the issue of some of the limitations and statutes related to public use of the right of way. The concern has been when—let's say a utility company like Valley Electric is putting in a charging station with NDOT right of way or public right of way, the NRS currently restricts them receiving any money for that provision of the charging station power to someone that's charging their vehicle. So, we'll have to work out those details. Perhaps it might be a change to NRS as needed, Governor, but we'll work with your staff on that. But we will be meeting with the AG staff and our counterparts at the Office of Energy to figure out what we need to do so that we can have this program as we use some of the Volkswagen settlement funds for rural electric vehicle charging stations within public right of way, because we feel that it is a service, and it is related to public safety when someone wants to get around in a battery-powered electric vehicle. It is important for them to have that kind of a choice and not have that anxiety when they're out there in rural Nevada.

I mentioned before the RTC of Southern Nevada is going to hold a major event to commemorate completion. I said groundbreaking. It actually should be ribbon cutting on I-11, Phase 2, August 9th. There will be a large contingent of speakers, Governor. I know that it's been coordinating with your office and the Governor of Arizona as well. So, great turnout expected for that. It's a momentous event. It's going to really help the traffic and the freight movement between Phoenix and Las Vegas. I know that Arizona DOT has a lot more work to do on their side, but we appreciate the efforts of RTC of Southern Nevada for their commitment and their investment in completing that section of I-11. Later on during this meeting, you'll consider the award of Blue Diamond Road Phase 2. It's a major project—it completes the widening of Blue Diamond Road, State Route 160 in that area of Mountain Spring Summit. The apparent low bidder is Aggregate Industries at about \$58.6 million, and we're working with our environmental experts on the

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Tropicana Interchange. I mentioned last month about the HOV ramp and the MGM and stadium developers are concerned about that ramp, but likely that we would just look at the HOV plan and update that to see what's a best alternative location for the HOV ramp, working with the federal highway administration as well and also ties in with the next bullet point. The Federal Highway Administration rejected the slip ramp concept at City Parkway, and that's currently a great separation. It doesn't have any ramps connecting from Interstate 515 there downtown Las Vegas, but is an area of redevelopment there by Symphony Park. But there are criteria, the current national standards that FHWA relies upon for interstate access, and the slip ramp concept did not meet those criteria. So, we're looking at a possibility of an HOV ramp at the center of the 515 that would be more acceptable and would achieve that purpose of having more connectivity and access to the Interstate 515 at that area near Symphony Park. We're working with FHWA and the City of Las Vegas on that concept.

No settlements expected at this July Board of Examiners Meeting for NDOT. It is kind of a brief Director's update, but I wanted to acknowledge the efforts of all those award winners and the RTC of Washoe County for their successful project for the southeast connector, and I'm willing to answer any questions from the Board.

Sandoval: Thank you, Rudy. I just have two quick questions. On the Mount Rose Highway, I get a lot of feedback with regard to bike lanes. Will that be part of the consideration of the plan as you look at things?

Malfabon: We could—I'll have to ask safety to look at that, because I know that that is kind of a popular route, and I know, Thor, you've taken that as you bike around.

Dyson: Governor, Thor Dyson, Assistant Director of Operations. So, Mount Rose Highway has bike lanes right now on the four-lane section basically from Timberline Drive all the way down to Summit Mall or 395A, and I'm confident that those will be accounted for. There's too much time investment that has already been put forward. So, a lot of individuals ride out of Reno through Thomas Creek, access Mount Rose, or do various rides around the area. So, yes, I'm quite confident that that will not be going away.

Sandoval: Thank you for that, and on the Electric Highway, Rudy, is there an update on the Hawthorne charging station?

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- Malfabon: We had to have our contractor come out and fix something that wasn't working. So, it might even be activated now, back up and running, but we'll follow up on that, Governor, and get word to your office.
- Sandoval: I'm trying to track. So, obviously, we have charging stations in Las Vegas. The next one would be in Indian Springs?
- Malfabon: Yes, the Governor's Office of Energy is working on a site at Indian Springs with a private business owner.
- Sandoval: And then Beatty is completed, because I was there.
- Malfabon: Yes.
- Sandoval: And then next would be—is there one planned for Goldfield?
- Malfabon: Not to my knowledge. I think that they were looking at between Beatty and Tonopah as kind of the limit, but there might be something planned for Goldfield. I'll follow up with the Governor's Office of Energy on that.
- Sandoval: And so we've talked about Tonopah. We've talked about Hawthorne. We have one in Fallon. That should essentially—and we have one here in Carson City. So, that should complete that highway, the 95, correct?
- Malfabon: Yes.
- Sandoval: Okay, so, we're just waiting on Indian Springs, Tonopah, and Hawthorne.
- Malfabon: Hawthorne is actually built. They just had a problem once they activated it, and they need the contractor to come back in and fix it.
- Sandoval: Okay. No, and it's interesting to me, because there was a press story on how they weren't being used, but the point being nobody can use them yet because they can't make it all the way. And so once the route is completed, people will have the confidence to drive the entire route. So, that's why these last two pieces are really important.
- Malfabon: Correct, Governor.
- Sandoval: Okay. That's all I have. Questions from other Board Members with regard to the Director's Report. Member Savage.
- Savage: Thank you, Governor. Thank you, Director Malfabon, for your report. One question on the Spaghetti Bowl Express design-build project. Last month, you

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briefly talked about the grant application, and I didn't know if there was any update on the grant application process for that Spaghetti Bowl Express design project.

Malfabon: Cole will answer that.

Mortensen: Governor, Members of the Board, for the record, Cole Mortensen, Assistant Director of Engineering. The last update that I had is that that application is currently being put together by the consultant we have on board. So, it hasn't been completed yet, but they're working on it.

Savage: Thank you, Cole. Thank you, Governor.

Sandoval: Frank, did you have any questions from Las Vegas?

Martin: No, sir, and we have the Lieutenant Governor joined us, too.

Sandoval: All right. Welcome, Mr. Lieutenant...

Hutchison: No further questions. Thank you, Governor.

Sandoval: All right, thank you. We can't see you right now, so that's why it was—yeah. All right. And no other questions or comments with regard to the Director's Report. Then let's move on to Agenda Item No. 4, Public Comment. I have two people signed in for public comment. Mr. Gibson.

Gibson: Good morning, Governor, Members of the Transportation Board. For the record, Lee Gibson, Regional Transportation Commission, Washoe County. I want to take a moment, and if I can get those pictures—there you go. That's it, southeast connector right there. We opened it Friday at about 5:30 in the afternoon, and I was out there for about two hours on Saturday, amazing. There you go. Look, just people are all over the place. Traffic seems to be a little more—from a visual inspection, more than I thought we were going to get, and the bikes are both on the road in the shoulder and on the multi-use path. So, just want to do a quick shout out to our team to include Jacobs Engineering, Atkins Consultant, Granite Construction, Stantec, Kiewit. Infrastructure did phase one. That was six years ago we started that. So, T.Y. Lin, CME, Black Eagle, and [inaudible] Environmental. Governor, this is a \$300 million fuel tax project for Washoe County, and stay tuned, more to come.

I also want to point out that we've just received within the last two weeks our finding of no significant impact for Virginia Street. This positions us now to

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work with the Federal Transit Administration to receive a capital investment grant of \$40 million. This will complete our funding package. With respect to that grant agreement, we know we are in the current appropriations bill. Talking with the Senate appropriations staff and House staff members, we know we're in there. We just need to get the administration to move on that grant agreement and get that delivered to us. Governor, anything you can do, working with Senator Heller, working with the administration, working with secretary Chao, we would deeply appreciate it in moving that grant agreement. With this finding of no significant impact, we will begin utility relocations, and we will begin right of way acquisition for the parcels and the easements that we need in order to get that project going on.

I do want to mention two other projects. We are starting the design with our local dollars for the Sun Valley Boulevard improvements. That's a state facility, once again an example of our partnership with Rudy and NDOT where we and Washoe County move forward on state roads irrespective of funding source, same thing with the Pyramid Highway widening. We're going to start working on that design here with respect to getting that underway. I do want to talk briefly about the Spaghetti Bowl. As Rudy mentioned, we've signed off on our side of the draft EIS and preferred alternative. We will be taking to our board in August, a regional transportation plan amendment, which will get us positioned in order to move forward with the expedited project and get that underway.

Governor, we have put in the ground or are putting in the ground right now a little over half-a-billion dollars of infrastructure. We appreciate our partnership with the State, with the Federal Highway Administration, the Federal Transit Administration, and we like to think that there will be more good things to come. So, thank you very much for the opportunity to be here today, and we'll be seeing everyone soon. Thank you.

Sandoval: Thank you, Mr. Gibson. Mr. Lake, have you signed in for—oh, no, no, no. Actually, that was not—I looked at the wrong one. Deanna Gray was—I think she was one of the award winners. Yeah. All right, anyone else in Northern Nevada for public comment? I hear and see no one. Is there anyone present in Southern Nevada that would like to provide public comment?

Martin: No, sir.

Sandoval: All right. Thank you. Then we'll proceed with Agenda Item No. 5, which is Approval of the June 11, 2018 Board Meeting Minutes. Have the Members had an opportunity to review the minutes and are there any changes? Mr. Knecht.

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Knecht: Thank you, Governor, and at the bottom of page 40, the fourth line from the bottom, the word "inaudible" is there. It should have been—I said R squared should replace that. That's a technical term. I'm sorry.

Sandoval: Any other changes to the minutes? Okay, if there are none, the Chair will accept a motion to approve the minutes with the change suggested by the Controller.

Knecht: So moved.

Sandoval: The Controller has moved for approval. Is there a second?

Savage: Second.

Sandoval: Second by Member Savage. Any questions or discussion on the motion? Hear none. All in favor say aye. [ayes around] Those opposed say no. Okay, that motion passes unanimously. Frank, do you mind if we just mind—or mark you as abstained?

Martin: Yes, please. It just dawned on me. Thank you.

Sandoval: Yeah. All right, thank you. Okay, that motion passes unanimously. We'll move to Agenda Item No. 6, Approval of Contracts Over \$5 million. Mr. Nellis, good morning.

Nellis: Good morning, Governor, Members of the Board. For the record, Robert Nellis, Assistant Director for Administration. There are two contracts on page 3 of 24 for the Board's consideration. The first is a resurfacing project located on State Route 160, Blue Diamond Road, a little over a mile north of Mountain Spring Summit to the Clark County, Nye County line. Get caught up here on my slides. There were five bids, and the Director recommends award to Aggregate Industries in the amount of \$58,561,165.

The second resurfacing project is located on State Route 156, Lee Canyon Road, and on State Route 157, Kyle Canyon Road in Clark County. There were three bids, and the Director recommends award to Aggregate Industries in the amount of \$5,759,759, and with that, Governor, that concludes Agenda Item No. 6. Does the Board have any questions for us regarding either of these contracts?

Sandoval: All right, thank you. Mr. Nellis or whoever, with regard to Aggregate Industries being the successful bidder, it has the bandwidth to get both of these done timely?

Malfabon: I'll respond to that, Governor. Yes, they do. It's primarily the nature of the work. There's not a lot of repaving on the first one. It's more of the widening and the

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drainage structure construction, and they'll be able to do the repaving this year for the Mount Charleston highways, Route 156 and 157. So, most likely, the repaving will occur later, but they are—they do have capacity for multiple paving projects at one time.

Sandoval: Thank you, and just to comment, probably the Controller was going to talk about it, but the Engineer's Estimate and the difference in the—we just paid for the Centennial Bowl, so that's good, the \$7 million difference there. All right, questions or comments from other Board Members? Mr. Controller.

Knecht: Thank you, Governor, and the only thing I was going to ask about is on the map, page 5 of 24, how long is that distance in the green segment that we're going to be working on? Roughly, I don't need it to the hundredth. Okay. I agree with you, Governor, that we should take note of the fact that we got 10% below the Engineer's Estimate, and I think that's a great thing.

Sandoval: Thank you, Mr. Controller. Any other questions or comments with regard to Agenda Item No. 6? Mr. Nellis, any more presentation?

Nellis: No, sir, that concludes this Agenda item.

Sandoval: Thank you. If there are no questions or comments, the Chair will accept a motion to approve the contracts over \$5 million presented in Agenda Item No. 6.

Martin: So moved.

Hutchison: Second.

Sandoval: Member Martin has moved to approve. The Lieutenant Governor has seconded the motion. Any questions or discussion on the motion? I hear none. All in favor say aye. [ayes around] Those opposed say no. That motion passes unanimously. Let's move to Agenda Item No. 7, Approval of Agreements Over \$300,000. Mr. Nellis.

Nellis: Thank you, Governor. There's one agreement under Agenda Item No. 7 that can be found on page 3 of 14 for the Board's consideration. This is in the amount of \$500,000 to provide service and maintain maintenance on the roadside weather information system and the fixed anti-icing spray system. This will provide fall and spring switchover inspections, remote technical assistance, emergency on-site service calls, materials, and a yearly certification operation training session. And with that, Governor, that concludes Agenda Item No. 7. Does the Board have any questions regarding this agreement?

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Sandoval: Thank you, Mr. Nellis. Board Members, any questions on Agenda Item No. 7? Member Savage.

Savage: Thank you, Governor. Not so much a question, just a comment. I want to thank Thor Dyson and Mike Fuess. I reached out to them recently on some questions regarding the system, and I've been skeptical of the system since day one because it's a mechanical system, and I know there's been a lot of cost to NDOT, but it's all about saving the lives, and I know it's a sole-source contract with Boschung of America, and they have other devices in Europe as well as the east coast. And I just ask them to respond timely on NDOT's behalf when we need them, and I guess time will tell how this system really works, because it is a mechanical system on some different bridges, and I do want to thank Thor and Mike again, but that's all I have. Governor, thank you.

Sandoval: Thank you. Other questions or comments on Agenda Item No. 7?

Martin: I have one, sir, and the Lieutenant Governor shares it, too. It seems that right at the top of page 5 of 14, it states the only North American provider of the Boschung technology and parts providing factory training, engineering, installation, et cetera. We bought a system and there was only one provider? I don't understand how that happened.

Dyson: Board Member Frank Martin, this is Thor Dyson, Assistant Director of Operations. So, this was done—this was a sole-source effort back in 2006 and seven for Contract 3292 to put these anti-icing systems in our bridge decks, four in particular on the project on Contract 3292, and the concept is to have the structures fully automated so when there's frost or ice conditions, that they'll turn on, and these spray systems that are embedded in the asphalt will spray those particular lanes, those particular structures, and keep the bridge deck from freezing. To answer your question, at the time, it was a sole-source agreement from this company. Boschung is out of Switzerland. They're small in the US in the sense that they don't have a lot of staff, but they do have a number of these different anti-icing systems in the structures throughout North America and Canada and in the US. We did—at the time, the Assistant Director of Operations, at that time, really wanted to try this system, and we've gone through the construction. NDOT did the design as far as the placement and the location of the conduit and the—and then with technical advice from Boschung where to put this anti-icing system, meaning the spray. So, when that was finally constructed, there was a four-year warranty period and test period, and we're past that. That warranty period ended over a year ago, and as Board Member Savage had—Len

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Savage had mentioned, it is a tricky mechanical system. We've done a lot on our own to repair it through Facetime and Skype and some other things, but there are parts of it that are above us, and this contract is to help us with that repair. It's still being evaluated, and the answer to your question for a long-winded answer is yes, they're the only ones that I'm aware of that put that system in. There's different warm systems that go into the asphalt. They're mechanical as well. We have something similar in the runaway truck ramps that were constructed on Mount Rose Highway, the redo of the runaway escape ramp I should say, truck escape ramp. We're going to keep an eye on it. I don't know if this is going to really work out. The \$500,000 for this is for two years, and we don't anticipate at all to use the entire \$500,000. We hope not. The parts list was supposed to be in your Board Packet. We're not sure why, but the parts are expensive, and they're all European, European gauge, threads, everything. So, it's a project that we're going to need to have maintained, and we're going to stay on top of it.

Martin: Okay, thanks, Thor. I was just curious about the sole-sourcing, and it sounds like these guys need to be held to a level of accountability and response time from what Member Savage said. And I'm wondering if there's a provision in this proposal for that. I didn't see that specifically.

Dyson: I'll need to check, Member Savage.

Martin: Thank you. That's all I have.

Sandoval: For the record, Member Martin. That's what Thor meant. Yeah, I guess it begs the question, does it work? Is it working?

Dyson: Governor, Thor Dyson, Assistant Director of Operations. Yes, it does work, but it's worked intermittently. I know last year there was a number of accidents that occurred in that area that did not occur on the structures. We watch it closely. We work with it closely. If it doesn't work, then we go back to our old practice of sanding and salting the structures. If we think it's not working, we're not going to take that chance. We'll sand and salt it accordingly or brine it.

Sandoval: I guess \$500,000 buys a lot of sand and salt and brine. Are we throwing good money after bad?

Dyson: Potentially, yes. We want to just see how this works out. We're hoping that—we're not going to come close to that \$500,000. We're hoping the parts hold it together, and they're expensive. They're from Europe. Really...

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Sandoval: No, and I'm not being critical of you, but there are a lot of ifs and buts here, and I think Frank brought up a really good point with regard to accountability and response time by the contractor, and frankly, I'd be a little more comfortable deferring this for another month so we could have the answer to that question whether or not that's in the contract, and if it's not, that we should put it in there, because as you know, with the winters that we have, we need them to be on the ball and responsive.

Dyson: So, Governor, I can assure you that they've been very responsive remotely. If it's something that they physically have to come out, that takes a little bit longer time.

Sandoval: They have to fly someone from Switzerland?

Dyson: Pennsylvania.

Sandoval: And you're the guy who's always been out there in the elements waiting for them to show up, right?

Dyson: Correct, and, you know, we're still addressing public safety and keeping public safety. We're just not getting the benefit of this state of the art piece of equipment.

Sandoval: I'll defer to the other members, but this is a lot of money, and if we can get a crew out there and get something, you know, we'll be spending the extra money to get more salt and sand and brine down, waiting for them, and then the storm is over. And so—but I am really curious to see what the specs are for response time, if any, and perhaps—will it cause any jeopardy for us to defer this another month?

Dyson: Well, the system is operating right now during the summertime. It just operates at night, because you've got to spray every three days or so to clean out those nozzles because of the highway environment. If you don't, it'll plug up. So, right now, it's spraying, and unfortunately, it's spraying chemical. We don't like to see that. We can't somehow convert it, and we're waiting for this to be approved so that we can bring these guys out. We were—because it's sole-sourced, we can't go get three quotes. We need an agreement.

Sandoval: What, if any, activity was there prior to the warranty—prior to the system going out of warranty? In other words, did we have to make a lot of warranty calls on the contractor?

Dyson: We did make a number of warranty calls for that four-year period—three-year period. We finally got it working to where we agreed it was sufficient, meaning it

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was performing appropriately. We needed to close out the entire contract as well, because that was holding us up. We didn't feel pressured to do that. We finally got the system operating the way we wanted it, but as Board Member Savage had stated, you know, it's mechanical, and it has issues, and so it's going to need a lot of TLC, the system.

Sandoval: And again, I...

Hutchison: Governor?

Sandoval: Yeah, and just when—I'm just—I don't want us, you know, putting—pardon the words, but a lipstick on a pig. You know, it's just—I don't hear a lot of confidence, and I'm not being critical of you, but you're the one who's dealt with it for the past four years, but I don't hear a lot of confidence in the system moving forward.

Dyson: You're correct, but at the same time, we have it, and there's been a lot of money invested into it. It's something we inherited at the District, and we've been trying to make it work. It does work, not as reliably as we'd like to see it, but it...

Sandoval: Well, it works during the summer. I mean, does it work in the winter?

Dyson: It works in the winter, you know, and the pile-up that happened last year—the accidents, I should state, was not near the Galena structure, and the Galena structure, the system was working.

Sandoval: Thank you. Mr. Lieutenant Governor.

Hutchison: Governor, thank you. I just had a follow-up point and question if we are going to defer this, Governor. I note in the paperwork that it says that Boschung is the only authorized provider of the technology and the parts. Well, usually, that authorized provider requirement has to do usually with the warranty work. If you do—if you have an authorized provider, then it's within the warranty. Well, we're outside of the warranty. Do we have to still use this company to perform the work and are there other alternatives, I would like to know, to service providers who could maintain—because this is just a maintenance contract—who can maintain and service the equipment, but who would not be Boschung? Is there an—are there alternatives to that now that we're outside of the warranty? That would be something that I would be interested in if we're going to defer this to understand more, and it may be a better, more reliable source. Even though it's not an authorized provider, it may be a type of system that, you know, other service providers can handle.

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Dyson: So, Lieutenant Governor, Thor Dyson, Assistant Director of Operations. We could take a look at that for other providers. Again, it's pure European. Everything is European parts, European threads, gauges, so forth. So, we could look for someone that could do that for us on those specialized repairs, specialized parts.

Hutchison: And just to follow up, Member Martin and I were talking about this. Part of the contract requires training of our own personnel. Is it possible to get more training from these folks so that we can do more of this in-house ourselves or what's been our experience with them actually training NDOT personnel for this purpose?

Dyson: We've had good luck and good experience with them training NDOT staff out in the field. Unfortunately, we have a lot of staff that, you know, come and go as well because of different issues of retention and recruitment, but we've had some training, and we've got some staff that are trained up. They can do some of the minor repairs. A lot of times we can do it through, like I said, Facetime or remotely working with the individuals from Boschung America that's based out of Pennsylvania.

Hutchison: Thank you. I'm in favor of deferring this, Governor, until we get some more information, maybe an update.

Sandoval: And Thor, I don't mean to keep coming up with these metaphors, but is this a lemon? Is the system a lemon, and now we're out of warranty, and we're paying to maintain a lemon, and two, do you remember—do you recall how much we paid for it in the first place?

Dyson: Governor, Thor Dyson, Assistant Director of Operation. It requires a lot of, like I said earlier, TLC, and it's hard to—I'd hate to call it a lemon, because I know it's worked in Europe. It's worked in Switzerland and other places, but they had more staff there. We could—you know, we do as much work as we can in-house repairing it, getting familiar with it. I've got some sharp individuals. I don't think getting another contractor or supplier is possible. You know, a lot of these high-tech type systems are set up in such a way that you're kind of either—you go with them and you're stuck with them or—and in this case, that's what's happening, or we shut it down and we just go back to our old practice of sanding and salting the bridge decks and the roadways. You know, in theory, right up front when it came out in 2006 and seven, there was a push to put it out, try it. It's nice to have something that's fully automated, spraying the deck, and you don't have to—you don't have that lag time. It's happening, and when it works, it works well. It's lowering the freezing point of the bridge deck and preventing someone from

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getting hurt or killed. So, that in itself, you know, it has value, and we evaluate that closely. It's also a method of dealing with, you know, the vacancies we have and the lack of staff. So, if even just two or three of the bridge decks are working appropriately, you know, it helps us. I hate throwing good money in after bad. I have older cars. I have older cars, and, you know, you got to make a decision. We have older equipment at NDOT. We really hate throwing in good money in after bad. It's hard to sit here and say it's a lemon when—I wouldn't call it a lemon, but I would say it's high maintenance.

Sandoval: No, and I feel like I'm cross-examining you. I'm not, and I know that you inherited this, but, you know, in the realm of things, this isn't a ton of money, but there's a point here to be considered, and, you know, we have to make good decisions. And obviously, I don't want to make a decision that could make the difference between life and death for an individual that's traveling on that road, but at the same time, I have a lot of confidence in our maintenance team to get out there and make the same—treat the road the same as this system would. And again, we're spending a lot of time on this, but it's important.

Dyson: Governor, can I give you just a couple other facts? The initial system, when it was put in the contract, it was \$4.25 million, that particular item. It uses potassium acetate, which is non-corrosive, and it helps save the bridge deck. That material does not go into Galena Creek or into the waters. It's all collected and piped and gone into detention basins. So, there are some benefits with this system. It keeps our bridge deck and that bridge lasting a lot longer. So, it's—when you put salt, salt brine, sand salt, it's going to hammer that deck and destroy the life of that bridge deck earlier. So, there's upfront costs, and then there's long-term costs, and we're using this—call it anti-corrosive chemical on the bridge decks to preserve those decks. We did go through the three-year period. We finally got it to work through the testing phases. The warranty is out. It ended last year, and we are where we're at right now. We have to convert it in the springtime once we're confident there's no more storms to spray water, and we have to convert it in the fall from water back to chemicals when we have confidence the storms are coming, and it'll spray for frost even though there's no snow. It'll spray for frost and freezing rain and that kind of thing. So, it's got its benefits, but it's high maintenance.

Sandoval: Mr. Controller.

Knecht: Thank you, Governor, and welcome to being Assistant Director, Thor. Long ago and far away, the amount of salt that the state of Illinois used on its roads rusted

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out the rocker panels on my MGB. You've been forthcoming about the challenge between—or the comparison between salt and this anti-corrosive chemical on the road and the structure. Is there a significant difference here between the two for the effect on people's vehicles?

Dyson: You know, we're sanding and salting, putting brine between the structures. So, we're looking at saving those bridge decks and not having to go in and repair them any time sooner than necessary and being disruptive to traffic. We're also—any time we can be environmentally sensitive and use something that's not corrosive like, you know, salt and brine—the problem is, is potassium acetate is very expensive compared to salt, but it's worthwhile putting this chemical on the structures from an environmental standpoint and from a corrosion standpoint to the decks. It has value, this system does. It works when no one is out there, and if we keep it working and there's a frost tomorrow, let's say—in Nevada, the weather can change. I know it's supposed to be a hundred-and-whatever tomorrow, but in a week, it could be—who knows? It could be snowing and freezing—or frost. That system would work, provided it had the chemical in it and we hadn't made the change yet. So, there is some benefit to having this system and to have it work. It's automated. It doesn't require a person. It's immediate.

Knecht: Thank you.

Sandoval: Member Savage.

Savage: Thank you, Governor, last comment. I think deferring this and having a cost benefit analysis so we can make a wise decision, all of us, and get a good recommendation from the staff as to their true thoughts is not going to hurt anything for 30 days. Thank you, Governor.

Sandoval: Thank you, and I just want to echo—oh, Member Almberg.

Almberg: Just one comment. I've had the same concerns as the rest of the Board Members had, and I had actually a long conversation this morning with both Tracy and Thor about this, and so I understand their concerns. You know, my recommendation was something Lieutenant Governor had basically brought up here, was what's the possibility of our staff, you know, being trained? We're spending a lot of money here. We could spend a lot of money to hire staff and train them specifically for this, but, you know, they come back in and said, well, that's a great concept, but they also have trouble staffing NDOT, and so it's pretty hard to even staff that position even if we have it funded. I'm supportive in

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delaying this to get some additional facts, and the comment that I have based on this discussion is, is it possible to create a brine from this chemical that would not be corrosive to the deck that you can apply manually instead of through this system? And you don't necessarily have to answer that, but I'm saying if we're going to delay that, that might be something that you look into to bring back to us next month. That's all for me, Governor. Thanks.

Sandoval: No, and I just want to echo what the Controller said. Don't interpret anything as being critical of you. I mean, this is something that is dated, and as I said, you're trying to make a silk purse out of a pig's ear here, and it just—I'm full of those metaphors today. But in any event, we just want to make the right decision, and again, I appreciate your being forthcoming and trying to be delicate as well and trying to do what's in the best interest. So, if there is no objection from any of the Board Members, I'd like to continue Agenda Item 7 to—I don't know, if you could have that information to the next regularly scheduled meeting or to a meeting in the future where you could have all that information for the Board.

Dyson: We'll have it next month.

Sandoval: Okay, then we'll defer it to the August agenda. Thank you. Can we—Dennis, do we need to take a motion on that? Okay, thank you. All right, let's move to Agenda Item No. 8, Contracts, Agreements, and Settlements. Mr. Nellis.

Nellis: Thank you, Governor. There are two attachments under Agenda Item No. 8 for the Board's information and no settlements this month. Beginning with Attachment A, there are three contracts that can be found on page 4 of 11 for the Board's information. The first project is located on State Route 582, Boulder Highway. This is for pedestrian safety improvements to include updating crosswalks, installing pedestrian median islands, rectangular rapid flash beacons, LED street lighting, and ADA ramps. There were six bids, and the Director awarded the contract to MC4 Construction in the amount of \$1,494,243.30.

The second project is for resurfacing ramps on Interstate 80 and US 395. There were two bids, and the Director awarded the contract to Granite Construction in the amount of \$873,873.

Lastly, the third project is for resurfacing on State Route 305 in Lander County. There were three bids, and the Director awarded the contract to Sierra Nevada Construction in the amount of \$1,322,007, and with that, does the Board have any questions regarding these three contracts before turning to Attachment B?

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- Sandoval: Board Members, any questions on these contracts? I hear none. Mr. Nellis, please proceed.
- Nellis: Mic on. There we go. Forty-two agreements under Attachment B that can be found on pages 9 through 11 for the Board's information. Items 1 through 7 are acquisitions and facility agreements. Eight through 29 are service providers, and then lastly, Items 30 through 42 on page 11 are no cost agreements and amendments, and that does conclude Agenda Item No. 8, Governor. Does the Board have any questions regarding these agreements?
- Sandoval: Thank you, Mr. Nellis. Questions from Board Members? Member Savage.
- Savage: Thank you, Governor, just one question on Item No. 10, retraining services of \$85,000 dispersed to the AGC. Have we done that in the past?
- Larkin: For the record, Tracy Larkin, Deputy Director. Yes, this will be the third year we're doing it. It has been augmented by about \$10,000 this year because we also needed them to assist on flagging and OSHA training, because we have not been able to keep up on our own. This has been primarily for DBE and minority training and that it's provided at no cost or minimal cost to them, and there was 492 of them who took classes last year from there.
- Savage: Okay. As long as we're getting the value and the instruction and they're learning something so we don't have to be so repetitive. I think that's the important service.
- Larkin: We have found a partnership with them has been very beneficial. They also have a diversity group that has really kind of been more homegrown. We found that it is better being a partner kind of coming in as a resource than actually being the one holding the classes. One, we get a much better participation, and what we're finding is they're talking to each other about the benefits of the programs, so it's been very successful.
- Savage: That's great. Thank you so much, Tracy. Thank you, Governor.
- Sandoval: Board Members, any other questions with regard to the contracts? I hear none, and Mr. Nellis, that does complete your presentation?
- Nellis: Yes, sir.
- Sandoval: And that is an informational item, so we'll move on. Agenda Item No. 9 has been removed from the Agenda, and congratulations on getting that resolved, Ms.

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Borrelli. Thank you. We'll move to Agenda Item No. 10, Formal Amendments and Administrative Amendments to the FFY 2018-2021 Statewide Transportation Improvement Program.

Rosenberg: Sondra Rosenberg for the record, Assistant Director for Planning. This is our quarterly update of the changes to the stip. As you can see, it's quite a bit thinner than it usually is, so that's a good thing, fewer changes, nothing major of note, although I do want to mention there's a number of ADA projects that were added in, continuing the work on the safety data collection with partnering agencies as well as a couple FTA grants to Washoe RTC and RTC of Southern Nevada, and that's it.

Sandoval: Thank you. Board Members, any questions on Agenda Item No. 10?

Martin: I have one, sir.

Sandoval: Please proceed.

Martin: Sondra, I was just telling the Lieutenant Governor this is one of the easiest to understand documents I've reviewed in the last 12 years of sitting here, okay, so thank you very much.

Rosenberg: Thank you, sir. It took us a few tries, but we're getting it now.

Martin: Yeah. The other one is, is that I see the first item, 18-14, RTC Southern Nevada, there's a—you're moving \$31,000 around, but it's for the Clark County School District police department crash data collection. Do we really get anything out of the Clark County Police Department or school district police department we don't get out of Metro or North Las Vegas or Highway Patrol? I see somebody in the background shaking their head.

Rosenberg: I believe so. So, you know, we're working with all of the law enforcement agencies to collect it. So, it really depends on who's responding and doing the initial reporting. So, if that happens to be the school district police, we want that initial information. That's the best I know. We can follow up with more information if you like.

Malfabon: And if I may add—this is Director Malfabon, Member Martin. We also have to collect information on non-motorized, so pedestrians and bicyclists. So, sometimes the school district can be the best source of information for those types of crashes.

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- Martin: Okay, thank you. Just a simple question, thanks.
- Sandoval: Thank you, Frank. Any other questions or comments on Agenda Item No. 10? I hear none, so the Chair will accept a motion to approve the formal amendments and administrative amendments to the FFY 2018-2021 STIP.
- Savage: So moved.
- Martin: So moved.
- Sandoval: Member Savage has moved to approve. Frank, may I take yours as a second?
- Martin: Absolutely, thank you, sir.
- Sandoval: Member Martin has seconded the motion. Any questions or discussion? I hear none. All in favor say aye. [ayes around] Opposed say no. That motion passes unanimously. We'll move to Agenda Item No. 11, Old Business. Director Malfabon.
- Malfabon: Thank you, Governor. Under old business, we have the standard reports on outside counsel costs on open matters and the monthly Litigation Report. I did receive the latest version dated as of June 30th on the Fatality Report. We did have some—basically, we're even. A lot of the gains that we made earlier in the year are starting to be wiped away, but we were at 153 fatalities at this time last year and same number currently in this year. But I wanted to note there are some improvements being made in motorcyclist safety and pedestrian safety. We were at 37 last year in Clark County alone, and currently, we're at 26. So, just as you saw on that Boulder Highway project, we're doing some great projects for pedestrian safety not only in southern Nevada, but also up at Lake Tahoe and Reno, Sparks, Carson City area. With motorcyclists in Clark County, we had 22 motorcyclist fatalities, and we're currently at 17 compared to the 22 last year. So, we're making some improvements in some areas, but still have some challenges with highway traffic safety. Recently during the 4th of July week, we had quite a spike in fatalities, but our safety staff have really been on top of it and are working to review a lot of the corridors in the urban areas and make improvements, design some projects that will result in improvements.
- Sandoval: Okay, thank you, Rudy, and just one question. Perhaps you can't answer it now, but as you know, we repurposed a significant amount of money to invest in pedestrian safety projects. Have we done a look back at those locations where we did those improvements to see if there have been any incidents at those locations?

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- Malfabon: We'll follow up on that, Governor. Some of them are more recent improvements, but the traffic safety staff I'm sure can do some analysis and provide that in the future.
- Sandoval: Thank you. All right, Board Members, questions with regard to Agenda Item No. 11?
- Hutchison: Governor?
- Sandoval: Mr. Lieutenant Governor, please proceed.
- Hutchison: Thank you. Just a real quick question, Dennis, for you on the outside counsel report. I'm looking at the contracts that were closed or expired since the last report, and I see the Campbell contract, four-year contract. We had authorized \$250,000, and there's still over \$245,000 remaining. So, I take it that this four-year contract—under this four-year contract, there was less than \$5,000 expended on legal services; is that correct?
- Gallagher: For the record, Dennis Gallagher, Counsel for the Board. That is correct, Lieutenant Governor. Mr. Campbell's area of expertise is with utilities, and we had anticipated the possibility of some serious negotiations with the utilities in regards to primarily Project NEON and the Boulder City Bypass, and that didn't happen due to the great efforts, I think, of the contractor and the NDOT staff.
- Hutchison: Well, that's a nice way to manage your legal expenses, Mr. Gallagher, so congratulations on that. Those are all the questions that I had on the report this month, Governor. Thank you.
- Sandoval: Thank you, Mr. Lieutenant Governor. Board Members, any other questions with regard to Agenda Item No. 11? We'll move—at least mine says there is no Agenda Item 12. It goes from 11 to 13 on mine, so we'll go to Agenda Item No.—what is marked on the Agenda as Agenda Item 13, Public Comment. Is there any public comment from Carson City?
- Speaker: Governor, I'd just like to follow up on the Controller's question. The total mileage on that contract is 29 miles, approximately 6.5 of some widening and 22 of a mill and fill.
- Knecht: Thank you.
- Sandoval: Any other public comment from Carson City? Any public comment from Southern Nevada?

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Martin: No, sir.

Sandoval: All right, then, is there a motion to adjourn?

Knecht: So moved.

Sandoval: Controller has moved to adjourn. Is there a second?

Almberg: Second.

Sandoval: Second by Member Almberg. All in favor please say aye. [eyes around] That motion passes unanimously. This meeting is adjourned. Thank you very much, ladies and gentlemen.



Secretary to Board



Preparer of Minutes